

Attachment 3
LAX SPECIFIC PLAN AMENDMENT STUDY
Final EIR

**Traffic Data for Future (2025) Without Alternative
With Future MAP Levels Scenario (78.9 MAP)**

January 2013

Prepared for:

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

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Attachments

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Attachment 3A

Trip Generation

Table A-1
Inbound Vehicle Volume Summary

LOCATION	AM (8 AM - 9 AM)								AP (11 AM - Noon)								PM (5 PM - 6 PM)							
	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements
Airport Public Parking Lots	117	163	163	170	170	170	186	163	99	146	144	155	155	155	176	146	116	202	202	212	212	212	236	202
Lot B ¹	50	70	-	-	-	-	46	70	34	50	-	-	-	-	43	50	44	77	-	-	-	-	58	77
Lot C ²	67	93	-	110	110	110	-	93	65	96	-	102	102	102	-	96	72	126	-	138	138	138	-	126
Continental City Property off Imperial/Aviation Bl/111th St	-	-	163	-	-	-	-	-	-	-	144	-	-	-	-	-	-	-	202	-	-	-	-	-
Manchester Sq ¹	-	-	-	59	59	59	63	-	-	-	-	53	53	53	60	-	-	-	-	74	74	74	80	-
ITC at Aviation and Imperial ¹	-	-	-	-	-	-	77	-	-	-	-	-	-	-	73	-	-	-	-	-	-	-	97	-
Airport Employee Parking	781	1,029	1,029	1,029	1,029	1,029	1,029	1,029	603	794	794	794	794	794	794	794	418	551	551	551	551	551	550	551
Lot E	118	155	-	-	-	-	-	155	84	111	-	-	-	-	-	111	97	128	-	-	-	-	-	128
Airport Police ³	44	58	-	58	58	58	58	58	32	42	-	42	42	42	42	42	15	20	-	20	20	20	20	20
Lot D	220	290	-	-	-	-	-	290	213	281	-	-	-	-	-	281	185	244	-	-	-	-	-	244
West Employee Parking Lot	399	526	-	-	-	-	885	526	274	361	-	-	-	-	686	361	121	159	-	-	-	-	484	159
Lot B/Lot E North of 111th St	-	-	1,029	-	-	-	-	-	-	-	794	-	-	-	-	-	-	-	551	-	-	-	-	-
Avion Dr and Century Bl Parking Lot	-	-	-	-	-	-	86	-	-	-	-	-	-	-	66	-	-	-	-	-	-	-	46	-
LOT D/ Jenny Lot/Former Avis RAC Employee Parking	-	-	-	-	971	971	-	-	-	-	-	-	752	752	-	-	-	-	-	-	531	531	-	-
LOT D/ Jenny Lot Employee Parking	-	-	-	538	-	-	-	-	-	-	-	417	-	-	-	-	-	-	-	294	-	-	-	-
Manchester Sq Employee Parking	-	-	-	433	-	-	-	-	-	-	-	336	-	-	-	-	-	-	-	237	-	-	-	-
Cargo Facilities	995	1,384	1,384	1,384	1,384	1,384	1,384	1,384	776	1,141	1,141	1,141	1,141	1,141	1,141	1,141	1,045	1,823	1,823	1,823	1,823	1,823	1,823	1,823
Existing Locations	995	1,384	1,384	1,384	1,384	1,384	1,384	1,384	776	1,141	1,141	1,141	1,141	1,141	1,141	1,141	1,045	1,823	1,823	1,823	1,823	1,823	1,823	1,823
Rental Car Facilities	603	839	839	839	839	839	839	839	776	1,141	1,141	1,141	1,141	1,141	1,141	1,141	482	841	841	841	841	841	841	841
Existing Locations	603	839	-	757	-	-	-	839	776	1,141	-	1,035	-	-	-	1,141	482	841	-	794	-	-	-	841
Budget Relocated to LOT E	-	-	-	82	-	-	-	-	-	-	-	106	-	-	-	-	-	-	-	47	-	-	-	-
CONRAC AT LOT C	-	-	839	-	-	-	839	-	-	-	1,141	-	-	-	1,141	-	-	-	841	-	-	-	841	-
CONRAC AT Manchester Square	-	-	-	-	839	839	-	-	-	-	-	-	1,141	1,141	-	-	-	-	-	-	841	841	-	-
Off Airport Parking Facilities	156	217	217	194	194	194	194	217	123	181	181	149	149	149	149	181	102	178	178	145	145	145	145	178
Existing Locations	156	217	217	178	178	178	178	217	123	181	181	128	128	128	128	181	102	178	178	122	122	122	122	178
Park One Relocation ⁴	-	-	-	16	16	16	16	-	-	-	-	21	21	21	21	-	-	-	-	22	22	22	22	-
Intermodal Transportation Facility	-	-	-	51	51	51	-	-	-	-	-	76	76	76	-	-	-	-	-	45	45	45	-	-
98th St Intermodal Transportation Facility ⁵	-	-	-	51	51	51	-	-	-	-	-	76	76	76	-	-	-	-	-	45	45	45	-	-
Manchester Sq	-	-	-	76	76	76	3,931	-	-	-	-	114	114	114	6,357	-	-	-	-	67	67	67	5,765	-
Kiss And Ride	-	-	-	76	76	76	-	-	-	-	-	114	114	114	-	-	-	-	-	67	67	67	-	-
Ground Transportation Center (Includes All Shuttles) ⁶	-	-	-	-	-	-	3,931	-	-	-	-	-	-	-	6,357	-	-	-	-	-	-	-	5,765	-
Central Terminal Area	3,030	4,199	4,131	4,157	4,070	3,902	9	4,275	4,550	6,651	6,575	6,508	6,407	6,231	9	6,675	3,534	6,069	6,045	6,036	5,986	5,810	9	6,093
CTA (Includes All Shuttles) ⁶	3,030	4,199	4,131	4,157	4,070	3,902	9	4,275	4,550	6,651	6,575	6,508	6,407	6,231	9	6,675	3,534	6,069	6,045	6,036	5,986	5,810	9	6,093
Grand Total	5,682	7,830	7,763	7,899	7,812	7,643	7,571	7,906	6,927	10,054	9,976	10,078	9,977	9,801	9,767	10,077	5,697	9,663	9,639	9,718	9,668	9,492	9,368	9,688

1. For SPAS Alternative 3; Lot B, ITC and Manchester Sq Includes redistributed Park One Customers
2. Lot C includes Relocated Park One Customers (27.5%) for SPAS Alternatives 1,2,8 and 9.
3. Location of relocated Airport Police Facility unknown
4. Off Airport Parking includes Relocated Park One Customers (40.2%) for SPAS Alternatives 1,2,3,8 and 9
5. ITF includes Kiss and Ride Vehicles as well as, Scheduled buses and Shared Ride Vans for Passenger pick up only
6. Volumes contains all Commercial and Private vehicle trips
7. The analyses assumed that during peak commuter periods, Rental Car companies will not shuttle rental vehicles between the ConRAC and their off-site locations. These vehicles will be moved during non-peak times

Table A-2
Outbound Vehicle Volume Summary

LOCATION	AM (8 AM - 9 AM)								AP (11 AM - Noon)								PM (5 PM - 6 PM)							
	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements
Airport Public Parking Lots	28	50	50	53	53	53	61	50	73	105	105	110	110	110	122	105	104	133	133	141	141	141	162	133
Lot B ¹	10	18	-	-	-	-	15	18	23	33	-	-	-	-	30	33	31	40	-	-	-	-	40	40
Lot C ²	18	32	-	47	47	47	-	32	50	72	-	98	98	98	-	72	73	93	-	127	127	127	-	93
Continental City Property off Imperial/Aviation Bl/111th St	-	-	50	-	-	-	-	-	-	-	105	-	-	-	-	-	-	-	133	-	-	-	-	-
Manchester Sq ¹	-	-	-	6	6	6	21	-	-	-	-	12	12	12	41	-	-	-	-	14	14	14	55	-
ITC at Aviation and Imperial ¹	-	-	-	-	-	-	25	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	67	-
Airport Employee Parking	263	346	346	346	346	346	346	346	533	702	702	702	702	702	702	702	571	752	752	752	752	752	752	752
Lot E	28	37	-	-	-	-	-	37	38	50	-	-	-	-	-	50	125	165	-	-	-	-	-	165
Airport Police ³	20	26	-	26	26	26	26	26	21	28	-	28	28	28	28	28	15	20	-	20	20	20	20	20
Lot D	16	21	-	-	-	-	-	21	120	158	-	-	-	-	-	158	196	258	-	-	-	-	-	258
West Employee Parking Lot	199	262	-	-	-	-	292	262	354	466	-	-	-	-	615	466	235	310	-	-	-	-	668	310
Lot B/Lot E North of 111th St	-	-	346	-	-	-	-	-	-	-	702	-	-	-	-	-	-	-	752	-	-	-	-	-
Avion Dr and Century Bl Parking Lot	-	-	-	-	-	-	27	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	64	-
LOT D/ Jenny Lot/Former Avis RAC Employee Parking	-	-	-	-	320	320	-	-	-	-	-	-	674	674	-	-	-	-	-	-	732	732	-	-
LOT D/ Jenny Lot Employee Parking	-	-	-	177	-	-	-	-	-	-	-	374	-	-	-	-	-	-	-	406	-	-	-	-
Manchester Sq Employee Parking	-	-	-	143	-	-	-	-	-	-	-	301	-	-	-	-	-	-	-	327	-	-	-	-
Cargo Facilities	571	1,016	1,016	1,016	1,016	1,016	1,016	1,016	842	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,081	1,378	1,378	1,378	1,378	1,378	1,378	1,378
Existing Locations	571	1,016	1,016	1,016	1,016	1,016	1,016	1,016	842	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,081	1,378	1,378	1,378	1,378	1,378	1,378	1,378
Rental Car Facilities	353	628	628	628	628	628	628	628	783	1,122	1,122	1,122	1,122	1,122	1,122	1,122	456	623	623	623	623	623	623	623
Existing Locations	353	628	-	542	-	-	-	628	783	1,122	-	1,041	-	-	-	1,122	456	581	-	581	-	-	-	581
Budget Relocated to LOT E	-	-	-	85	-	-	-	-	-	-	-	82	-	-	-	-	-	42	-	42	-	-	-	-
CONRAC AT LOT C	-	-	628	-	-	-	628	-	-	-	1,122	-	-	-	1,122	-	-	-	623	-	-	-	623	-
CONRAC AT Manchester Square	-	-	-	-	628	628	-	-	-	-	-	-	1,122	1,122	-	-	-	-	-	-	623	623	-	-
Off Airport Parking Facilities	54	96	96	84	84	84	84	96	99	142	142	125	125	125	125	142	185	236	236	206	206	206	206	236
Existing Locations	54	96	96	76	76	76	76	96	99	142	142	113	113	113	113	142	185	236	236	186	186	186	186	236
Park One Relocation ⁴	-	-	-	8	8	8	8	-	-	-	-	12	12	12	12	-	-	-	-	20	20	20	20	-
Intermodal Transportation Facility	-	-	-	51	51	51	-	-	-	-	-	76	76	76	-	-	-	-	-	45	45	45	-	-
98th St Intermodal Transportation Facility ⁵	-	-	-	51	51	51	-	-	-	-	-	76	76	76	-	-	-	-	-	45	45	45	-	-
Manchester Sq	-	-	-	76	76	76	4,980	-	-	-	-	114	114	114	6,537	-	-	-	-	67	67	67	4,596	-
Kiss And Ride	-	-	-	76	76	76	-	-	-	-	-	114	114	114	-	-	-	-	-	67	67	67	-	-
Ground Transportation Center (Includes All Shuttles) ⁶	-	-	-	-	-	-	4,980	-	-	-	-	-	-	-	6,537	-	-	-	-	-	-	-	4,596	-
Central Terminal Area	3,012	5,279	5,193	5,193	5,092	4,937	9	5,293	4,772	6,830	6,751	6,667	6,570	6,393	9	6,848	3,813	4,874	4,844	4,853	4,800	4,626	9	4,896
CTA (Includes All Shuttles) ⁶	3,012	5,279	5,193	5,193	5,092	4,937	9	5,293	4,772	6,830	6,751	6,667	6,570	6,393	9	6,848	3,813	4,874	4,844	4,853	4,800	4,626	9	4,896
Grand Total	4,281	7,415	7,329	7,446	7,345	7,190	7,124	7,428	7,102	10,109	10,029	10,123	10,026	9,849	9,824	10,126	6,210	7,997	7,966	8,066	8,013	7,839	7,727	8,018

1. For SPAS Alternative 3; Lot B, ITC and Manchester Sq Includes redistributed Park One Customers

2. Lot C includes Relocated Park One Customers (27.5%) for SPAS Alternatives 1,2,8 and 9.

3. Location of relocated Airport Police Facility unknown

4. Off Airport Parking includes Relocated Park One Customers (40.2%) for SPAS Alternatives 1,2,3,8 and 9

5. ITF includes Kiss and Ride Vehicles as well as, Scheduled buses and Shared Ride Vans for Passenger pick up only

6. Volumes contains all Commercial and Private vehicle trips

7. The analyses assumed that during peak commuter periods, Rental Car companies will not shuttle rental vehicles between the ConRAC and their off-site locations. These vehicles will be moved during non-peak times

Table A-3
Inbound Shuttle Volume Summary

LOCATION	AM (8 AM - 9 AM)								AP (11 AM - Noon)								PM (5 PM - 6 PM)							
	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements
Airport Public Parking Lots	16	18	18	20	20	10	10	18	21	23	24	29	29	14	10	23	33	36	38	48	48	24	10	36
Lot B ¹	7	8	-	-	-	-	10	8	8	9	-	-	-	-	10	9	11	12	-	-	-	-	10	12
Lot C	9	10	-	10	10	10	-	10	13	14	-	14	14	14	-	14	22	24	-	24	24	24	-	24
Continental City Property off Imperial/Aviation Bl/111th St	-	-	18	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	38	-	-	-	-	-
Manchester Sq ¹	-	-	-	10	10	-	-	-	-	-	-	14	14	-	-	-	-	-	-	24	24	-	-	-
ITC at Aviation and Imperial ¹	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Airport Employee Parking	12	13	14	32	32	-	6	13	7	8	8	25	25	-	6	8	9	10	10	18	18	-	6	10
Lot E	5	6	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Airport Police	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lot D	7	8	-	-	-	-	-	8	7	8	-	-	-	-	-	8	9	10	-	-	-	-	-	10
West Employee Parking Lot	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lot B/Lot E North of 111th St	-	-	14	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	10	-	-	-	-	-
Avion Dr and Century Bl Parking Lot ¹	-	-	-	-	-	-	6	-	-	-	-	-	-	-	6	-	-	-	-	-	-	6	-	
LOT D/ Jenny Lot/Former Avis RAC Employee Parking	-	-	-	-	32	-	-	-	-	-	-	-	25	-	-	-	-	-	-	18	-	-	-	-
LOT D/ Jenny Lot Employee Parking	-	-	-	18	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	10	-	-	-	-
Manchester Sq Employee Parking	-	-	-	14	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	8	-	-	-	-
Cargo Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Existing Locations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rental Car Facilities	114	158	75	162	75	-	-	162	125	172	75	176	75	-	-	176	90	122	75	125	75	-	-	125
Existing Locations	114	158	-	162	-	-	-	162	125	172	-	176	-	-	-	176	90	122	-	125	-	-	-	125
CONRAC AT LOT C	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-
CONRAC AT Manchester Square	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-
Off Airport Parking Facilities	56	73	75	75	75	75	75	75	67	85	88	88	88	88	88	88	91	129	133	133	133	133	133	133
Existing Locations	56	73	75	75	75	75	75	75	67	85	88	88	88	88	88	88	91	129	133	133	133	133	133	133
Intermodal Transportation Facility	-	-	-	87	87	90	-	-	-	-	-	112	112	108	-	-	-	-	-	81	81	70	-	-
CTA Connector Shuttles	-	-	-	29	29	-	-	-	-	-	-	29	29	-	-	-	-	-	-	29	29	-	-	-
Employee Shuttles	-	-	-	-	-	32	-	-	-	-	-	-	-	25	-	-	-	-	-	-	18	-	-	
Shared Ride Shuttles (Arriving Passengers only)	-	-	-	49	49	49	-	-	-	-	-	74	74	74	-	-	-	-	-	43	43	43	-	-
Flyaway (Arriving Passengers only)	-	-	-	9	9	9	-	-	-	-	-	9	9	9	-	-	-	-	-	9	9	9	-	-
Intermodal Transportation Center	6	7	6	6	6	-	-	6	6	7	6	6	6	-	-	6	6	7	6	6	6	-	-	6
ITC Driveways (Aviation Bl and Imperial Highway)	-	-	-	6	6	-	-	-	-	-	-	6	6	-	-	-	-	-	-	6	6	-	-	-
Future Metro Light Rail Station (Aviation Bl and Century Bl)	6	7	6	-	-	-	-	6	6	7	6	-	-	-	-	6	6	7	6	-	-	-	-	6
Grand Total	204	268	188	382	295	175	91	274	226	294	201	435	334	210	104	301	229	304	262	411	361	227	149	310

Notes
1. For SPAS Alternative 3; Shuttles go to the GTC
2. ITF includes Shuttle trips from Lot D/Jenny/Avis lot for SPAS Alt 9

Table A-4
Outbound Shuttle Volume Summary

LOCATION	AM (8 AM - 9 AM)								AP (11 AM - Noon)								PM (5 PM - 6 PM)							
	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements	2009	"Future (2025) Without Alternative with Future MAP Levels" (78.9 MAP)	78.9 MAP No Project ALT 4	78.9 MAP SPAS 1,2	78.9 MAP SPAS ALT 8	78.9 MAP SPAS ALT 9	78.9 MAP ALT 3	78.9 MAP No Project No Improvements
Airport Public Parking Lots	29	32	33	26	26	13	10	32	26	29	29	35	35	18	10	29	29	32	32	42	42	21	10	32
Lot B ¹	17	19	-	-	-	-	10	19	10	11	-	-	-	-	10	11	10	11	-	-	-	-	10	11
Lot C	12	13	-	13	13	13	-	13	16	18	-	18	18	18	-	18	19	21	-	21	21	21	-	21
Continental City Property off Imperial/Aviation Bl/111th St	-	-	33	-	-	-	-	-	-	-	29	-	-	-	-	-	-	-	32	-	-	-	-	-
Manchester Sq ¹	-	-	-	13	13	-	-	-	-	-	-	18	18	-	-	-	-	-	-	21	21	-	-	-
ITC at Aviation and Imperial ¹	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Airport Employee Parking	6	7	7	11	11	-	6	7	8	9	9	22	22	-	6	9	9	10	10	25	24	-	6	10
Lot E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Airport Police	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lot D	6	7	-	-	-	-	-	7	8	9	-	-	-	-	-	9	9	10	-	-	-	-	-	10
West Employee Parking Lot	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lot B/Lot E North of 111th St	-	-	7	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	10	-	-	-	-	-
Avion Dr and Century Bl Parking Lot ¹	-	-	-	-	-	-	6	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	6	-
LOT D/ Jenny Lot/Former Avis RAC Employee Parking	-	-	-	-	11	-	-	-	-	-	-	-	22	-	-	-	-	-	-	-	24	-	-	-
LOT D/ Jenny Lot Employee Parking	-	-	-	6	-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	14	-	-	-	-
Manchester Sq Employee Parking	-	-	-	5	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	11	-	-	-	-
Cargo Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Existing Locations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rental Car Facilities	111	173	75	176	75	-	-	176	110	167	75	172	75	-	-	172	84	123	75	127	75	-	-	127
Existing Locations	111	173	-	176	-	-	-	176	110	167	-	172	-	-	-	172	84	123	-	127	-	-	-	127
CONRAC AT LOT C	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-
CONRAC AT Manchester Square	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-	-	-	-	-	75	-	-	-
Off Airport Parking Facilities	60	81	86	86	86	86	86	86	62	83	86	86	86	86	86	86	81	107	109	109	109	109	109	109
Existing Locations	60	81	86	86	86	86	86	86	62	83	86	86	86	86	86	86	81	107	109	109	109	109	109	109
Intermodal Transportation Facility	-	-	-	87	87	69	-	-	-	-	-	112	112	105	-	-	-	-	-	81	81	76	-	-
CTA Connector Shuttles	-	-	-	29	29	-	-	-	-	-	-	29	29	-	-	-	-	-	-	29	29	-	-	-
Employee Shuttles	-	-	-	-	-	11	-	-	-	-	-	-	-	22	-	-	-	-	-	-	-	24	-	-
Shared Ride Shuttles (Arriving Passengers only)	-	-	-	49	49	49	-	-	-	-	-	74	74	74	-	-	-	-	-	43	43	43	-	-
Flyaway (Arriving Passengers only)	-	-	-	9	9	9	-	-	-	-	-	9	9	9	-	-	-	-	-	9	9	9	-	-
Intermodal Transportation Center	6	7	6	6	6	-	-	6	6	7	6	6	6	-	-	6	6	7	6	6	6	-	-	6
ITC Driveways (Aviation Bl and Imperial Highway)	-	-	-	6	6	-	-	-	-	-	-	6	6	-	-	-	-	-	-	6	6	-	-	-
Future Metro Light Rail Station (Aviation Bl and Century Bl)	6	7	6	-	-	-	-	6	6	7	6	-	-	-	-	6	6	7	6	-	-	-	-	6
Grand Total	212	300	207	392	291	168	102	307	212	294	205	433	336	209	102	301	209	279	232	390	337	206	125	284

Notes
1. For SPAS Alternative 3; Shuttles go to the GTC
2. ITF includes Shuttle trips from Lot D/Jenny/Avis lot for SPAS Alt 9

Attachment 3B
Level of Service Analysis Tables

TABLE B-1
"FUTURE (2025) WITH ALTERNATIVE" SCENARIOS IMPACT ANALYSIS SUMMARY -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	ALT 1-2			ALT 3			ALT 4			ALT 8			ALT 9		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	-	-	-	-	YES	-	-	YES	-	-	-	-	-	-	-
7	Airport Boulevard & Century Boulevard	YES	YES	YES	-	-	-	YES	YES	YES	-	YES	YES	-	YES	YES
9	Airport Boulevard & Manchester Avenue	YES	YES	-	-	-	-	-	-	-	YES	YES	-	YES	YES	-
10	Aviation Boulevard & Arbor Vitae Street	-	-	-	-	YES	-	-	-	-	-	-	-	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	-	-	-	-	-	-	-	-	-	-	-	YES	-	-	YES
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	YES	YES	YES	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	YES	YES	-	-	-	-	YES	YES	YES	YES	-	-	YES	-	-
16	Aviation Boulevard & Imperial Highway	-	-	-	YES	-	YES	YES	-	-	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	-	-	YES	-	-	-	-	-	-	-	-	YES	-	-	YES
25	La Brea Avenue & Centinela Avenue	-	-	-	-	-	-	-	-	-	YES	-	-	YES	-	-
26	La Cienega Boulevard & Centinela Avenue	-	-	-	YES	YES	YES	-	-	-	-	-	-	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	-	YES	-	-	-	-	-	YES	YES	-	YES	YES	-	YES	YES
35	Inglewood Avenue & Century Boulevard	-	-	YES	-	-	-	-	-	-	-	-	-	-	-	-
36	La Cienega Boulevard & Century Boulevard	YES	-	-	YES	-	YES	YES	-	YES	YES	YES	-	YES	YES	-
37	Prairie Avenue & Century Boulevard	-	-	YES	-	-	-	-	-	YES	-	-	YES	-	-	YES
38	Sepulveda Boulevard & Century Boulevard	-	-	YES	YES	-	-	-	-	YES	-	-	YES	-	-	YES
46	Douglas Street & El Segundo Boulevard	-	-	YES	-	-	-	-	-	YES	-	-	YES	-	-	YES
51	Hawthorne Boulevard & El Segundo Boulevard	-	-	-	YES	YES	YES	-	-	-	-	-	-	-	-	-
57	La Brea Avenue & Florence Avenue	YES	-	-	-	-	-	-	-	-	-	-	-	-	-	-
58	La Cienega Boulevard & Florence Avenue	YES	YES	-	YES	YES	YES	-	YES	-	-	YES	YES	-	YES	YES
62	Hawthorne Boulevard & Imperial Highway	-	-	YES	YES	YES	YES	-	-	YES	-	-	YES	-	-	YES
63	Hawthorne Boulevard & Lennox Boulevard	-	-	YES	-	-	-	-	-	YES	-	-	YES	-	-	YES
66	Inglewood Avenue & Imperial Highway	-	-	-	YES	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES
71	Sepulveda Boulevard & Imperial Highway	YES	-	-	-	-	-	-	-	-	YES	-	-	YES	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	YES	YES	YES	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	YES	-	-	YES	-	-	YES	-	-	YES	-	-	YES
85	La Brea Avenue & Manchester Boulevard	-	-	-	YES	YES	YES	-	-	-	-	-	YES	-	-	YES
87	La Brea Avenue & Slauson Avenue	-	-	-	-	YES	YES	-	-	-	-	-	-	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	-	-	-	YES*	-	YES	-	-	YES	-	-	YES	-	-	YES
90	La Cienega Boulevard & Manchester Boulevard	-	-	YES	YES	YES	YES	-	-	YES	YES	YES	YES	YES	YES	YES
95	La Cienega Boulevard & West 120th Street	-	-	YES	-	-	YES	-	-	YES	-	-	YES	-	-	YES
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	-	-	-	-	-	-	-	-	-	-	YES	YES	-	YES	YES
101	Sepulveda Boulevard & La Tijera Boulevard	-	-	-	-	YES	-	-	YES	YES	-	-	-	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	YES	YES	-	YES	YES	-	-	YES	-	YES	YES	-	YES	YES	-
115	Ash Avenue & Manchester Avenue	-	-	YES	-	-	-	-	-	YES	-	-	YES	-	-	YES
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	YES	-	-	YES	YES	YES	-	-	-	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	-	-	YES	-	-	-	-	-	-	-	-	YES	-	-	YES
159	Hindry Avenue & Manchester Boulevard	-	YES	-	-	YES	YES	-	YES	-	-	YES	-	-	YES	-
169	Prairie Avenue & Manchester Boulevard	-	-	-	-	-	-	-	-	-	YES	-	YES	YES	-	YES
188	Prairie Avenue & El Segundo Boulevard	YES	-	-	YES	-	YES	YES	-	-	YES	-	-	YES	-	-
Number of Impacts		9	7	13	16	15	17	7	10	17	9	10	20	9	10	20
Number of Impacted Intersections		23			23			23			28			28		

TABLE B-2
"FUTURE (2025) WITH ALTERNATIVE 1-2" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 1-2**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
1	Admiralty Way & Bali Way	LA County	X	X	0.660	B	0.617	B	0.827	D	0.660	B	0.614	B	0.823	D	-	-	-
2	Admiralty Way & Fiji Way	LA County			0.463	A	0.372	A	0.595	A	0.463	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.508	A	0.534	A	0.671	B	0.508	A	0.534	A	0.671	B	-	-	-
4	Palawan Way & Admiralty Way	LA County			0.634	B	0.474	A	0.664	B	0.634	B	0.477	A	0.674	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.601	B	0.839	D	0.601	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.525	A	0.736	C	0.936	E	0.500	A	0.740	C	0.936	E	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.712	C	0.835	D	0.773	C	0.765	C	0.993	E	0.861	D	YES	YES	YES
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.539	A	0.493	A	0.608	B	0.621	B	0.626	B	0.660	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.780	C	0.965	E	1.060	F	0.831	D	1.096	F	1.035	F	YES	YES	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.594	A	0.631	B	0.889	D	0.606	B	0.649	B	0.878	D	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.544	A	0.609	B	0.815	D	0.556	A	0.606	B	0.828	D	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.461	A	0.553	A	0.794	C	0.473	A	0.553	A	0.803	D	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.572	A	0.544	A	0.710	C	0.591	A	0.541	A	0.732	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	1.077	F	1.066	F	1.274	F	1.191	F	1.123	F	1.270	F	YES	YES	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.956	E	0.865	B	0.853	D	0.931	E	0.681	B	0.853	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.672	B	0.546	A	0.695	B	0.691	B	0.579	A	0.701	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.869	D	0.933	E	0.973	E	0.875	D	0.932	E	0.988	E	-	-	YES
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.754	C	0.837	D	0.933	E	0.754	C	0.834	D	0.935	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.580	A	0.504	A	0.620	B	0.576	A	0.547	A	0.613	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.544	A	0.482	A	0.641	B	0.706	C	0.504	A	0.638	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.580	A	0.586	A	0.840	D	0.583	A	0.589	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.576	A	0.387	A	0.615	B	0.553	A	0.348	A	0.567	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.664	B	0.512	A	0.845	D	0.664	B	0.512	A	0.841	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.781	C	0.581	A	0.984	E	0.795	C	0.581	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.919	E	0.981	D	0.985	E	0.928	E	0.813	D	0.991	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.934	E	0.709	C	1.127	F	0.932	E	0.729	C	1.136	F	-	-	-
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	X	X	0.665	B	0.535	A	0.860	D	0.682	B	0.539	A	0.865	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.896	D	0.715	C	0.928	E	0.886	D	0.724	C	0.892	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.051	F	0.901	E	1.065	F	1.051	F	0.898	D	1.071	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.857	D	0.710	C	1.020	F	0.860	D	0.713	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.777	C	0.663	B	0.877	D	0.777	C	0.667	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.440	A	0.328	A	0.532	A	0.402	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.777	C	0.903	E	1.074	F	0.785	C	0.948	E	1.075	F	-	YES	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.734	C	0.717	C	0.932	E	0.749	C	0.737	C	0.943	E	-	-	YES
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.757	C	0.848	D	1.080	F	0.815	D	0.856	D	1.004	F	YES	-	-
37	Prairie Avenue & Century Boulevard	Inglewood			0.711	C	0.789	C	0.952	E	0.721	C	0.800	C	0.977	E	-	-	YES
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.615	B	0.550	A	0.700	B	0.664	B	0.615	B	0.753	C	-	-	YES
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.754	C	0.622	B	0.719	C	0.760	C	0.640	B	0.720	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.744	C	0.369	A	0.752	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.682	B	0.444	A	0.828	D	0.675	B	0.433	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.674	B	0.498	A	0.895	D	0.692	B	0.502	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.741	C	0.564	A	0.734	C	0.745	C	0.560	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.787	C	0.647	B	0.979	E	0.784	C	0.640	B	1.001	F	-	-	YES
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.416	A	0.314	A	0.515	A	0.416	A	0.302	A	0.521	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.434	A	0.487	A	0.598	A	0.434	A	0.483	A	0.606	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.674	B	0.734	C	0.804	D	0.680	B	0.730	C	0.804	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.679	B	0.720	C	1.242	F	0.681</								

TABLE B-2
"FUTURE (2025) WITH ALTERNATIVE 1-2" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 1-2**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.712	C	0.557	A	0.746	C	0.722	C	0.557	A	0.753	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.738	C	0.551	A	0.773	C	0.749	C	0.551	A	0.772	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.716	C	0.603	B	0.754	C	0.714	C	0.603	B	0.763	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.829	D	0.547	A	0.985	E	0.823	D	0.552	A	0.992	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.746	C	0.518	A	0.763	C	0.765	C	0.528	A	0.768	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.882	D	0.640	B	0.938	E	0.886	D	0.653	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.902	E	0.531	A	0.781	C	0.901	E	0.540	A	0.793	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.842	D	0.387	A	0.832	D	0.840	D	0.385	A	0.827	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.800	C	0.700	B	0.952	E	0.811	D	0.700	B	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.812	D	0.719	C	0.937	E	0.802	D	0.724	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.894	D	0.757	C	0.983	E	0.876	D	0.761	C	0.976	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.806	D	0.738	C	0.919	E	0.802	D	0.736	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.824	D	0.675	B	0.940	E	0.824	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.769	C	0.610	B	0.883	D	0.757	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.006	F	0.698	B	1.008	F	1.023	F	0.704	C	1.010	F	YES	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.975	E	0.736	C	0.894	D	0.969	E	0.742	C	0.898	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.852	D	0.610	B	0.867	D	0.852	D	0.612	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.696	B	0.443	A	0.697	B	0.701	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.136	F	0.781	C	1.084	F	1.136	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.979	E	0.772	C	1.096	F	0.982	E	0.776	C	1.085	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.773	C	0.593	A	0.987	E	0.777	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.410	A	0.857	D	0.787	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.975	E	0.657	B	0.855	D	0.972	E	0.657	B	0.862	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.862	B	0.582	A	0.759	C	0.690	B	0.607	B	0.780	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.625	B	0.621	B	0.686	B	0.633	B	0.630	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.489	A	0.449	A	0.535	A	0.489	A	0.451	A	0.537	A	-	-	-

Note: ** These refer to level of service analysis results for the "Future (2025) with Alt 1-2" scenario provided in the SPAS Draft EIR.

TABLE B-3
"FUTURE (2025) WITH ALTERNATIVE 3" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 3**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
1	Admiralty Way & Bali Way	LA County	X	X	0.660	B	0.617	B	0.827	D	0.650	B	0.607	B	0.820	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.463	A	0.372	A	0.595	A	0.453	A	0.360	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.508	A	0.534	A	0.671	B	0.482	A	0.534	A	0.675	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.634	B	0.474	A	0.664	B	0.628	B	0.461	A	0.677	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.601	B	0.839	D	0.599	A	0.589	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.525	A	0.736	C	0.936	E	0.645	B	1.013	F	0.827	D	-	YES	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.712	C	0.835	D	0.773	C	0.637	B	0.451	A	0.570	A	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.539	A	0.493	A	0.608	B	0.559	A	0.539	A	0.688	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.780	C	0.965	E	1.060	F	0.747	C	0.853	D	0.962	E	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.594	A	0.631	B	0.889	D	0.678	B	0.791	C	0.792	C	-	YES	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.544	A	0.609	B	0.815	D	0.542	A	0.672	B	0.800	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.461	A	0.553	A	0.794	C	0.461	A	0.601	B	0.759	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.572	A	0.544	A	0.710	C	1.590	F	2.242	F	2.159	F	YES	YES	YES
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	1.077	F	1.066	F	1.274	F	0.883	D	0.628	B	0.805	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.956	E	0.685	B	0.853	D	0.972	E	0.679	B	0.868	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.672	B	0.546	A	0.695	B	0.923	E	0.554	A	0.813	D	YES	-	YES
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.869	D	0.933	E	0.973	E	0.856	D	0.910	E	0.936	E	-	-	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.754	C	0.837	D	0.933	E	0.750	C	0.819	D	0.927	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.580	A	0.504	A	0.620	B	0.574	A	0.480	A	0.574	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.544	A	0.482	A	0.641	B	0.666	B	0.532	A	0.648	B	-	-	-
21	Lincoln Boulevard & Ball Way	Caltrans/City of LA/LA County	X	X	0.580	A	0.586	A	0.840	D	0.571	A	0.575	A	0.837	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.576	A	0.387	A	0.615	B	0.553	A	0.358	A	0.569	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.664	B	0.512	A	0.845	D	0.643	B	0.504	A	0.848	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.781	C	0.581	A	0.904	E	0.784	C	0.584	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.919	E	0.824	D	0.985	E	0.922	E	0.838	D	0.984	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.934	E	0.709	C	1.127	F	0.998	E	0.792	C	1.197	F	YES	YES	YES
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	X	X	0.665	B	0.535	A	0.860	D	0.669	B	0.541	A	0.848	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.896	D	0.715	C	0.928	E	0.910	E	0.741	C	0.940	E	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.051	F	0.901	E	1.065	F	1.049	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.857	D	0.710	C	1.020	F	0.853	D	0.743	C	1.013	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.777	C	0.663	B	0.877	D	0.773	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.440	A	0.328	A	0.532	A	0.391	A	0.289	A	0.537	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.454	A	0.288	A	0.549	A	0.451	A	0.269	A	0.567	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.777	C	0.903	E	1.074	F	0.659	B	0.683	B	0.875	D	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.734	C	0.717	C	0.932	E	0.744	C	0.709	C	0.929	E	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.757	C	0.848	D	1.080	F	0.949	E	0.732	C	1.026	F	YES	-	YES
37	Prairie Avenue & Century Boulevard	Inglewood			0.711	C	0.789	C	0.952	E	0.678	B	0.757	C	0.932	E	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.615	B	0.550	A	0.700	B	0.731	C	0.529	A	0.734	C	YES	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.754	C	0.622	B	0.719	C	0.760	C	0.597	A	0.729	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.599	A	0.443	A	0.654	B	0.588	A	0.439	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.744	C	0.369	A	0.752	C	0.751	C	0.376	A	0.745	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.682	B	0.444	A	0.828	D	0.704	C	0.486	A	0.830	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.671	B	0.946	E	1.182	F	0.667	B	0.939	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.674	B	0.498	A	0.895	D	0.688	B	0.497	A	0.889	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.741	C	0.564	A	0.734	C	0.745	C	0.561	A	0.736	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.787	C	0.647	B	0.979	E	0.862	D	0.684	B	0.976	E	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.416	A	0.314	A	0.515	A	0.391	A	0.241	A	0.392	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.434	A	0.487	A	0.598	A	0.417	A	0.447	A	0.601	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.674	B	0.734	C	0.804	D	0.670	B	0.738	C	0.789	C	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.621	B	0.579	A	0.762	C	0.618	B	0.576	A	0.772	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.679	B	0.720	C	1.242	F	0.720	C	0.773	C	1.289	F	YES	YES	YES
52	Inglewood Avenue & El Segundo Boulevard	Haw>																	

TABLE B-3
"FUTURE (2025) WITH ALTERNATIVE 3" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 3**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.596	A	0.465	A	0.547	A	0.604	B	0.467	A	0.547	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.887	D	0.596	A	0.920	E	0.866	D	0.600	A	0.909	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.739	C	0.560	A	0.896	D	0.760	C	0.576	A	0.901	E	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.763	C	0.596	A	0.933	E	0.760	C	0.590	A	0.916	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.712	C	0.557	A	0.746	C	0.726	C	0.624	B	0.773	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.738	C	0.551	A	0.773	C	0.760	C	0.568	A	0.780	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.716	C	0.603	B	0.754	C	0.701	C	0.569	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.829	D	0.547	A	0.985	E	0.827	D	0.563	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.746	C	0.518	A	0.763	C	0.771	C	0.569	A	0.773	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.882	D	0.640	B	0.938	E	0.894	D	0.627	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.902	E	0.531	A	0.781	C	0.901	E	0.534	A	0.789	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.842	D	0.387	A	0.832	D	0.851	D	0.389	A	0.818	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.800	C	0.700	B	0.952	E	0.815	D	0.701	C	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.812	D	0.719	C	0.937	E	0.805	D	0.718	C	0.943	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.894	D	0.757	C	0.983	E	0.886	D	0.761	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.806	D	0.738	C	0.919	E	0.808	D	0.742	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.824	D	0.675	B	0.940	E	0.824	D	0.673	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.769	C	0.610	B	0.883	D	0.771	C	0.610	B	0.859	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.006	F	0.698	B	1.008	F	1.057	F	0.711	C	1.025	F	YES	-	YES
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.975	E	0.736	C	0.894	D	0.975	E	0.748	C	0.899	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.852	D	0.610	B	0.867	D	0.854	D	0.614	B	0.871	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.698	B	0.443	A	0.697	B	0.689	B	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.136	F	0.781	C	1.084	F	1.132	F	0.776	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.979	E	0.772	C	1.096	F	0.982	E	0.775	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.773	C	0.593	A	0.987	E	0.780	C	0.593	A	0.983	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.410	A	0.857	D	0.790	C	0.410	A	0.850	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.975	E	0.657	B	0.855	D	0.965	E	0.684	B	0.859	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.682	B	0.582	A	0.759	C	0.689	B	0.603	B	0.775	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.533	A	0.533	A	0.553	A	0.549	A	0.553	A	0.604	B	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.625	B	0.621	B	0.686	B	0.645	B	0.691	B	0.714	C	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.489	A	0.449	A	0.535	A	0.491	A	0.467	A	0.558	A	-	-	-

Note:
* Future (2025) Without Alternative V/C reported above was based on ICU Methodology. However, this intersection impact was determined based on CMA Methodology, where Future (2025) Without Alternative V/C was calculated as 0.713 (LOS C) and City of Los Angeles significant impact threshold is a V/C increase of 0.04 or greater for LOS C.
** These refer to level of service analysis results for the "Future (2025) with Alt 3" scenario provided in the SPAS Draft EIR.

TABLE B-4
"FUTURE (2025) WITH ALTERNATIVE 4" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP										FUTURE (2025) WITH ALT 4**										SIGNIFICANT IMPACT?		
					LEVELS' SCENARIO (78.9 MAP)																						
					AM		MD		PM		AM		MD		PM		AM		MD		PM		AM	MD	PM		
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS							
1	Admiralty Way & Ball Way	LA County	X	X	0.660	B	0.617	B	0.827	D	0.660	B	0.613	B	0.822	D	-	-	-								
2	Admiralty Way & Fiji Way	LA County	X	X	0.463	A	0.372	A	0.595	A	0.457	A	0.372	A	0.595	A	-	-	-								
3	Admiralty Way & Mindanao Way	LA County	X	X	0.508	A	0.534	A	0.671	B	0.502	A	0.534	A	0.671	B	-	-	-								
4	Palawan Way & Admiralty Way	LA County	X		0.634	B	0.474	A	0.664	B	0.634	B	0.480	A	0.670	B	-	-	-								
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.601	B	0.839	D	0.601	B	0.595	A	0.839	D	-	-	-								
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.525	A	0.736	C	0.936	E	0.620	B	0.809	D	0.864	D	-	-	-								
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.712	C	0.835	D	0.773	C	0.864	D	1.187	F	1.110	F	YES	YES	YES								
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.539	A	0.493	A	0.608	B	0.533	A	0.453	A	0.580	A	-	-	-								
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.780	C	0.965	E	1.060	F	0.798	C	0.969	E	1.031	F	-	-	-								
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.594	A	0.631	B	0.889	D	0.616	B	0.588	A	0.816	D	-	-	-								
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.544	A	0.609	B	0.815	D	0.532	A	0.597	A	0.832	D	-	-	-								
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.461	A	0.553	A	0.794	C	0.467	A	0.561	A	0.782	C	-	-	-								
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.572	A	0.544	A	0.710	C	0.551	A	0.501	A	0.739	C	YES	YES	YES								
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	1.077	F	1.066	F	1.274	F	1.109	F	1.200	F	1.288	F	-	-	-								
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.858	D	-	-	-								
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.672	B	0.546	A	0.695	B	0.731	C	0.597	A	0.704	C	YES	-	-								
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.869	D	0.933	E	0.973	E	0.866	D	0.941	E	0.942	E	-	-	-								
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.754	C	0.837	D	0.933	E	0.757	C	0.834	D	0.933	E	-	-	-								
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.580	A	0.675	A	0.620	B	0.693	B	0.656	B	0.932	B	-	-	-								
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.544	A	0.482	A	0.641	B	0.781	C	0.498	A	0.652	A	-	-	-								
21	Lincoln Boulevard & Ball Way	Caltrans/City of LA/LA County	X	X	0.580	A	0.586	A	0.840	D	0.586	A	0.587	A	0.840	D	-	-	-								
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.576	A	0.387	A	0.615	B	0.555	A	0.355	A	0.570	A	-	-	-								
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.664	B	0.512	A	0.845	D	0.664	B	0.512	A	0.841	D	-	-	-								
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.781	C	0.581	A	0.904	E	0.795	C	0.581	A	0.907	E	-	-	-								
25	La Brea Avenue & Centinela Avenue	Inglewood			0.919	E	0.824	D	0.985	E	0.916	E	0.813	D	0.991	E	-	-	-								
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.934	E	0.709	C	1.127	F	0.930	E	0.729	C	1.135	F	-	-	-								
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	X	X	0.665	B	0.535	A	0.860	D	0.669	B	0.551	A	0.863	D	-	-	-								
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.896	D	0.715	C	0.928	E	0.885	D	0.718	C	0.888	D	-	-	-								
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.051	F	0.901	E	1.065	F	1.051	F	0.898	D	1.065	F	-	-	-								
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.857	D	0.710	C	1.020	F	0.857	D	0.710	C	1.017	F	-	-	-								
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.880	D	-	-	-								
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.440	A	0.328	A	0.532	A	0.402	A	0.300	A	0.532	A	-	-	-								
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.454	A	0.288	A	0.549	A	0.452	A	0.284	A	0.560	A	-	-	-								
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.777	C	0.903	E	1.074	F	0.775	C	0.917	E	1.086	F	-	-	YES	YES	YES						
35	Inglewood Avenue & Century Boulevard	Inglewood			0.734	C	0.717	C	0.932	E	0.740	C	0.732	C	0.932	E	-	-	-								
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.757	C	0.848	D	1.080	F	0.877	D	0.835	D	1.182	F	YES	-	-			YES					
37	Prairie Avenue & Century Boulevard	Inglewood			0.711	C	0.789	C	0.952	E	0.713	C	0.794	C	0.973	E	-	-	-			YES					
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.615	B	0.550	A	0.700	B	0.662	B	0.595	A	0.840	D	-	-	-			YES					
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.754	C	0.622	B	0.719	C	0.760	C	0.632	B	0.720	C	-	-	-								
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.661	B	-	-	-								
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.744	C	0.369	A	0.752	C	0.744	C	0.359	A	0.752	C	-	-	-								
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.682	B	0.444	A	0.828	D	0.679	B	0.437	A	0.828	D	-	-	-								
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.943	E	-	-	-								
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.674	B	0.498	A	0.895	D	0.686	B	0.505	A	0.891	D	-	-	-								
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.741	C	0.564	A	0.734	C	0.745	C	0.564	A	0.738	C	-	-	-								
46	Douglas Street & El Segundo Boulevard	El Segundo			0.787	C	0.547	B	0.979	E	0.737	C	0.633	B	1.134	F	-	-	-			YES					
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.413	A	0.417	A	0.515	A	0.408	A	0.316	A	0.531	A	-	-	-								
48	Douglas Street & Mariposa Avenue	El Segundo			0.434	A	0.487	A	0.598	A	0.423	A	0.481	A	0.598	A	-	-	-								
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.674	B	0.734	C	0.804	D	0.680	B	0.726	C	0.801	D	-	-	-								
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.621	B	0.579	A	0.762	C	0.621	B	0.583	A	0.765	C	-	-	-								
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.679	B	0.720	C	1.242	F	0.693	B	0.750	C	1.245	F	-	-	-								
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.689	B	0.733	C	1.086	F	0.700	B	0.734	C	1.086	F	-	-	-								
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.733	C	0.579	A	1.030	F	0.741	C	0.577	A	1.021	F	-	-	-								
54	Nash Street & El Segundo Boulevard	El Segundo			0.601	B	0.468	A	0.713	C	0.603	B	0.466	A	0.713	C	-	-	-								
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.827	D	0.854	D	1.010	F	0.827	D	0.857	D	1.013	F	-	-	-								
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.629	B	0.646	B	0.861	D	0.627	B	0.650	B	0.865	D	-	-	-								
57	La Brea Avenue & Florence Avenue	Inglewood			0.819	D	0.850	D	1.135	F	0.825	D	0.854	D	1.128	F	-	-	-								
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.935	E	0.994	E	1.160	F	0.929	E	1.019	F	1.165	F	-	-	YES	YES	YES						
59	Nash Street & Grand Avenue	El Segundo			0.582	A	0.410	A	0.526	A	0.550	A	0.416	A	0.514	A	-	-	-								
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.813	D	0.750	C	0.953	E	0.812	D	0.755	C	0.954	E	-	-	-								
61	Vista Del Mar & Grand Avenue	City of LA	X	X	0.584	A	0.282	A	0.412	A	0.574	A	0.275	A	0.398	A	-	-	-								
62	Hawthorne Boulevard & Imperial Highway	Hawthorne			0.676	B	0.619	B	0.962	E	0.701	C	0.642	B	1.007	F	-	-	-			YES					
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.522	A	0.636	B	0.822	D	0.526	A	0.643	B	0.848	D	-	-	-			YES					
64	Highland Avenue/Vista Del Mar & Rosecrans Avenue	Manhattan Beach			0.844	D	0.576	A	0.744	C	0.857	D	0.576	A	0.750	C	-	-	-								
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.429	A	0.426	A	0.606	B	0.429	A	0.419	A	0.612	B	-	-	-								
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.796	C	0.695	B	1.310	F	0.851	D	0.743	C	1.330	F	YES	YES	YES								
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.531	A	0.315	A	0.696	B	0.622	B	0.339	A	0.717	C	-	-	-								
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.773	C	0.545	A	0.661	B	0.776	C	0.542	A	0.652	B	-	-	-								
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.416	A	0.344	A	0.459	A	0.411	A	0.319	A	0.448	A	-	-	-								
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.709	C	0.637	B	0.880	D	0.726	C	0.647	B	0.885	D	-	-	-								
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.824	D	0.927	E	1.264	F	0.839	D	0.826	D	1.271	F	-	-	-								
72	Vista Del Mar & Imperial Highway	City of LA	X	X	0.424	A	0.238	A	0.416	A	0.420	A	0.235	A	0.416	A	-	-	-								
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.710	C	0.404	A	0.475	A	0.705	C	0.393	A	0.499	A	-	-	-								
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.673	B	0.361	A	0.556	B	0.688	B	0.445	A	0.682	B	-	-	-								
75	I-405 Northbound Ramps (e																										

TABLE B-4
"FUTURE (2025) WITH ALTERNATIVE 4" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 4**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.712	C	0.557	A	0.746	C	0.720	C	0.557	A	0.751	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.738	C	0.551	A	0.773	C	0.739	C	0.550	A	0.787	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.716	C	0.603	B	0.754	C	0.713	C	0.598	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.829	D	0.547	A	0.985	E	0.830	D	0.549	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.746	C	0.518	A	0.763	C	0.746	C	0.520	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.882	D	0.640	B	0.938	E	0.899	D	0.644	B	0.916	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.902	E	0.531	A	0.781	C	0.902	E	0.536	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.842	D	0.387	A	0.832	D	0.854	D	0.391	A	0.836	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.800	C	0.700	B	0.952	E	0.818	D	0.701	C	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.812	D	0.719	C	0.937	E	0.807	D	0.715	C	0.945	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.894	D	0.757	C	0.983	E	0.888	D	0.763	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.806	D	0.738	C	0.919	E	0.812	D	0.746	C	0.924	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.824	D	0.675	B	0.940	E	0.830	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.769	C	0.610	B	0.883	D	0.759	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.006	F	0.698	B	1.008	F	1.028	F	0.707	C	1.008	F	YES	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.975	E	0.736	C	0.894	D	0.969	E	0.740	C	0.893	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.852	D	0.610	B	0.867	D	0.857	D	0.617	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.698	B	0.443	A	0.697	B	0.710	C	0.445	A	0.710	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.136	F	0.781	C	1.084	F	1.136	F	0.772	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.979	E	0.772	C	1.096	F	0.982	E	0.776	C	1.086	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.773	C	0.593	A	0.987	E	0.777	C	0.593	A	0.980	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.410	A	0.857	D	0.790	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.975	E	0.657	B	0.855	D	0.973	E	0.663	B	0.858	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.682	B	0.582	A	0.759	C	0.711	C	0.598	A	0.759	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.533	A	0.533	A	0.553	A	0.533	A	0.544	A	0.558	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.625	B	0.621	B	0.686	B	0.628	B	0.621	B	0.686	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.489	A	0.449	A	0.535	A	0.489	A	0.445	A	0.535	A	-	-	-

Note:
** These refer to level of service analysis results for the "Future (2025) with Alt 4" scenario provided in the SPAS Draft EIR.

TABLE B-5
"FUTURE (2025) WITH ALTERNATIVE 8" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)								FUTURE (2025) WITH ALT 8**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM		
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS					
1	Admiralty Way & Bali Way	LA County	X	X	0.660	B	0.617	B	0.827	D	0.657	B	0.617	B	0.823	D	-	-	-		
2	Admiralty Way & Fiji Way	LA County	X	X	0.463	A	0.372	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-		
3	Admiralty Way & Mindanao Way	LA County	X	X	0.508	A	0.534	A	0.671	B	0.505	A	0.531	A	0.675	B	-	-	-		
4	Palawan Way & Admiralty Way	LA County	X		0.634	B	0.474	A	0.664	B	0.631	B	0.474	A	0.668	B	-	-	-		
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.601	B	0.839	D	0.604	B	0.595	A	0.839	D	-	-	-		
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.525	A	0.736	C	0.936	E	0.500	A	0.685	B	0.925	E	-	-	-		
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.712	C	0.835	D	0.773	C	0.736	C	0.979	E	0.861	D	-	YES	YES		
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.539	A	0.493	A	0.608	B	0.634	B	0.611	B	0.665	B	-	-	-		
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.780	C	0.965	E	1.060	F	0.871	D	1.056	F	1.060	F	YES	YES	-		
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.594	A	0.631	B	0.889	D	0.582	A	0.569	A	0.864	D	-	-	-		
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.544	A	0.609	B	0.815	D	0.553	A	0.606	B	0.848	D	-	-	YES		
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.461	A	0.553	A	0.794	C	0.473	A	0.553	A	0.802	D	-	-	-		
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.572	A	0.544	A	0.710	C	0.595	A	0.503	A	0.736	C	-	-	-		
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	1.077	F	1.066	F	1.274	F	1.180	F	1.069	F	1.208	F	YES	-	-		
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.854	D	-	-	-		
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.672	B	0.546	A	0.895	B	0.680	B	0.557	A	0.707	C	-	-	-		
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.869	D	0.933	E	0.973	E	0.885	D	0.909	E	0.984	E	-	-	YES		
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.754	C	0.837	D	0.933	E	0.752	C	0.833	D	0.932	E	-	-	-		
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.580	A	0.504	A	0.820	B	0.609	B	0.522	A	0.642	B	-	-	-		
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.544	A	0.482	A	0.641	B	0.700	B	0.501	A	0.650	B	-	-	-		
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.580	A	0.586	A	0.840	D	0.579	A	0.587	A	0.840	D	-	-	-		
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.576	A	0.387	A	0.615	B	0.553	A	0.347	A	0.570	A	-	-	-		
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.664	B	0.512	A	0.845	D	0.664	B	0.510	A	0.845	D	-	-	-		
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.781	C	0.581	A	0.904	E	0.788	C	0.581	A	0.911	E	-	-	-		
25	La Brea Avenue & Centinela Avenue	Inglewood			0.919	E	0.824	D	0.985	E	0.931	E	0.816	D	0.991	E	YES	-	-		
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.934	E	0.709	C	1.127	F	0.938	E	0.741	C	1.134	F	-	-	-		
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	X	X	0.665	B	0.535	A	0.860	D	0.681	B	0.537	A	0.862	D	-	-	-		
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.896	D	0.715	C	0.928	E	0.891	D	0.724	C	0.885	D	-	-	-		
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.051	F	0.901	E	1.065	F	1.051	F	0.899	D	1.069	F	-	-	-		
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.857	D	0.710	C	1.020	F	0.857	D	0.723	C	1.020	F	-	-	-		
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.883	D	-	-	-		
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.440	A	0.328	A	0.532	A	0.409	A	0.300	A	0.532	A	-	-	-		
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-		
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.777	C	0.903	E	1.074	F	0.796	C	0.959	E	1.089	F	-	YES	YES		
35	Inglewood Avenue & Century Boulevard	Inglewood			0.734	C	0.717	C	0.932	E	0.754	C	0.754	C	0.929	E	-	-	-		
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.757	C	0.848	D	1.080	F	0.929	E	0.857	D	0.984	E	YES	YES	-		
37	Prairie Avenue & Century Boulevard	Inglewood			0.711	C	0.789	C	0.952	E	0.725	C	0.794	C	0.979	E	-	-	YES		
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.615	B	0.550	A	0.700	B	0.669	B	0.621	B	0.751	C	-	-	YES		
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.754	C	0.622	B	0.719	C	0.762	C	0.627	B	0.714	C	-	-	-		
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.599	A	0.443	A	0.854	B	0.588	A	0.432	A	0.661	B	-	-	-		
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.744	C	0.389	A	0.752	C	0.744	C	0.359	A	0.752	C	-	-	-		
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.682	B	0.444	A	0.828	D	0.679	B	0.430	A	0.833	D	-	-	-		
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-		
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.674	B	0.498	A	0.895	D	0.689	B	0.503	A	0.891	D	-	-	-		
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.741	C	0.564	A	0.734	C	0.741	C	0.564	A	0.738	C	-	-	-		
46	Douglas Street & El Segundo Boulevard	El Segundo			0.787	C	0.647	B	0.979	E	0.782	C	0.628	B	1.006	F	-	-	YES		
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.416	A	0.314	A	0.515	A	0.414	A	0.302	A	0.515	A	-	-	-		
48	Douglas Street & Mariposa Avenue	El Segundo			0.434	A	0.487	A	0.598	A	0.431	A	0.477	A	0.604	B	-	-	-		
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.674	B	0.734	C	0.804	D	0.678	B	0.728	C	0.807	D	-	-	-		
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-		

TABLE B-5
"FUTURE (2025) WITH ALTERNATIVE 8" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 8**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.712	C	0.557	A	0.746	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.738	C	0.551	A	0.773	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.716	C	0.603	B	0.754	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.829	D	0.547	A	0.985	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.746	C	0.518	A	0.763	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.882	D	0.640	B	0.938	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.902	E	0.531	A	0.781	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.842	D	0.387	A	0.832	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.800	C	0.700	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.812	D	0.719	C	0.937	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.894	D	0.757	C	0.983	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.806	D	0.738	C	0.919	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.824	D	0.675	B	0.940	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.769	C	0.610	B	0.883	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.006	F	0.698	B	1.008	F	1.027	F	0.704	C	1.008	F	YES	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.975	E	0.736	C	0.894	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.852	D	0.610	B	0.867	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.698	B	0.443	A	0.697	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.136	F	0.781	C	1.084	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.979	E	0.772	C	1.096	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.773	C	0.593	A	0.987	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.410	A	0.857	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.975	E	0.657	B	0.855	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.682	B	0.582	A	0.759	C	0.684	B	0.603	B	0.782	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.625	B	0.621	B	0.686	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.489	A	0.449	A	0.535	A	0.489	A	0.449	A	0.540	A	-	-	-

Note:
** These refer to level of service analysis results for the "Future (2025) with Alt 8" scenario provided in the SPAS Draft EIR.

TABLE B-6
"FUTURE (2025) WITH ALTERNATIVE 9" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)										FUTURE (2025) WITH ALT 9						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM				
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS							
1	Admiralty Way & Bali Way	LA County	X	X	0.660	B	0.617	B	0.827	D	0.657	B	0.617	B	0.823	D	-	-	-				
2	Admiralty Way & Fiji Way	LA County	X	X	0.463	A	0.372	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-				
3	Admiralty Way & Mindanao Way	LA County	X	X	0.508	A	0.534	A	0.671	B	0.505	A	0.531	A	0.675	B	-	-	-				
4	Palawan Way & Admiralty Way	LA County	X		0.634	B	0.474	A	0.664	B	0.631	B	0.474	A	0.668	B	-	-	-				
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.601	B	0.839	D	0.604	B	0.595	A	0.839	D	-	-	-				
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.525	A	0.736	C	0.936	E	0.500	A	0.685	B	0.925	E	-	-	-				
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.712	C	0.835	D	0.773	C	0.736	C	0.979	E	0.861	D	-	YES	YES				
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.539	A	0.493	A	0.608	B	0.634	B	0.611	B	0.665	B	-	-	-				
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.780	C	0.965	E	1.060	F	0.871	D	1.056	F	1.060	F	YES	YES	-				
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.594	A	0.631	B	0.889	D	0.582	A	0.569	A	0.864	D	-	-	-				
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.544	A	0.609	B	0.815	D	0.553	A	0.606	B	0.848	D	-	-	YES				
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.461	A	0.553	A	0.794	C	0.473	A	0.553	A	0.802	D	-	-	-				
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.572	A	0.544	A	0.710	C	0.595	A	0.503	A	0.736	C	-	-	-				
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	1.077	F	1.066	F	1.274	F	1.180	F	1.069	F	1.208	F	YES	-	-				
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.854	D	-	-	-				
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.672	B	0.546	A	0.695	B	0.680	B	0.557	A	0.707	C	-	-	-				
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.869	D	0.933	E	0.973	E	0.885	D	0.909	E	0.984	E	-	-	YES				
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.754	C	0.837	D	0.933	E	0.752	C	0.833	D	0.932	E	-	-	-				
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.580	A	0.504	A	0.620	B	0.609	B	0.522	A	0.642	B	-	-	-				
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.544	A	0.482	A	0.641	B	0.700	B	0.501	A	0.650	B	-	-	-				
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.580	A	0.586	A	0.840	D	0.579	A	0.587	A	0.840	D	-	-	-				
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.576	A	0.387	A	0.615	B	0.553	A	0.347	A	0.570	A	-	-	-				
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.664	B	0.512	A	0.845	D	0.664	B	0.510	A	0.845	D	-	-	-				
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.781	C	0.581	A	0.904	E	0.788	C	0.581	A	0.911	E	-	-	-				
25	La Brea Avenue & Centinela Avenue	Inglewood			0.919	E	0.824	D	0.985	E	0.931	E	0.816	D	0.991	E	YES	-	-				
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.934	E	0.709	C	1.127	F	0.938	E	0.741	C	1.134	F	-	-	-				
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	X	X	0.665	B	0.535	A	0.860	D	0.681	B	0.537	A	0.862	D	-	-	-				
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.896	D	0.715	C	0.928	E	0.891	D	0.724	C	0.885	D	-	-	-				
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.051	F	0.901	E	1.065	F	1.051	F	0.899	D	1.069	F	-	-	-				
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.857	D	0.710	C	1.020	F	0.857	D	0.723	C	1.020	F	-	-	-				
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.883	D	-	-	-				
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.440	A	0.328	A	0.532	A	0.409	A	0.300	A	0.532	A	-	-	-				
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-				
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.777	C	0.903	E	1.074	F	0.796	C	0.959	E	1.089	F	-	YES	YES				
35	Inglewood Avenue & Century Boulevard	Inglewood			0.734	C	0.717	C	0.932	E	0.754	C	0.754	C	0.929	E	-	-	-				
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.757	C	0.848	D	1.080	F	0.929	E	0.857	D	0.984	E	YES	YES	-				
37	Prairie Avenue & Century Boulevard	Inglewood			0.711	C	0.789	C	0.952	E	0.725	C	0.794	C	0.979	E	-	-	YES				
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.615	B	0.550	A	0.700	B	0.659	B	0.613	B	0.749	C	-	-	YES				
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.754	C	0.622	B	0.719	C	0.762	C	0.627	B	0.714	C	-	-	-				
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.661	B	-	-	-				
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.744	C	0.369	A	0.752	C	0.741	C	0.359	A	0.752	C	-	-	-				
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.682	B	0.444	A	0.828	D	0.679	B	0.430	A	0.833	D	-	-	-				
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-				
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.674	B	0.498	A	0.895	D	0.689	B	0.503	A	0.891	D	-	-	-				
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.741	C	0.564	A	0.734	C	0.741	C	0.564	A	0.738	C	-	-	-				
46	Douglas Street & El Segundo Boulevard	El Segundo			0.787	C	0.647	B	0.979	E	0.782	C	0.628	B	1.006	F	-	-	YES				
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.416	A	0.314	A	0.515	A	0.414	A	0.302	A	0.515	A	-	-	-				
48	Douglas Street & Mariposa Avenue	El Segundo			0.434	A	0.487	A	0.598	A	0.431	A	0.477	A	0.604	B	-	-	-				
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.674	B	0.734	C	0.804	D	0.678	B	0.728	C	0.807	D	-	-	-				
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-				
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.679	B	0.720	C	1.242	F	0.6												

TABLE B-6
"FUTURE (2025) WITH ALTERNATIVE 9" LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	ATSAC	ATCS	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 9**						SIGNIFICANT IMPACT?		
					AM		MD		PM		AM		MD		PM		AM	MD	PM
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.596	A	0.465	A	0.547	A	0.598	A	0.467	A	0.549	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.887	D	0.596	A	0.920	E	0.876	D	0.602	B	0.911	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.739	C	0.560	A	0.896	D	0.733	C	0.571	A	0.906	E	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.763	C	0.596	A	0.933	E	0.764	C	0.596	A	0.941	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.712	C	0.557	A	0.746	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.738	C	0.551	A	0.773	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.716	C	0.603	B	0.754	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.829	D	0.547	A	0.985	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.746	C	0.518	A	0.763	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.882	D	0.640	B	0.938	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.902	E	0.531	A	0.781	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.842	D	0.387	A	0.832	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.800	C	0.700	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.812	D	0.719	C	0.937	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.894	D	0.757	C	0.983	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.806	D	0.738	C	0.919	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.824	D	0.675	B	0.940	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.769	C	0.610	B	0.883	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.006	F	0.698	B	1.008	F	1.027	F	0.704	C	1.008	F	YES	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.975	E	0.736	C	0.894	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.852	D	0.610	B	0.867	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.698	B	0.443	A	0.697	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.136	F	0.781	C	1.084	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.979	E	0.772	C	1.096	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.773	C	0.593	A	0.987	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.410	A	0.857	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.975	E	0.657	B	0.855	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.682	B	0.582	A	0.759	C	0.684	B	0.603	B	0.782	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.625	B	0.621	B	0.686	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.489	A	0.449	A	0.535	A	0.489	A	0.449	A	0.540	A	-	-	-

Note:
** These refer to level of service analysis results for the "Future (2025) with Alt 9" scenario provided in the SPAS Draft EIR.

TABLE B-7
"FUTURE (2025) WITH ALTERNATIVE" SCENARIOS WITH MITIGATION IMPACT SUMMARY -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	ALT 1-2			ALT 3			ALT 4			ALT 8			ALT 9		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	-	-	-	-	Partial	-	-	Full	-	-	-	-	-	-	-
7	Airport Boulevard & Century Boulevard	Full	Full	Partial	-	-	-	Full	Partial	Partial	-	Partial	Partial	-	Partial	Partial
9	Airport Boulevard & Manchester Avenue	N.F.M.	N.F.M.	-	-	-	-	-	-	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-
10	Aviation Boulevard & Arbor Vitae Street	-	-	-	-	N.F.M.	-	-	-	-	-	-	-	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	-	-	-	-	-	-	-	-	-	-	-	Full	-	-	Full
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	Partial	Partial	-	-	-	-	Partial	Partial	N.F.M.	Partial	-	-	Partial	-	-
16	Aviation Boulevard & Imperial Highway	-	-	-	Partial	-	N.F.M.	Full	-	-	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Full	Full	Full	Full	Full	-	Full	Full	-	Full	Full	Full	Full	Full	Full
25	La Brea Avenue & Centinela Avenue	-	-	-	-	-	-	-	-	-	Full	-	-	Full	-	-
26	La Cienega Boulevard & Centinela Avenue	-	-	Full	Full	Full	Full	-	-	Full	-	-	Full	-	-	Full
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	-	Full	-	-	-	-	-	Full	Full	-	Full	Full	-	Full	Full
35	Inglewood Avenue & Century Boulevard	-	-	Full	-	-	-	-	-	-	-	-	-	-	-	-
36	La Cienega Boulevard & Century Boulevard	N.F.M.	-	-	N.F.M.	-	N.F.M.	Partial	-	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-
37	Prairie Avenue & Century Boulevard	-	-	Full	-	-	-	-	-	Full	-	-	Full	-	-	Full
38	Sepulveda Boulevard & Century Boulevard	-	-	Full	Partial	-	-	-	-	Partial	-	-	Full	-	-	Full
46	Douglas Street & El Segundo Boulevard	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	-	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
57	La Brea Avenue & Florence Avenue	Full	-	-	-	-	-	-	-	-	-	-	-	-	-	-
58	La Cienega Boulevard & Florence Avenue	Partial	Partial	Full	Partial	Partial	Partial	-	Full	Full	-	Full	Full	-	Full	Full
62	Hawthorne Boulevard & Imperial Highway	-	-	Full	Partial	Full	Partial	-	-	Partial	-	-	Partial	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
66	Inglewood Avenue & Imperial Highway	-	-	-	Partial	Partial	Full	Full	N.F.M.	Full	-	N.F.M.	Full	-	N.F.M.	Full
71	Sepulveda Boulevard & Imperial Highway	Full	-	-	-	-	-	-	-	-	Full	-	-	Full	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	Partial	Full	Partial	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	-	-	-	Full	Full	Full	-	-	-	-	-	Full	-	-	Full
87	La Brea Avenue & Slauson Avenue	-	-	-	-	Partial	Full	-	-	-	-	-	-	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	-	-	-	N.F.M.	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	-	-	N.F.M.	Partial	Partial	Partial	-	-	N.F.M.	Full	Full	N.F.M.	Full	Full	N.F.M.
95	La Cienega Boulevard & West 120th Street	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	-	-	-	-	-	-	-	-	-	-	Full	Full	-	Full	Full
101	Sepulveda Boulevard & La Tijera Boulevard	-	-	-	-	Full	-	-	Full	Full	-	-	-	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	-	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-
115	Ash Avenue & Manchester Avenue	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	Partial	-	-	Partial	N.F.M.	N.F.M.	-	-	-	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	-	-	Full	-	-	-	-	-	-	-	-	Full	-	-	Full
159	Hindry Avenue & Manchester Boulevard	-	Partial	-	-	Partial	Partial	-	Full	-	-	Partial	-	-	Partial	-
169	Prairie Avenue & Manchester Boulevard	-	-	-	-	-	-	-	-	-	Full	-	N.F.M.	Full	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	N.F.M.	-	-	N.F.M.	-	N.F.M.	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-
Number of Intersections with Full Mitigation		4	3	8	3	6	4	4	6	6	5	5	11	5	5	11
Number of Intersections with Partial Mitigation		2	3	1	8	6	5	3	2	3	1	2	2	1	2	2
Number of Intersections with No Feasible Mitigation		4	2	6	6	4	8	1	3	10	4	4	8	4	4	8
Number of Impacted Intersections after Mitigation		14			20			16			17			17		

Note:

Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures.

Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.

N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

TABLE B-8
"FUTURE (2025) WITH ALTERNATIVE 1-2" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 1-2 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Admiralty Way & Bali Way	LA County	0.660	B	0.617	B	0.827	D	0.660	B	0.614	B	0.823	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	0.463	A	0.372	A	0.595	A	0.463	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	0.508	A	0.534	A	0.671	B	0.508	A	0.534	A	0.671	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	0.634	B	0.474	A	0.664	B	0.634	B	0.477	A	0.674	B	-	-	-
5	Via Marina & Admiralty Way	LA County	0.598	A	0.601	B	0.839	D	0.601	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.525	A	0.736	C	0.936	E	0.500	A	0.740	C	0.936	E	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	0.712	C	0.835	D	0.773	C	0.688	B	0.853	D	0.850	D	Full	Full	Partial
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.539	A	0.493	A	0.608	B	0.621	B	0.626	B	0.660	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.780	C	0.965	E	1.060	F	0.831	D	1.096	F	1.035	F	N.F.M.	N.F.M.	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.594	A	0.631	B	0.889	D	0.606	B	0.649	B	0.878	D	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.544	A	0.609	B	0.815	D	0.556	A	0.606	B	0.828	D	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.461	A	0.553	A	0.794	C	0.373	A	0.453	A	0.703	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.572	A	0.544	A	0.710	C	0.591	A	0.541	A	0.732	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	1.077	F	1.066	F	1.274	F	1.173	F	1.118	F	1.270	F	Partial	Partial	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.956	E	0.685	B	0.853	D	0.931	E	0.681	B	0.853	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.672	B	0.546	A	0.695	B	0.691	B	0.579	A	0.701	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.869	D	0.933	E	0.973	E	0.775	C	0.828	D	0.902	E	Full	Full	Full
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach	0.754	C	0.837	D	0.933	E	0.754	C	0.834	D	0.935	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	0.580	A	0.504	A	0.620	B	0.576	A	0.547	A	0.613	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County	0.544	A	0.482	A	0.641	B	0.706	C	0.504	A	0.638	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	0.580	A	0.586	A	0.840	D	0.583	A	0.589	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	0.576	A	0.387	A	0.615	B	0.553	A	0.348	A	0.567	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	0.664	B	0.512	A	0.845	D	0.664	B	0.512	A	0.841	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	0.781	C	0.581	A	0.904	E	0.795	C	0.581	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood	0.919	E	0.824	D	0.985	E	0.928	E	0.813	D	0.991	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.934	E	0.709	C	1.127	F	0.883	D	0.674	B	1.029	F	-	-	Full
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	0.665	B	0.535	A	0.860	D	0.682	B	0.539	A	0.865	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.896	D	0.715	C	0.928	E	0.886	D	0.724	C	0.892	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	1.051	F	0.901	E	1.065	F	1.051	F	0.898	D	1.071	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	0.857	D	0.710	C	1.020	F	0.860	D	0.713	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	0.777	C	0.663	B	0.877	D	0.777	C	0.667	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	0.440	A	0.328	A	0.532	A	0.402	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.777	C	0.903	E	1.074	F	0.679	B	0.848	D	0.968	E	-	Full	-
35	Inglewood Avenue & Century Boulevard	Inglewood	0.734	C	0.717	C	0.932	E	0.649	B	0.637	B	0.843	D	-	-	Full
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.757	C	0.848	D	1.080	F	0.815	D	0.856	D	1.004	F	N.F.M.	-	-
37	Prairie Avenue & Century Boulevard	Inglewood	0.711	C	0.789	C	0.952	E	0.621	B	0.700	B	0.877	D	-	-	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.615	B	0.550	A	0.700	B	0.667	B	0.580	A	0.690	B	-	-	Full
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	0.754	C	0.622	B	0.719	C	0.760	C	0.640	B	0.720	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	0.744	C	0.369	A	0.752	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	0.682	B	0.444	A	0.828	D	0.675	B	0.433	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	0.674	B	0.498	A	0.895	D	0.692	B	0.502	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	0.741	C	0.564	A	0.734	C	0.745	C	0.560	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo	0.787	C	0.647	B	0.979	E	0.784	C	0.640	B	1.001	F	-	-	N.F.M.
47	Douglas Street & Imperial Highway	El Segundo/City of LA	0.416	A	0.314	A	0.515	A	0.416	A	0.302	A	0.521	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo	0.434	A	0.487	A	0.598	A	0.434	A	0.483	A	0.606	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach	0.674	B	0.734	C	0.804	D	0.680	B	0.730	C	0.804	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.679	B	0.720	C	1.242	F	0.681	B	0.722	C	1.240	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.689	B	0.733	C	1.086	F	0.692	B	0.723	C	1.082	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.733	C	0.579	A	1.030	F	0.732	C	0.577	A	1.024	F	-	-	-
54	Nash Street & El Segundo Boulevard																

TABLE B-8
"FUTURE (2025) WITH ALTERNATIVE 1-2" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 1-2 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City	32.6	D	15.7	C	51.4	F	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City	33.1	D	18.4	C	53.2	F	32.6	D	18.4	C	51.4	F	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA	0.844	D	0.764	C	1.073	F	0.844	D	0.760	C	1.076	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	71.6	F	>100	F	>100	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	0.379	A	0.410	A	0.405	A	0.386	A	0.423	A	0.410	A	-	-	-
158	Vista Del Mar & Waterview Street	City of LA	0.343	A	0.077	A	0.280	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.657	B	0.651	B	0.515	A	0.713	C	0.660	B	-	Partial	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	0.930	E	0.857	D	0.850	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	0.603	B	0.655	B	0.829	D	0.598	A	0.667	B	0.829	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.957	E	0.995	E	1.202	F	0.957	E	0.997	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	0.988	E	0.712	C	0.960	E	0.988	E	0.716	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.842	D	0.913	E	1.085	F	0.854	D	0.870	D	1.066	F	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	1.035	F	0.728	C	1.042	F	1.032	F	0.734	C	1.038	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	1.016	F	0.773	C	0.991	E	1.000	E	0.775	C	0.995	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	1.050	F	0.685	B	1.073	F	1.042	F	0.685	B	1.072	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	0.760	C	0.611	B	0.901	E	0.778	C	0.618	B	0.899	D	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.067	F	0.754	C	0.929	E	1.073	F	0.726	C	0.930	E	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	0.596	A	0.465	A	0.547	A	0.598	A	0.465	A	0.547	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	0.887	D	0.596	A	0.920	E	0.876	D	0.604	B	0.907	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.739	C	0.560	A	0.896	D	0.733	C	0.560	A	0.899	D	-	-	-
173	Western Avenue & Imperial Highway	LA County	0.763	C	0.596	A	0.933	E	0.767	C	0.600	A	0.936	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	0.712	C	0.557	A	0.746	C	0.722	C	0.557	A	0.753	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	0.738	C	0.551	A	0.773	C	0.749	C	0.551	A	0.772	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	0.716	C	0.603	B	0.754	C	0.714	C	0.603	B	0.763	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	0.829	D	0.547	A	0.985	E	0.823	D	0.552	A	0.992	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	0.746	C	0.518	A	0.763	C	0.765	C	0.528	A	0.768	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	0.882	D	0.640	B	0.938	E	0.886	D	0.653	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	0.902	E	0.531	A	0.781	C	0.901	E	0.540	A	0.793	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	0.842	D	0.387	A	0.832	D	0.840	D	0.385	A	0.827	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.800	C	0.700	B	0.952	E	0.811	D	0.700	B	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.812	D	0.719	C	0.937	E	0.802	D	0.724	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale	0.894	D	0.757	C	0.983	E	0.876	D	0.761	C	0.976	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County	0.806	D	0.738	C	0.919	E	0.802	D	0.736	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena	0.824	D	0.675	B	0.940	E	0.824	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	0.769	C	0.610	B	0.883	D	0.757	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.006	F	0.698	B	1.008	F	1.023	F	0.704	C	1.010	F	N.F.M.	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena	0.975	E	0.736	C	0.894	D	0.969	E	0.742	C	0.898	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County	0.852	D	0.610	B	0.867	D	0.852	D	0.612	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	0.698	B	0.443	A	0.697	B	0.701	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach	1.136	F	0.781	C	1.084	F	1.136	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach	0.979	E	0.772	C	1.096	F	0.982	E	0.776	C	1.085	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	0.773	C	0.593	A	0.987	E	0.777	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	0.787	C	0.410	A	0.857	D	0.787	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood	0.975	E	0.657	B	0.855	D	0.972	E	0.657	B	0.862	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.682	B	0.582	A	0.759	C	0.690	B	0.607	B	0.780	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	0.625	B	0.621	B	0.686	B	0.633	B	0.630	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	0.489	A	0.449	A	0.535	A	0.489	A	0.451	A	0.537	A	-	-	-

Note:

Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures.

Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.

N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

TABLE B-9
"FUTURE (2025) WITH ALTERNATIVE 3" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 3 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Admiralty Way & Bali Way	LA County	0.660	B	0.617	B	0.827	D	0.650	B	0.607	B	0.820	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	0.463	A	0.372	A	0.595	A	0.453	A	0.360	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	0.508	A	0.534	A	0.671	B	0.482	A	0.534	A	0.675	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	0.634	B	0.474	A	0.664	B	0.628	B	0.461	A	0.677	B	-	-	-
5	Via Marina & Admiralty Way	LA County	0.598	A	0.601	B	0.839	D	0.599	A	0.589	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.525	A	0.736	C	0.936	E	0.645	B	0.920	E	0.706	C	-	Partial	-
7	Airport Boulevard & Century Boulevard	City of LA	0.712	C	0.835	D	0.773	C	0.637	B	0.451	A	0.570	A	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.539	A	0.493	A	0.608	B	0.559	A	0.539	A	0.688	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.780	C	0.965	E	1.060	F	0.747	C	0.853	D	0.962	E	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.594	A	0.631	B	0.889	D	0.678	B	0.791	C	0.792	C	-	N.F.M.	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.544	A	0.609	B	0.815	D	0.542	A	0.672	B	0.800	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.461	A	0.553	A	0.794	C	0.461	A	0.601	B	0.759	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.572	A	0.544	A	0.710	C	1.590	F	2.242	F	2.159	F	N.F.M.	N.F.M.	N.F.M.
14	Aviation Boulevard & Century Boulevard	City of LA	1.077	F	1.066	F	1.274	F	0.883	D	0.628	B	0.805	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.956	E	0.685	B	0.853	D	0.972	E	0.679	B	0.868	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.672	B	0.546	A	0.695	B	0.877	D	0.537	A	0.813	D	Partial	-	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.869	D	0.933	E	0.973	E	0.766	C	0.855	D	0.857	D	Full	Full	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach	0.754	C	0.837	D	0.933	E	0.750	C	0.819	D	0.927	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	0.580	A	0.504	A	0.620	B	0.574	A	0.480	A	0.574	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County	0.544	A	0.482	A	0.641	B	0.666	B	0.532	A	0.648	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	0.580	A	0.586	A	0.840	D	0.571	A	0.575	A	0.837	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	0.576	A	0.387	A	0.615	B	0.553	A	0.358	A	0.569	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	0.664	B	0.512	A	0.845	D	0.643	B	0.504	A	0.848	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	0.781	C	0.581	A	0.904	E	0.784	C	0.584	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood	0.919	E	0.824	D	0.985	E	0.922	E	0.838	D	0.994	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.934	E	0.709	C	1.127	F	0.943	E	0.743	C	1.076	F	Full	Full	Full
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	0.665	B	0.535	A	0.860	D	0.669	B	0.541	A	0.848	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.896	D	0.715	C	0.928	E	0.820	D	0.677	B	0.860	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	1.051	F	0.901	E	1.065	F	1.049	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	0.857	D	0.710	C	1.020	F	0.853	D	0.743	C	1.013	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	0.777	C	0.663	B	0.877	D	0.773	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	0.440	A	0.328	A	0.532	A	0.391	A	0.289	A	0.537	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	0.454	A	0.288	A	0.549	A	0.451	A	0.269	A	0.567	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.777	C	0.903	E	1.074	F	0.659	B	0.683	B	0.875	D	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood	0.734	C	0.717	C	0.932	E	0.644	B	0.609	B	0.829	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.757	C	0.848	D	1.080	F	0.949	E	0.732	C	1.026	F	N.F.M.	-	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.711	C	0.789	C	0.952	E	0.678	B	0.757	C	0.932	E	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.615	B	0.550	A	0.700	B	0.715	C	0.526	A	0.719	C	Partial	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	0.754	C	0.622	B	0.719	C	0.760	C	0.597	A	0.729	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	0.599	A	0.443	A	0.654	B	0.588	A	0.439	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	0.744	C	0.369	A	0.752	C	0.751	C	0.376	A	0.745	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	0.682	B	0.444	A	0.828	D	0.704	C	0.486	A	0.830	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	1.182	F	0.671	B	0.946	E	1.182	F	0.667	B	0.939	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	0.674	B	0.498	A	0.895	D	0.688	B	0.497	A	0.889	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	0.741	C	0.564	A	0.734	C	0.745	C	0.561	A	0.736	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo	0.787	C	0.647	B	0.979	E	0.862	D	0.684	B	0.976	E	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	0.416	A	0.314	A	0.515	A	0.391	A	0.241	A	0.392	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo	0.434	A	0.487	A	0.598	A	0.417	A	0.447	A	0.601	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach	0.674	B	0.734	C	0.804	D	0.670	B	0.738	C	0.789	C	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.621	B	0.579	A	0.762	C	0.618	B	0.576	A	0.772	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.679	B	0.720	C	1.242	F	0.720	C	0.773	C	1.289	F	N.F.M.	N.F.M.	N.F.M.
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.689	B	0.733	C	1.086	F	0.715	C	0.772	C	1.095	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.733	C	0.579	A	1.030	F	0.749	C	0.603	B	0.899	D	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo	0.601	B	0.468	A	0.713	C	0.608	B	0.462	A	0.708	C	-	-	-
55	Sepulveda Boulevard &																

TABLE B-9
"FUTURE (2025) WITH ALTERNATIVE 3" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 3 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
152	Duquesne Avenue & Washington Boulevard	Culver City	0.583	A	0.520	A	0.673	B	0.583	A	0.513	A	0.657	B	-	-	-
153	Overland Avenue & Kelmores Street/Ranch Road	Culver City	32.6	D	15.7	C	51.4	F	33.1	D	16.3	C	51.3	F	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City	33.1	D	18.4	C	53.2	F	33.6	D	19.5	C	52.8	F	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA	0.844	D	0.764	C	1.073	F	0.840	D	0.771	C	1.073	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	0.379	A	0.410	A	0.405	A	0.376	A	0.307	A	0.409	A	-	-	-
158	Vista Del Mar & Waterview Street	City of LA	0.343	A	0.077	A	0.280	A	0.337	A	0.073	A	0.267	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.657	B	0.651	B	0.592	A	0.889	D	0.812	D	-	Partial	Partial
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	0.930	E	0.857	D	0.850	D	0.923	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	0.603	B	0.655	B	0.829	D	0.589	A	0.659	B	0.824	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.957	E	0.995	E	1.202	F	0.956	E	0.988	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	0.988	E	0.712	C	0.960	E	0.989	E	0.722	C	0.963	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.842	D	0.913	E	1.085	F	0.833	D	0.922	E	1.093	F	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	1.035	F	0.728	C	1.042	F	1.030	F	0.739	C	1.046	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	1.016	F	0.773	C	0.991	E	1.021	F	0.787	C	0.976	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	1.050	F	0.685	B	1.073	F	1.042	F	0.689	B	1.067	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	0.760	C	0.611	B	0.901	E	0.760	C	0.678	B	0.901	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.067	F	0.754	C	0.929	E	1.076	F	0.793	C	0.929	E	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	0.596	A	0.465	A	0.547	A	0.604	B	0.467	A	0.547	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	0.887	D	0.596	A	0.920	E	0.866	D	0.600	A	0.909	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.739	C	0.560	A	0.896	D	0.760	C	0.576	A	0.901	E	-	-	-
173	Western Avenue & Imperial Highway	LA County	0.763	C	0.596	A	0.933	E	0.760	C	0.590	A	0.916	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	0.712	C	0.557	A	0.746	C	0.726	C	0.624	B	0.773	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	0.738	C	0.551	A	0.773	C	0.760	C	0.568	A	0.780	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	0.716	C	0.603	B	0.754	C	0.701	C	0.569	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	0.829	D	0.547	A	0.985	E	0.827	D	0.563	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	0.746	C	0.518	A	0.763	C	0.771	C	0.569	A	0.773	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	0.882	D	0.640	B	0.938	E	0.894	D	0.627	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	0.902	E	0.531	A	0.781	C	0.901	E	0.534	A	0.789	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	0.842	D	0.387	A	0.832	D	0.851	D	0.389	A	0.818	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.800	C	0.700	B	0.952	E	0.815	D	0.701	C	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.812	D	0.719	C	0.937	E	0.805	D	0.718	C	0.943	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale	0.894	D	0.757	C	0.983	E	0.886	D	0.761	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County	0.806	D	0.738	C	0.919	E	0.808	D	0.742	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena	0.824	D	0.675	B	0.940	E	0.824	D	0.673	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	0.769	C	0.610	B	0.883	D	0.771	C	0.610	B	0.859	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.006	F	0.698	B	1.008	F	1.057	F	0.711	C	1.025	F	N.F.M.	-	N.F.M.
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena	0.975	E	0.736	C	0.894	D	0.975	E	0.748	C	0.899	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County	0.852	D	0.610	B	0.867	D	0.854	D	0.614	B	0.871	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	0.698	B	0.443	A	0.697	B	0.689	B	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach	1.136	F	0.781	C	1.084	F	1.132	F	0.776	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach	0.979	E	0.772	C	1.096	F	0.982	E	0.775	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	0.773	C	0.593	A	0.987	E	0.780	C	0.593	A	0.983	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	0.787	C	0.410	A	0.857	D	0.790	C	0.410	A	0.850	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood	0.975	E	0.657	B	0.855	D	0.965	E	0.684	B	0.859	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.682	B	0.582	A	0.759	C	0.689	B	0.603	B	0.775	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	0.533	A	0.533	A	0.553	A	0.549	A	0.553	A	0.604	B	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	0.625	B	0.621	B	0.686	B	0.645	B	0.691	B	0.714	C	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	0.489	A	0.449	A	0.535	A	0.491	A	0.467	A	0.558	A	-	-	-

Note:
Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.
N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

TABLE B-10
"FUTURE (2025) WITH ALTERNATIVE 4" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 4 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Admiralty Way & Bali Way	LA County	0.660	B	0.617	B	0.827	D	0.660	B	0.613	B	0.822	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	0.463	A	0.372	A	0.595	A	0.457	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	0.508	A	0.534	A	0.671	B	0.502	A	0.534	A	0.671	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	0.634	B	0.474	A	0.664	B	0.634	B	0.480	A	0.670	B	-	-	-
5	Via Marina & Admiralty Way	LA County	0.598	A	0.601	B	0.839	D	0.601	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.525	A	0.736	C	0.936	E	0.552	A	0.709	C	0.725	C	-	Full	-
7	Airport Boulevard & Century Boulevard	City of LA	0.712	C	0.835	D	0.773	C	0.730	C	0.971	E	0.924	E	Full	Partial	Partial
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.539	A	0.493	A	0.608	B	0.533	A	0.453	A	0.580	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.780	C	0.965	E	1.060	F	0.798	C	0.969	E	1.031	F	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.594	A	0.631	B	0.889	D	0.616	B	0.588	A	0.816	D	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.544	A	0.609	B	0.815	D	0.532	A	0.597	A	0.832	D	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.461	A	0.553	A	0.794	C	0.467	A	0.561	A	0.782	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.572	A	0.544	A	0.710	C	0.551	A	0.501	A	0.739	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	1.077	F	1.066	F	1.274	F	1.091	F	1.195	F	1.288	F	Partial	Partial	N.F.M.
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.858	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.672	B	0.546	A	0.695	B	0.674	B	0.558	A	0.701	C	Full	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.869	D	0.933	E	0.973	E	0.776	C	0.849	D	0.870	D	Full	Full	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach	0.754	C	0.837	D	0.933	E	0.757	C	0.834	D	0.933	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	0.580	A	0.504	A	0.620	B	0.693	B	0.656	B	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County	0.544	A	0.482	A	0.641	B	0.781	C	0.498	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	0.580	A	0.586	A	0.840	D	0.586	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	0.576	A	0.387	A	0.615	B	0.555	A	0.355	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	0.664	B	0.512	A	0.845	D	0.664	B	0.512	A	0.841	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	0.781	C	0.581	A	0.904	E	0.795	C	0.581	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood	0.919	E	0.824	D	0.985	E	0.916	E	0.813	D	0.991	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.934	E	0.709	C	1.127	F	0.881	D	0.674	B	1.027	F	-	-	Full
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	0.665	B	0.535	A	0.860	D	0.669	B	0.551	A	0.863	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.896	D	0.715	C	0.928	E	0.805	D	0.718	C	0.888	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	1.051	F	0.901	E	1.065	F	1.051	F	0.898	D	1.065	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	0.857	D	0.710	C	1.020	F	0.857	D	0.710	C	1.017	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.880	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	0.440	A	0.328	A	0.532	A	0.402	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	0.454	A	0.288	A	0.549	A	0.452	A	0.284	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.777	C	0.903	E	1.074	F	0.669	B	0.817	D	0.979	E	-	Full	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.734	C	0.717	C	0.932	E	0.640	B	0.632	B	0.832	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.757	C	0.848	D	1.080	F	0.859	D	0.835	D	1.182	F	Partial	-	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.711	C	0.789	C	0.952	E	0.613	B	0.694	B	0.873	D	-	-	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.615	B	0.550	A	0.700	B	0.639	B	0.557	A	0.754	C	-	-	Partial
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	0.754	C	0.622	B	0.719	C	0.760	C	0.632	B	0.720	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	0.744	C	0.369	A	0.752	C	0.744	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	0.682	B	0.444	A	0.828	D	0.679	B	0.437	A	0.828	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.943	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	0.674	B	0.498	A	0.895	D	0.686	B	0.505	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	0.741	C	0.564	A	0.734	C	0.745	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo	0.787	C	0.647	B	0.979	E	0.797	C	0.633	B	1.014	F	-	-	N.F.M.
47	Douglas Street & Imperial Highway	El Segundo/City of LA	0.416	A	0.314	A	0.515	A	0.408	A	0.316	A	0.531	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo	0.434	A	0.487	A	0.598	A	0.423	A	0.481	A	0.598	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach	0.674	B	0.734	C	0.804	D	0.680	B	0.726	C	0.801	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.621	B	0.579	A	0.762	C	0.621	B	0.583	A	0.765	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.679	B	0.720	C	1.242	F	0.693	B	0.750	C	1.245	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.689	B	0.733	C	1.086	F	0.700	B	0.734	C	1.086	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.733	C	0.579	A	1.030	F	0.741	C	0.577	A	1.021	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo	0.601	B	0.468	A	0.713	C	0.603	B	0.466	A	0.713	C	-	-	-
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo	0.827	D	0.854	D	1.010	F	0.827	D	0.857	D	1.013	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	0.629	B	0.646	B	0.861	D	0.627	B	0.650	B	0.865	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood	0.819	D	0.850	D	1.135	F	0.825	D	0.854	D	1.128	F	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.935	E	0.994	E	1.160	F	0.910	E	0.957	E	1.029	F	-	Full	Full
59	Nash Street & Grand Avenue	El Segundo	0.582	A	0.410	A	0.526	A	0.550	A	0.416	A	0.514	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo	0.813	D	0.750	C	0.953	E	0.812	D	0.755	C	0.954	E	-	-	-
61	Vista Del Mar & Grand Avenue	City of LA	0.584	A	0.282	A	0.412	A	0.574	A	0.275	A	0.398	A	-	-	-
62	Hawthorne Boulevard & Imperial Highway	Hawthorne	0.676	B	0.619	B	0.962	E	0.662	B	0.609	B	0.973	E	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	LA County	0.522	A	0.636	B	0.822	D	0.526	A	0.643	B	0.848	D	-	-	N.F.M.
64	Highland Avenue/Vista Del Mar & Rosecrans Avenue	Manhattan Beach	0.844	D	0.576	A	0.744	C	0.857	D	0.576	A	0.750	C	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	0.429	A	0.426	A	0.606	B	0.429	A	0.419	A	0.612	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.796	C	0.695	B	1.310	F	0.797	C	0.743	C	1.086	F	Full	N.F.M.	Full
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	0.531	A	0.315	A	0.696	B	0.622	B	0.339	A	0.717	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	0.773	C	0.545	A	0.661	B	0.776	C	0.542	A	0.652	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	0.416	A	0.344	A	0.459	A	0.411	A	0.319	A	0.448	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood	0.709	C	0.637	B	0.880	D	0.726	C	0.647	B	0.885	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.824	D	0.927	E	1.264	F	0.839	D	0.826	D	1.271	F	-	-	-
72	Vista Del Mar & Imperial Highway	City of LA	0.424	A	0.238	A	0.416	A	0.420	A	0.235	A	0.416	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	0.710	C	0.404	A	0.475	A	0.705	C	0.393	A	0.499	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	0.673	B	0.361	A	0.656	B	0.688	B	0.445	A	0.682	B	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County	0.511	A	0.368	A	0.701	C	0.526	A	0.402	A	0.705	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County	0.520	A	0.564	A	0.833	D	0.538	A	0.563	A	0.888	D	-	-	N.F.M.
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood	0.660	B	0.575	A	0.797	C	0.657	B	0.575	A	0.794	C	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	0.709	C	0.617	B	0.794	C	0.691	B	0.581	A	0.742	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	0.686	B	0.550	A	0.786	C	0.686	B	0.553	A	0.789	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	0.477	A	0.421	A	0.508	A	0.482	A	0.419	A	0.508	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	0.832	D	0.724	C	1.022	F	0.834	D	0.724	C	1.019	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	0.398	A	0.547	A	0.494	A	0.398	A	0.543	A	0.506	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	0.495	A	0.433	A	0.767	C	0.506	A	0.433	A	0.784	C	-	-	-

TABLE B-10
"FUTURE (2025) WITH ALTERNATIVE 4" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 4 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
152	Duquesne Avenue & Washington Boulevard	Culver City	0.583	A	0.520	A	0.673	B	0.580	A	0.517	A	0.667	B	-	-	-
153	Overland Avenue & Kelmores Street/Ranch Road	Culver City	32.6	D	15.7	C	51.4	F	32.6	D	15.8	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City	33.1	D	18.4	C	53.2	F	33.1	D	18.6	C	51.4	F	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA	0.844	D	0.764	C	1.073	F	0.825	D	0.753	C	1.076	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	69.7	F	>100	F	>100	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	0.379	A	0.410	A	0.405	A	0.392	A	0.335	A	0.398	A	-	-	-
158	Vista Del Mar & Waterview Street	City of LA	0.343	A	0.077	A	0.280	A	0.343	A	0.077	A	0.280	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.657	B	0.651	B	0.501	A	0.672	B	0.663	B	-	Full	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	0.930	E	0.857	D	0.850	D	0.927	E	0.860	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	0.603	B	0.655	B	0.829	D	0.603	B	0.651	B	0.824	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.957	E	0.995	E	1.202	F	0.951	E	0.995	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	0.988	E	0.712	C	0.960	E	0.991	E	0.712	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.842	D	0.913	E	1.085	F	0.848	D	0.867	D	1.057	F	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	1.035	F	0.728	C	1.042	F	1.032	F	0.732	C	1.037	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	1.016	F	0.773	C	0.991	E	0.998	E	0.775	C	0.979	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	1.050	F	0.685	B	1.073	F	1.039	F	0.692	B	1.064	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	0.760	C	0.611	B	0.901	E	0.771	C	0.611	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.067	F	0.754	C	0.929	E	1.073	F	0.716	C	0.928	E	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	0.596	A	0.465	A	0.547	A	0.596	A	0.467	A	0.542	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	0.887	D	0.596	A	0.920	E	0.878	D	0.602	B	0.909	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.739	C	0.560	A	0.896	D	0.738	C	0.562	A	0.900	D	-	-	-
173	Western Avenue & Imperial Highway	LA County	0.763	C	0.596	A	0.933	E	0.765	C	0.600	A	0.928	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	0.712	C	0.557	A	0.746	C	0.720	C	0.557	A	0.751	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	0.738	C	0.551	A	0.773	C	0.739	C	0.550	A	0.787	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	0.716	C	0.603	B	0.754	C	0.713	C	0.598	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	0.829	D	0.547	A	0.985	E	0.830	D	0.549	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	0.746	C	0.518	A	0.763	C	0.746	C	0.520	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	0.882	D	0.640	B	0.938	E	0.899	D	0.644	B	0.916	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	0.902	E	0.531	A	0.781	C	0.902	E	0.536	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	0.842	D	0.387	A	0.832	D	0.854	D	0.391	A	0.836	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.800	C	0.700	B	0.952	E	0.818	D	0.701	C	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.812	D	0.719	C	0.937	E	0.807	D	0.715	C	0.945	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale	0.894	D	0.757	C	0.983	E	0.888	D	0.763	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County	0.806	D	0.738	C	0.919	E	0.812	D	0.746	C	0.924	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena	0.824	D	0.675	B	0.940	E	0.830	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	0.769	C	0.610	B	0.883	D	0.759	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.006	F	0.698	B	1.008	F	1.028	F	0.707	C	1.008	F	N.F.M.	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena	0.975	E	0.736	C	0.894	D	0.969	E	0.740	C	0.893	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County	0.852	D	0.610	B	0.867	D	0.857	D	0.617	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	0.698	B	0.443	A	0.697	B	0.710	C	0.445	A	0.710	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach	1.136	F	0.781	C	1.084	F	1.136	F	0.772	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach	0.979	E	0.772	C	1.096	F	0.982	E	0.776	C	1.086	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	0.773	C	0.593	A	0.987	E	0.777	C	0.593	A	0.980	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	0.787	C	0.410	A	0.857	D	0.790	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood	0.975	E	0.657	B	0.855	D	0.973	E	0.663	B	0.858	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.682	B	0.582	A	0.759	C	0.711	C	0.598	A	0.759	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	0.533	A	0.533	A	0.553	A	0.533	A	0.544	A	0.558	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	0.625	B	0.621	B	0.686	B	0.628	B	0.621	B	0.686	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	0.489	A	0.449	A	0.535	A	0.489	A	0.445	A	0.535	A	-	-	-

Note:
Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.
N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

TABLE B-11
"FUTURE (2025) WITH ALTERNATIVE 8" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 8 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Admiralty Way & Bali Way	LA County	0.660	B	0.617	B	0.827	D	0.657	B	0.617	B	0.823	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	0.463	A	0.372	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	0.508	A	0.534	A	0.671	B	0.505	A	0.531	A	0.675	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	0.634	B	0.474	A	0.664	B	0.631	B	0.474	A	0.668	B	-	-	-
5	Via Marina & Admiralty Way	LA County	0.598	A	0.601	B	0.839	D	0.604	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.525	A	0.736	C	0.936	E	0.500	A	0.685	B	0.925	E	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	0.712	C	0.835	D	0.773	C	0.686	B	0.869	D	0.858	D	-	Partial	Partial
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.539	A	0.493	A	0.608	B	0.634	B	0.611	B	0.665	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.780	C	0.965	E	1.060	F	0.871	D	1.056	F	1.060	F	N.F.M.	N.F.M.	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.594	A	0.631	B	0.889	D	0.582	A	0.569	A	0.864	D	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.544	A	0.609	B	0.815	D	0.522	A	0.563	A	0.810	D	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.461	A	0.553	A	0.794	C	0.373	A	0.453	A	0.702	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.572	A	0.544	A	0.710	C	0.595	A	0.503	A	0.736	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	1.077	F	1.066	F	1.274	F	1.162	F	1.064	F	1.208	F	Partial	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.854	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.672	B	0.546	A	0.695	B	0.680	B	0.557	A	0.707	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.869	D	0.933	E	0.973	E	0.788	C	0.810	D	0.902	E	Full	Full	Full
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach	0.754	C	0.837	D	0.933	E	0.752	C	0.833	D	0.932	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	0.580	A	0.504	A	0.620	B	0.609	B	0.522	A	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County	0.544	A	0.482	A	0.641	B	0.700	B	0.501	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	0.580	A	0.586	A	0.840	D	0.579	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	0.576	A	0.387	A	0.615	B	0.553	A	0.347	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	0.664	B	0.512	A	0.845	D	0.664	B	0.510	A	0.845	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	0.781	C	0.581	A	0.904	E	0.788	C	0.581	A	0.911	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood	0.919	E	0.824	D	0.985	E	0.878	D	0.763	C	0.975	E	Full	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.934	E	0.709	C	1.127	F	0.885	D	0.685	B	1.023	F	-	-	Full
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	0.665	B	0.535	A	0.860	D	0.681	B	0.537	A	0.862	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.896	D	0.715	C	0.928	E	0.891	D	0.724	C	0.885	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	1.051	F	0.901	E	1.065	F	1.051	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	0.857	D	0.710	C	1.020	F	0.857	D	0.723	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	0.440	A	0.328	A	0.532	A	0.409	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.777	C	0.903	E	1.074	F	0.690	B	0.859	D	0.983	E	-	Full	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.734	C	0.717	C	0.932	E	0.654	B	0.600	A	0.829	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.757	C	0.848	D	1.080	F	0.929	E	0.857	D	0.984	E	N.F.M.	N.F.M.	-
37	Prairie Avenue & Century Boulevard	Inglewood	0.711	C	0.789	C	0.952	E	0.625	B	0.694	B	0.879	D	-	-	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.615	B	0.550	A	0.700	B	0.674	B	0.585	A	0.688	B	-	-	Full
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	0.754	C	0.622	B	0.719	C	0.762	C	0.627	B	0.714	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	0.744	C	0.369	A	0.752	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	0.682	B	0.444	A	0.828	D	0.679	B	0.430	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	0.674	B	0.498	A	0.895	D	0.689	B	0.503	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	0.741	C	0.564	A	0.734	C	0.741	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo	0.787	C	0.647	B	0.979	E	0.782	C	0.628	B	1.006	F	-	-	N.F.M.
47	Douglas Street & Imperial Highway	El Segundo/City of LA	0.416	A	0.314	A	0.515	A	0.414	A	0.302	A	0.515	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo	0.434	A	0.487	A	0.598	A	0.431	A	0.477	A	0.604	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach	0.674	B	0.734	C	0.804	D	0.678	B	0.728	C	0.807	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.679	B	0.720	C	1.242	F	0.679	B	0.730	C	1.242	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.689	B	0.733	C	1.086	F	0.690	B	0.710	C	1.080	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.733	C	0.579	A	1.030	F	0.735	C	0.579	A	1.023	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo	0.601	B	0.468	A	0.713	C	0.								

TABLE B-11
"FUTURE (2025) WITH ALTERNATIVE 8" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 8 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
152	Duquesne Avenue & Washington Boulevard	Culver City	0.583	A	0.520	A	0.673	B	0.580	A	0.517	A	0.663	B	-	-	-
153	Overland Avenue & Kelmores Street/Ranch Road	Culver City	32.6	D	15.7	C	51.4	F	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City	33.1	D	18.4	C	53.2	F	33.1	D	18.6	C	50.6	F	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA	0.844	D	0.764	C	1.073	F	0.847	D	0.771	C	1.069	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	0.379	A	0.410	A	0.405	A	0.417	A	0.379	A	0.417	A	-	-	-
158	Vista Del Mar & Waterview Street	City of LA	0.343	A	0.077	A	0.280	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.657	B	0.651	B	0.503	A	0.725	C	0.673	B	-	Partial	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	0.930	E	0.857	D	0.850	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	0.603	B	0.655	B	0.829	D	0.598	A	0.662	B	0.827	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.957	E	0.995	E	1.202	F	0.957	E	0.997	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	0.988	E	0.712	C	0.960	E	0.988	E	0.714	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.842	D	0.913	E	1.085	F	0.857	D	0.873	D	1.066	F	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	1.035	F	0.728	C	1.042	F	1.035	F	0.734	C	1.038	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	1.016	F	0.773	C	0.991	E	0.996	E	0.775	C	0.981	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	1.050	F	0.685	B	1.073	F	1.042	F	0.687	B	1.067	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	0.760	C	0.611	B	0.901	E	0.782	C	0.624	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.067	F	0.754	C	0.929	E	1.048	F	0.732	C	0.941	E	Full	-	N.F.M.
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	0.596	A	0.465	A	0.547	A	0.598	A	0.467	A	0.549	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	0.887	D	0.596	A	0.920	E	0.876	D	0.602	B	0.911	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.739	C	0.560	A	0.896	D	0.733	C	0.571	A	0.906	E	-	-	-
173	Western Avenue & Imperial Highway	LA County	0.763	C	0.596	A	0.933	E	0.764	C	0.596	A	0.941	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	0.712	C	0.557	A	0.746	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	0.738	C	0.551	A	0.773	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	0.716	C	0.603	B	0.754	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	0.829	D	0.547	A	0.985	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	0.746	C	0.518	A	0.763	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	0.882	D	0.640	B	0.938	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	0.902	E	0.531	A	0.781	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	0.842	D	0.387	A	0.832	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.800	C	0.700	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.812	D	0.719	C	0.937	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale	0.894	D	0.757	C	0.983	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County	0.806	D	0.738	C	0.919	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena	0.824	D	0.675	B	0.940	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	0.769	C	0.610	B	0.883	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.006	F	0.698	B	1.008	F	1.027	F	0.704	C	1.008	F	N.F.M.	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena	0.975	E	0.736	C	0.894	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County	0.852	D	0.610	B	0.867	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	0.698	B	0.443	A	0.697	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach	1.136	F	0.781	C	1.084	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach	0.979	E	0.772	C	1.096	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	0.773	C	0.593	A	0.987	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	0.787	C	0.410	A	0.857	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood	0.975	E	0.657	B	0.855	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.682	B	0.582	A	0.759	C	0.684	B	0.603	B	0.782	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	0.625	B	0.621	B	0.686	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	0.489	A	0.449	A	0.535	A	0.489	A	0.449	A	0.540	A	-	-	-

Note:
Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.
N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

TABLE B-12
"FUTURE (2025) WITH ALTERNATIVE 9" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

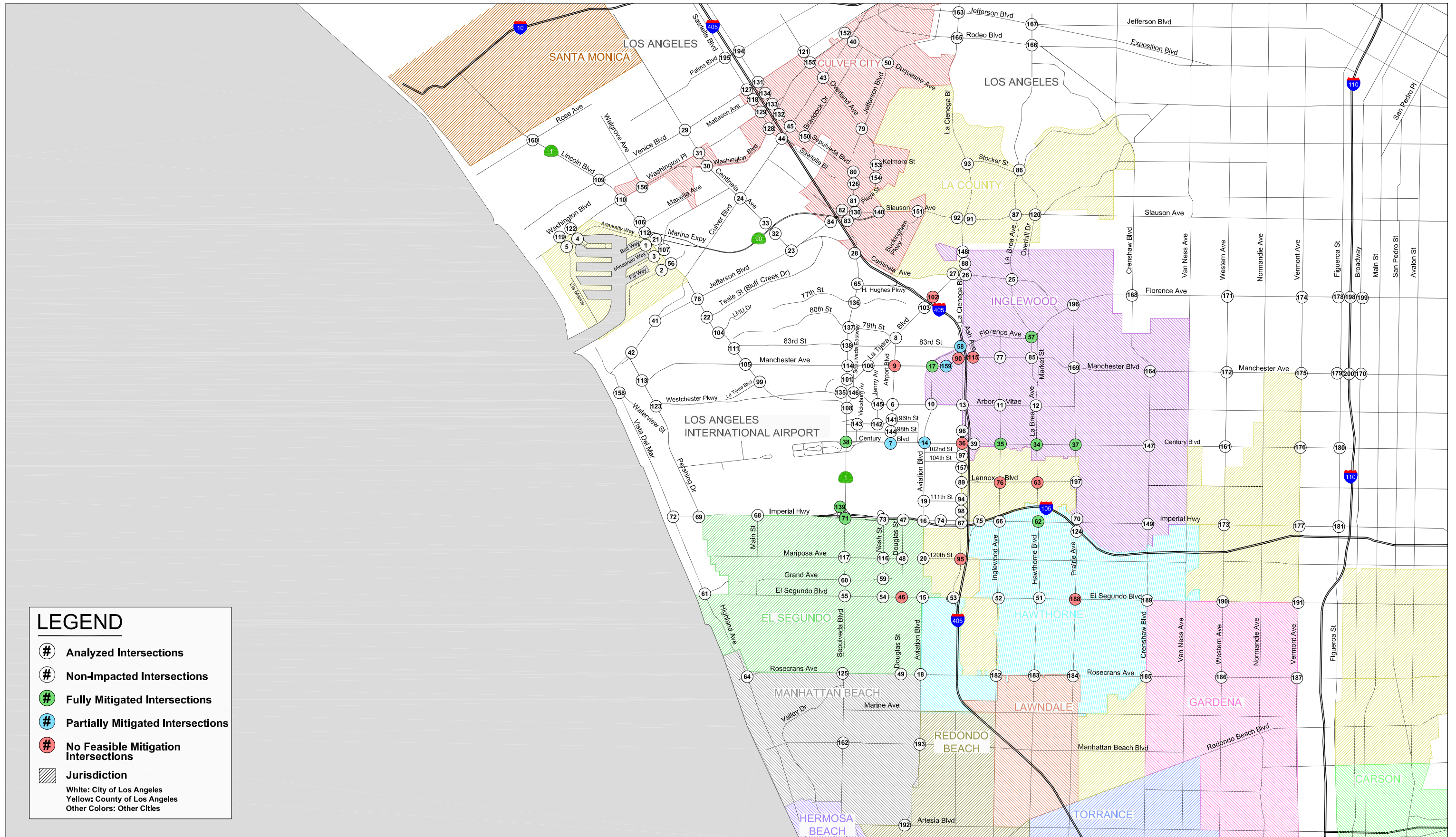
INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 9 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Admiralty Way & Bali Way	LA County	0.660	B	0.617	B	0.827	D	0.657	B	0.617	B	0.823	D	-	-	-
2	Admiralty Way & Fiji Way	LA County	0.463	A	0.372	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	0.508	A	0.534	A	0.671	B	0.505	A	0.531	A	0.675	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	0.634	B	0.474	A	0.664	B	0.631	B	0.474	A	0.668	B	-	-	-
5	Via Marina & Admiralty Way	LA County	0.598	A	0.601	B	0.839	D	0.604	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.525	A	0.736	C	0.936	E	0.500	A	0.685	B	0.925	E	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	0.712	C	0.835	D	0.773	C	0.686	B	0.869	D	0.858	D	-	Partial	Partial
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.539	A	0.493	A	0.608	B	0.634	B	0.611	B	0.665	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.780	C	0.965	E	1.060	F	0.871	D	1.056	F	1.060	F	N.F.M.	N.F.M.	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.594	A	0.631	B	0.889	D	0.582	A	0.569	A	0.864	D	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.544	A	0.609	B	0.815	D	0.522	A	0.563	A	0.810	D	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.461	A	0.553	A	0.794	C	0.373	A	0.453	A	0.702	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.572	A	0.544	A	0.710	C	0.595	A	0.503	A	0.736	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	1.077	F	1.066	F	1.274	F	1.162	F	1.064	F	1.208	F	Partial	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.956	E	0.685	B	0.853	D	0.928	E	0.677	B	0.854	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.672	B	0.546	A	0.695	B	0.680	B	0.557	A	0.707	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.869	D	0.933	E	0.973	E	0.788	C	0.810	D	0.902	E	Full	Full	Full
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach	0.754	C	0.837	D	0.933	E	0.752	C	0.833	D	0.932	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	0.580	A	0.504	A	0.620	B	0.609	B	0.522	A	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County	0.544	A	0.482	A	0.641	B	0.700	B	0.501	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	0.580	A	0.586	A	0.840	D	0.579	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	0.576	A	0.387	A	0.615	B	0.553	A	0.347	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	0.664	B	0.512	A	0.845	D	0.664	B	0.510	A	0.845	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	0.781	C	0.581	A	0.904	E	0.788	C	0.581	A	0.911	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood	0.919	E	0.824	D	0.985	E	0.878	D	0.763	C	0.975	E	Full	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.934	E	0.709	C	1.127	F	0.885	D	0.685	B	1.023	F	-	-	Full
27	La Tijera Boulevard & Centinela Boulevard	City of LA/LA County	0.665	B	0.535	A	0.860	D	0.681	B	0.537	A	0.862	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.896	D	0.715	C	0.928	E	0.891	D	0.724	C	0.885	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	1.051	F	0.901	E	1.065	F	1.051	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	0.857	D	0.710	C	1.020	F	0.857	D	0.723	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	0.777	C	0.663	B	0.877	D	0.777	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	0.440	A	0.328	A	0.532	A	0.409	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	0.454	A	0.288	A	0.549	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.777	C	0.903	E	1.074	F	0.690	B	0.859	D	0.983	E	-	Full	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.734	C	0.717	C	0.932	E	0.654	B	0.654	B	0.829	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.757	C	0.848	D	1.080	F	0.929	E	0.857	D	0.984	E	N.F.M.	N.F.M.	-
37	Prairie Avenue & Century Boulevard	Inglewood	0.711	C	0.789	C	0.952	E	0.625	B	0.694	B	0.879	D	-	-	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.615	B	0.550	A	0.700	B	0.663	B	0.577	A	0.685	B	-	-	Full
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	0.754	C	0.622	B	0.719	C	0.762	C	0.627	B	0.714	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	0.599	A	0.443	A	0.654	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	0.744	C	0.369	A	0.752	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	0.682	B	0.444	A	0.828	D	0.679	B	0.430	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	1.182	F	0.671	B	0.946	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	0.674	B	0.498	A	0.895	D	0.689	B	0.503	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	0.741	C	0.564	A	0.734	C	0.741	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo	0.787	C	0.647	B	0.979	E	0.782	C	0.628	B	1.006	F	-	-	N.F.M.
47	Douglas Street & Imperial Highway	El Segundo/City of LA	0.416	A	0.314	A	0.515	A	0.414	A	0.302	A	0.515	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo	0.434	A	0.487	A	0.598	A	0.431	A	0.477	A	0.604	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach	0.674	B	0.734	C	0.804	D	0.678	B	0.728	C	0.807	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.621	B	0.579	A	0.762	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.679	B	0.720	C	1.242	F	0.679	B	0.730	C	1.242	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.689	B	0.733	C	1.086	F	0.690	B	0.710	C	1.080	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.733	C	0.579	A	1.030	F	0.735	C	0.579	A	1.023	F	-	-	-
54	Nash Street & El Segundo Boulevard																

TABLE B-12
"FUTURE (2025) WITH ALTERNATIVE 9" PLUS MITIGATION LEVEL OF SERVICE ANALYSIS -
USING "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

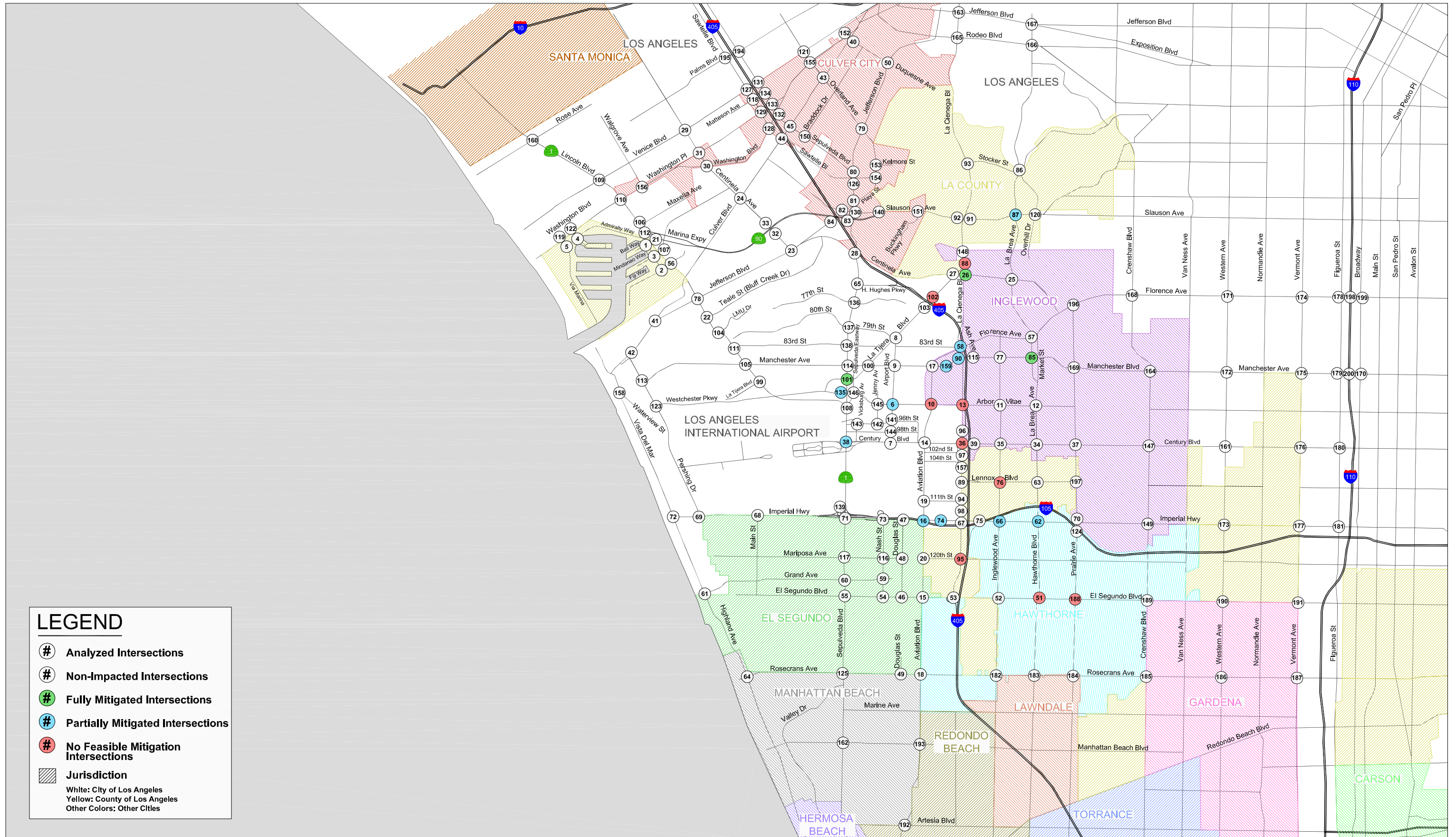
INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 9 PLUS MITIGATION						MITIGATION EFFECTIVENESS		
			AM		MD		PM		AM		MD		PM		AM	MD	PM
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City	32.6	D	15.7	C	51.4	F	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City	33.1	D	18.4	C	53.2	F	33.1	D	18.6	C	50.6	F	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA	0.844	D	0.764	C	1.073	F	0.847	D	0.771	C	1.069	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	0.379	A	0.410	A	0.405	A	0.417	A	0.379	A	0.417	A	-	-	-
158	Vista Del Mar & Waterview Street	City of LA	0.343	A	0.077	A	0.280	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.657	B	0.651	B	0.503	A	0.725	C	0.673	B	-	Partial	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	0.930	E	0.857	D	0.850	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	0.603	B	0.655	B	0.829	D	0.598	A	0.662	B	0.827	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.957	E	0.995	E	1.202	F	0.957	E	0.997	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	0.988	E	0.712	C	0.960	E	0.988	E	0.714	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.842	D	0.913	E	1.085	F	0.857	D	0.873	D	1.066	F	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	1.035	F	0.728	C	1.042	F	1.035	F	0.734	C	1.038	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	1.016	F	0.773	C	0.991	E	0.996	E	0.775	C	0.981	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	1.050	F	0.685	B	1.073	F	1.042	F	0.687	B	1.067	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	0.760	C	0.611	B	0.901	E	0.782	C	0.624	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.067	F	0.754	C	0.929	E	1.048	F	0.732	C	0.941	E	Full	-	N.F.M.
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	0.596	A	0.465	A	0.547	A	0.598	A	0.467	A	0.549	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	0.887	D	0.596	A	0.920	E	0.876	D	0.602	B	0.911	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.739	C	0.560	A	0.896	D	0.733	C	0.571	A	0.906	E	-	-	-
173	Western Avenue & Imperial Highway	LA County	0.763	C	0.596	A	0.933	E	0.764	C	0.596	A	0.941	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	0.712	C	0.557	A	0.746	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	0.738	C	0.551	A	0.773	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	0.716	C	0.603	B	0.754	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	0.829	D	0.547	A	0.985	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	0.746	C	0.518	A	0.763	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	0.882	D	0.640	B	0.938	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	0.902	E	0.531	A	0.781	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	0.842	D	0.387	A	0.832	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.800	C	0.700	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.812	D	0.719	C	0.937	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale	0.894	D	0.757	C	0.983	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County	0.806	D	0.738	C	0.919	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena	0.824	D	0.675	B	0.940	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	0.769	C	0.610	B	0.883	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.006	F	0.698	B	1.008	F	1.027	F	0.704	C	1.008	F	N.F.M.	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena	0.975	E	0.736	C	0.894	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County	0.852	D	0.610	B	0.867	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	0.698	B	0.443	A	0.697	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach	1.136	F	0.781	C	1.084	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach	0.979	E	0.772	C	1.096	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	0.773	C	0.593	A	0.987	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	0.787	C	0.410	A	0.857	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood	0.975	E	0.657	B	0.855	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.682	B	0.582	A	0.759	C	0.684	B	0.603	B	0.782	C	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	0.533	A	0.533	A	0.553	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	0.625	B	0.621	B	0.686	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	0.489	A	0.449	A	0.535	A	0.489	A	0.449	A	0.540	A	-	-	-

Note:
Full - Intersections that can be fully mitigated to less than significance with recommended mitigation measures
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated.
N.F.M. - No Feasible Mitigation measures are available. Project impacts remain significant and unavoidable.

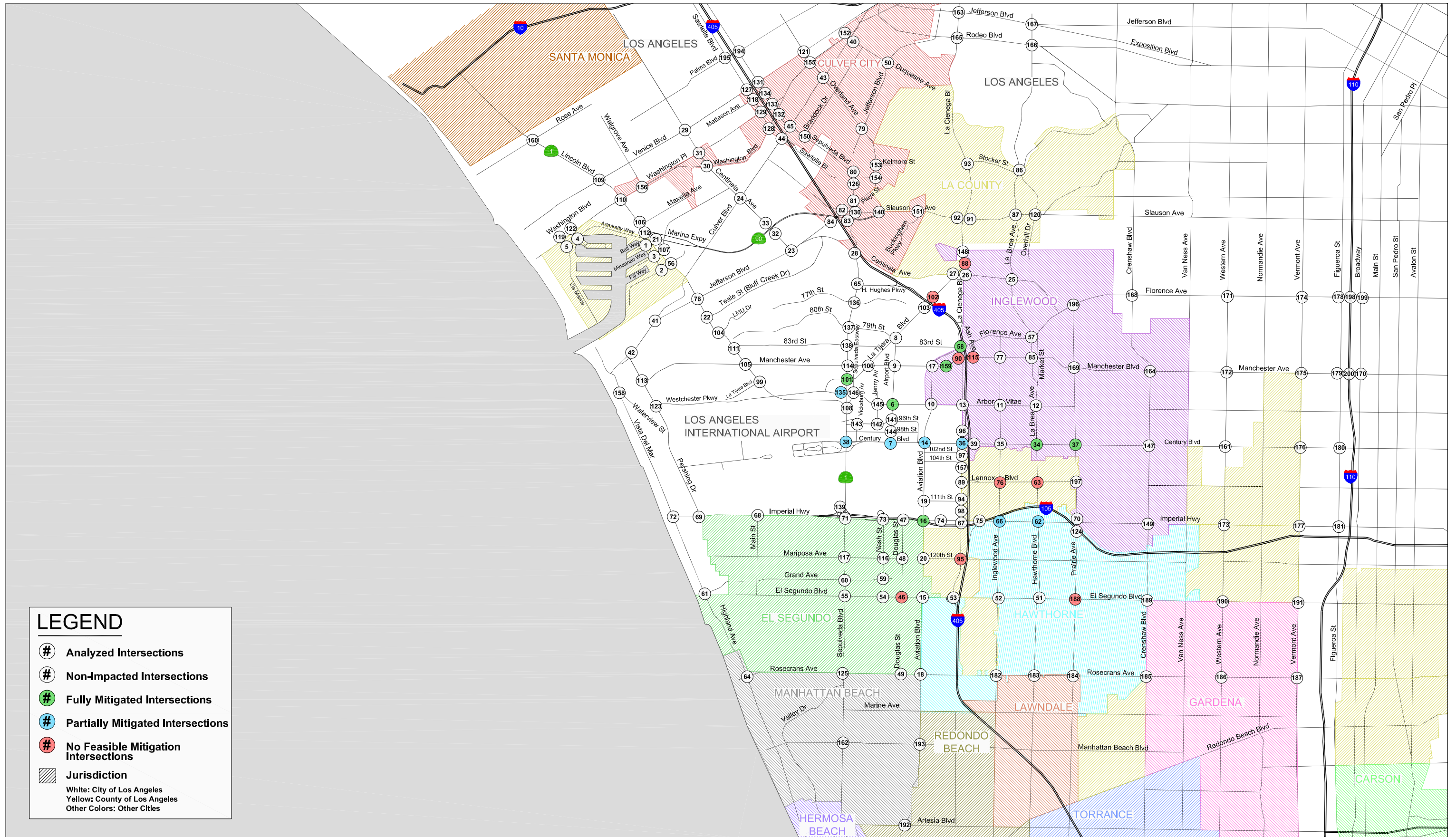
Attachment 3C
Mitigation Measures Effectiveness Figures



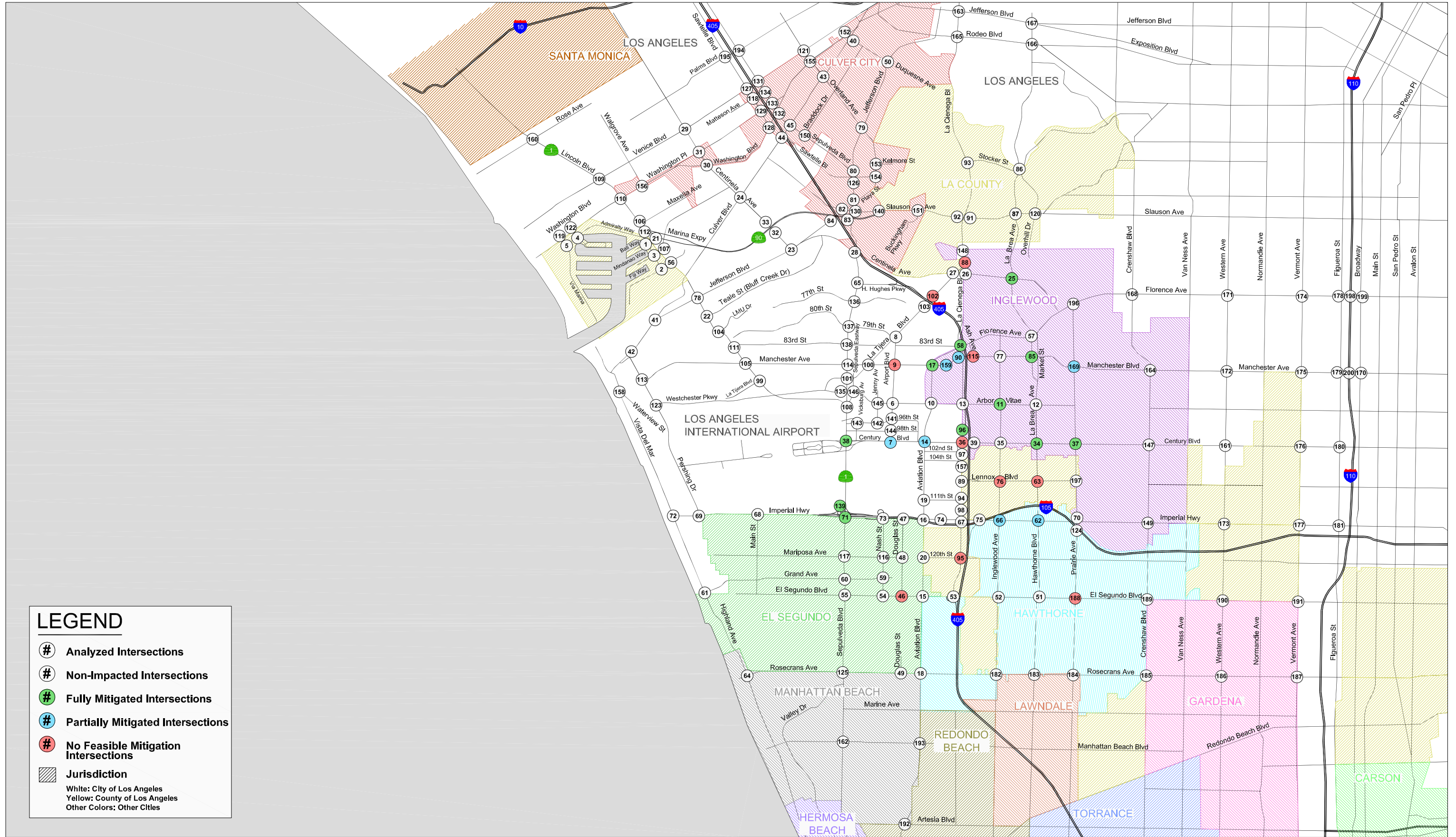
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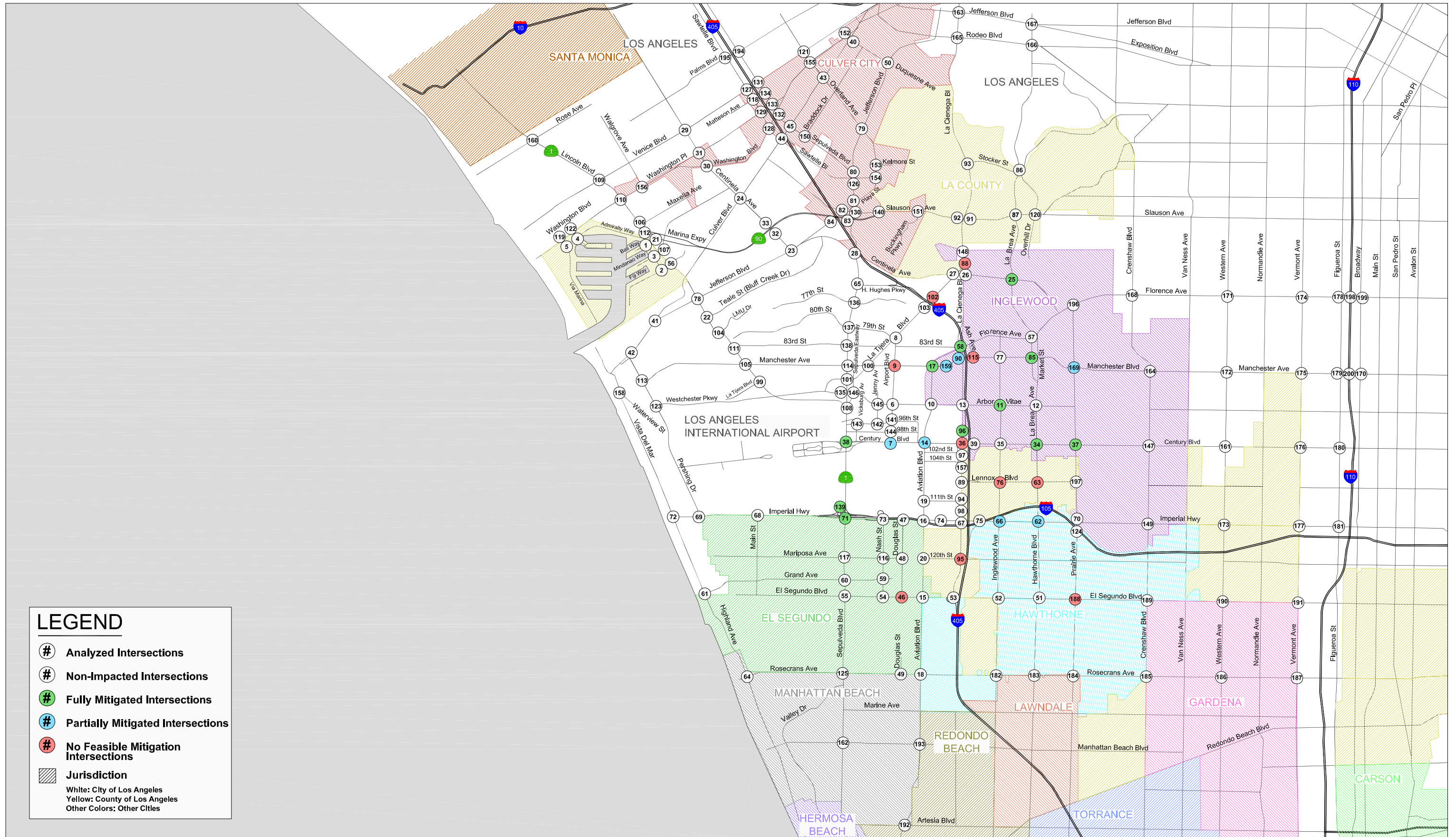
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Attachment 3D
Regional Transportation System:
Freeway Analysis Tables

Table D-1

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 1-2

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
R2.17	10 EB	Lincoln Bl	6,000	5,370	6,100	5,310	6,050	0.895	D	1.017	F(0)	0.885	D	1.008	F(0)	-0.010	-0.008	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,520	14,050	12,500	14,040	1.252	F(1)	1.405	F(2)	1.250	F(1)	1.404	F(2)	-0.002	-0.001	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,260	8,940	10,270	8,950	1.283	F(1)	1.118	F(0)	1.284	F(1)	1.119	F(0)	0.001	0.001	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,280	14,350	13,280	14,340	1.328	F(1)	1.435	F(2)	1.328	F(1)	1.434	F(2)	0.000	-0.001	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,170	12,470	13,190	12,480	1.317	F(1)	1.247	F(0)	1.319	F(1)	1.248	F(0)	0.002	0.001	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,250	18,290	17,260	18,310	1.380	F(2)	1.463	F(3)	1.381	F(2)	1.465	F(3)	0.001	0.002	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,300	18,050	18,310	18,050	1.464	F(3)	1.444	F(2)	1.465	F(3)	1.444	F(2)	0.001	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,820	13,020	6,830	13,030	0.568	C	1.085	F(0)	0.569	C	1.086	F(0)	0.001	0.001	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,380	8,030	12,390	8,050	1.032	F(0)	0.669	C	1.033	F(0)	0.671	C	0.001	0.002	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,630	11,830	7,640	11,860	0.763	C	1.183	F(0)	0.764	C	1.186	F(0)	0.001	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,180	7,530	11,200	7,540	1.118	F(0)	0.753	C	1.120	F(0)	0.754	C	0.002	0.001	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,690	12,660	7,700	12,660	0.769	C	1.266	F(1)	0.770	D	1.266	F(1)	0.001	0.000	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,510	8,030	11,520	8,050	1.151	F(0)	0.803	D	1.152	F(0)	0.805	D	0.001	0.002	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,880	12,830	7,890	12,840	0.657	C	1.069	F(0)	0.658	C	1.070	F(0)	0.001	0.001	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,540	8,770	11,550	8,780	0.962	E	0.731	C	0.963	E	0.732	C	0.001	0.001	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,590	15,080	8,600	15,090	0.716	C	1.257	F(1)	0.717	C	1.258	F(1)	0.001	0.001	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,440	7,750	13,450	7,770	1.120	F(0)	0.646	C	1.121	F(0)	0.648	C	0.001	0.0017	NO	NO
38.48	10 EB	Grand Ave	12,000	11,750	12,470	11,760	12,490	0.979	E	1.039	F(0)	0.980	E	1.041	F(0)	0.001	0.0017	NO	NO
38.48	10 WB	Grand Ave	10,000	10,500	9,520	10,530	9,550	1.050	F(0)	0.952	E	1.053	F(0)	0.955	E	0.003	0.0030	NO	NO
44.13	10 EB	Dudley St	10,000	10,730	12,300	10,750	12,320	1.073	F(0)	1.230	F(0)	1.075	F(0)	1.232	F(0)	0.002	0.0020	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,360	9,200	10,380	0.920	D	1.036	F(0)	0.920	D	1.038	F(0)	0.000	0.0020	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,900	10,080	8,910	10,080	0.890	D	1.008	F(0)	0.891	D	1.008	F(0)	0.001	0.0000	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,760	9,700	10,770	0.970	E	1.076	F(0)	0.970	E	1.077	F(0)	0.000	0.0010	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,880	6,170	3,860	6,170	0.647	C	1.028	F(0)	0.643	C	1.028	F(0)	-0.003	0.0000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	6,020	5,940	6,000	5,920	1.003	F(0)	0.990	E	1.000	F(0)	0.987	E	-0.003	-0.0033	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,610	12,560	8,650	12,600	0.861	D	1.256	F(1)	0.865	D	1.260	F(1)	0.004	0.0040	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,090	8,450	12,120	8,560	1.209	F(0)	0.845	D	1.212	F(0)	0.856	D	0.003	0.0110	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,960	12,770	8,980	12,780	0.896	D	1.277	F(1)	0.898	D	1.278	F(1)	0.002	0.0010	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	9,110	11,850	9,120	1.180	F(0)	0.911	D	1.185	F(0)	0.912	D	0.005	0.0010	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,810	12,320	6,820	12,330	0.709	C	1.283	F(1)	0.710	C	1.284	F(1)	0.001	0.0010	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,400	9,820	9,420	9,830	0.979	E	1.023	F(0)	0.981	E	1.024	F(0)	0.002	0.001	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,600	12,530	11,610	12,530	0.967	E	1.044	F(0)	0.968	E	1.044	F(0)	0.001	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,520	12,320	11,520	12,340	0.960	E	1.027	F(0)	0.960	E	1.028	F(0)	0.000	0.002	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,910	12,810	11,920	12,820	0.993	E	1.068	F(0)	0.993	E	1.068	F(0)	0.001	0.001	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,240	12,740	10,250	12,750	0.853	D	1.062	F(0)	0.854	D	1.063	F(0)	0.001	0.001	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,790	12,090	11,790	12,090	1.474	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,810	11,030	11,820	11,040	1.476	F(3)	1.379	F(2)	1.478	F(3)	1.380	F(2)	0.001	0.001	NO	NO
23.96	110 NB	at Alpine St	6,000	6,000	9,510	6,000	9,510	1.000	F(0)	1.585	F(3)	1.000	F(0)	1.585	F(3)	0.000	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	9,040	9,140	9,040	9,150	1.507	F(3)	1.523	F(3)	1.507	F(3)	1.525	F(3)	0.000	0.002	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,390	6,650	3,400	6,660	0.565	C	1.108	F(0)	0.567	C	1.110	F(0)	0.002	0.002	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,840	4,700	6,850	4,710	1.140	F(0)	0.783	D	1.142	F(0)	0.785	D	0.002	0.002	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,680	11,100	9,720	11,120	0.968	E	1.110	F(0)	0.972	E	1.112	F(0)	0.004	0.002	NO	NO
0.4	405 SB	n/o Rte 22	12,000	9,440	14,990	9,440	15,040	0.787	D	1.249	F(0)	0.787	D	1.253	F(1)	0.000	0.004	NO	NO

Table D-1

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 1-2

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
8.02	405 NB	Santa Fe Ave	10,000	11,690	10,120	11,750	10,150	1.169	F(0)	1.012	F(0)	1.175	F(0)	1.015	F(0)	0.006	0.003	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	9,450	11,450	9,460	11,490	0.945	E	1.145	F(0)	0.946	E	1.149	F(0)	0.001	0.004	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,140	10,560	11,200	10,590	1.114	F(0)	1.056	F(0)	1.120	F(0)	1.059	F(0)	0.006	0.003	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	10,180	12,020	10,210	12,070	1.018	F(0)	1.202	F(0)	1.021	F(0)	1.207	F(0)	0.003	0.005	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,930	9,760	11,870	9,730	1.193	F(0)	0.976	E	1.187	F(0)	0.973	E	-0.006	-0.003	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,520	11,290	9,540	11,310	0.952	E	1.129	F(0)	0.954	E	1.131	F(0)	0.002	0.002	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,240	15,950	15,240	15,940	1.270	F(1)	1.329	F(1)	1.270	F(1)	1.328	F(1)	0.000	-0.001	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,890	12,360	10,830	12,260	0.908	D	1.030	F(0)	0.903	D	1.022	F(0)	-0.005	-0.008	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,410	16,670	14,430	16,700	1.201	F(0)	1.389	F(2)	1.203	F(0)	1.392	F(2)	0.002	0.002	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,440	15,330	10,450	15,330	0.870	D	1.278	F(1)	0.871	D	1.278	F(1)	0.001	0.000	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,300	16,430	9,320	16,460	0.775	D	1.369	F(2)	0.777	D	1.372	F(2)	0.002	0.002	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,590	10,880	15,610	10,930	1.299	F(1)	0.907	D	1.301	F(1)	0.911	D	0.002	0.004	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,810	13,140	6,820	13,150	0.681	C	1.314	F(1)	0.682	C	1.315	F(1)	0.001	0.001	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,580	7,110	10,590	7,110	1.058	F(0)	0.711	C	1.059	F(0)	0.711	C	0.001	0.000	NO	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Freeway Monitoring Station analysis results for Future (2025) with Project Alternative 1-2 Conditions provided in the SPAS Draft EIR.

Table D-2

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 3

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
R2.17	10 EB	Lincoln Bl	6,000	5,370	6,100	5,380	6,080	0.895	D	1.017	F(0)	0.897	D	1.013	F(0)	0.002	-0.003	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,810	4,200	0.792	D	0.700	C	0.802	D	0.700	C	0.010	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,520	14,050	12,500	14,050	1.252	F(1)	1.405	F(2)	1.250	F(1)	1.405	F(2)	-0.002	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,260	8,940	10,280	8,950	1.283	F(1)	1.118	F(0)	1.285	F(1)	1.119	F(0)	0.002	0.001	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,280	14,350	13,270	14,340	1.328	F(1)	1.435	F(2)	1.327	F(1)	1.434	F(2)	-0.001	-0.001	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,170	12,470	13,170	12,470	1.317	F(1)	1.247	F(0)	1.317	F(1)	1.247	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,250	18,290	17,260	18,290	1.380	F(2)	1.463	F(3)	1.381	F(2)	1.463	F(3)	0.001	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,300	18,050	18,290	18,040	1.464	F(3)	1.444	F(2)	1.463	F(3)	1.443	F(2)	-0.001	-0.001	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,820	13,020	6,850	13,050	0.568	C	1.085	F(0)	0.571	C	1.088	F(0)	0.002	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,380	8,030	12,390	8,070	1.032	F(0)	0.669	C	1.033	F(0)	0.673	C	0.001	0.003	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,630	11,830	7,660	11,880	0.763	C	1.183	F(0)	0.766	C	1.188	F(0)	0.003	0.005	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,180	7,530	11,210	7,550	1.118	F(0)	0.753	C	1.121	F(0)	0.755	C	0.003	0.002	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,690	12,660	7,720	12,670	0.769	C	1.266	F(1)	0.772	D	1.267	F(1)	0.003	0.001	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,510	8,030	11,520	8,060	1.151	F(0)	0.803	D	1.152	F(0)	0.806	D	0.001	0.003	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,880	12,830	7,910	12,860	0.657	C	1.069	F(0)	0.659	C	1.072	F(0)	0.003	0.003	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,540	8,770	11,560	8,790	0.962	E	0.731	C	0.963	E	0.733	C	0.002	0.002	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,590	15,080	8,600	15,090	0.716	C	1.257	F(1)	0.717	C	1.258	F(1)	0.001	0.001	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,440	7,750	13,450	7,770	1.120	F(0)	0.646	C	1.121	F(0)	0.648	C	0.001	0.002	NO	NO
38.48	10 EB	Grand Ave	12,000	11,750	12,470	11,770	12,490	0.979	E	1.039	F(0)	0.981	E	1.041	F(0)	0.002	0.002	NO	NO
38.48	10 WB	Grand Ave	10,000	10,500	9,520	10,530	9,540	1.050	F(0)	0.952	E	1.053	F(0)	0.954	E	0.003	0.002	NO	NO
44.13	10 EB	Dudley St	10,000	10,730	12,300	10,740	12,290	1.073	F(0)	1.230	F(0)	1.074	F(0)	1.229	F(0)	0.001	-0.001	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,360	9,200	10,380	0.920	D	1.036	F(0)	0.920	D	1.038	F(0)	0.000	0.002	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,900	10,080	8,890	10,060	0.890	D	1.008	F(0)	0.889	D	1.006	F(0)	-0.001	-0.002	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,760	9,700	10,770	0.970	E	1.076	F(0)	0.970	E	1.077	F(0)	0.000	0.001	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,880	6,170	3,680	6,100	0.647	C	1.028	F(0)	0.613	C	1.017	F(0)	-0.033	-0.012	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	6,020	5,940	6,050	5,970	1.003	F(0)	0.990	E	1.008	F(0)	0.995	E	0.005	0.005	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,610	12,560	8,500	12,570	0.861	D	1.256	F(1)	0.850	D	1.257	F(1)	-0.011	0.001	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,090	8,450	12,120	8,470	1.209	F(0)	0.845	D	1.212	F(0)	0.847	D	0.003	0.002	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,960	12,770	8,920	12,760	0.896	D	1.277	F(1)	0.892	D	1.276	F(1)	-0.004	-0.001	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	9,110	11,830	9,070	1.180	F(0)	0.911	D	1.183	F(0)	0.907	D	0.003	-0.004	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,810	12,320	6,770	12,300	0.709	C	1.283	F(1)	0.705	C	1.281	F(1)	-0.004	-0.002	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,400	9,820	9,390	9,810	0.979	E	1.023	F(0)	0.978	E	1.022	F(0)	-0.001	-0.001	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,180	4,250	0.398	B	0.531	B	0.398	B	0.531	B	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,600	12,530	11,570	12,530	0.967	E	1.044	F(0)	0.964	E	1.044	F(0)	-0.003	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,520	12,320	11,500	12,310	0.960	E	1.027	F(0)	0.958	E	1.026	F(0)	-0.002	-0.001	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,910	12,810	11,930	12,850	0.993	E	1.068	F(0)	0.994	E	1.071	F(0)	0.002	0.003	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,240	12,740	10,240	12,750	0.853	D	1.062	F(0)	0.853	D	1.063	F(0)	0.000	0.001	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,790	12,090	11,800	12,090	1.474	F(3)	1.511	F(3)	1.475	F(3)	1.511	F(3)	0.001	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,810	11,030	11,820	11,040	1.476	F(3)	1.379	F(2)	1.478	F(3)	1.380	F(2)	0.001	0.001	NO	NO
23.96	110 NB	at Alpine St	6,000	6,000	9,510	6,000	9,520	1.000	F(0)	1.585	F(3)	1.000	F(0)	1.587	F(3)	0.000	0.002	NO	NO
23.96	110 SB	at Alpine St	6,000	9,040	9,140	9,040	9,150	1.507	F(3)	1.523	F(3)	1.507	F(3)	1.525	F(3)	0.000	0.002	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,390	6,650	3,400	6,660	0.565	C	1.108	F(0)	0.567	C	1.110	F(0)	0.002	0.002	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,840	4,700	6,850	4,710	1.140	F(0)	0.783	D	1.142	F(0)	0.785	D	0.002	0.002	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,680	11,100	9,700	11,120	0.968	E	1.110	F(0)	0.970	E	1.112	F(0)	0.002	0.002	NO	NO
0.4	405 SB	n/o Rte 22	12,000	9,440	14,990	9,420	15,020	0.787	D	1.249	F(0)	0.785	D	1.252	F(1)	-0.002	0.002	NO	NO

Table D-2

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 3

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
8.02	405 NB	Santa Fe Ave	10,000	11,690	10,120	11,740	10,140	1.169	F(0)	1.012	F(0)	1.174	F(0)	1.014	F(0)	0.005	0.002	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	9,450	11,450	9,480	11,470	0.945	E	1.145	F(0)	0.948	E	1.147	F(0)	0.003	0.002	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,140	10,560	11,190	10,580	1.114	F(0)	1.056	F(0)	1.119	F(0)	1.058	F(0)	0.005	0.002	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	10,180	12,020	10,200	12,060	1.018	F(0)	1.202	F(0)	1.020	F(0)	1.206	F(0)	0.002	0.004	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,930	9,760	11,870	9,750	1.193	F(0)	0.976	E	1.187	F(0)	0.975	E	-0.006	-0.001	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,520	11,290	9,560	11,280	0.952	E	1.129	F(0)	0.956	E	1.128	F(0)	0.004	-0.001	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,240	15,950	15,150	15,870	1.270	F(1)	1.329	F(1)	1.263	F(1)	1.323	F(1)	-0.008	-0.007	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,890	12,360	10,820	12,270	0.908	D	1.030	F(0)	0.902	D	1.023	F(0)	-0.006	-0.008	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,410	16,670	14,430	16,670	1.201	F(0)	1.389	F(2)	1.203	F(0)	1.389	F(2)	0.002	0.000	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,440	15,330	10,480	15,320	0.870	D	1.278	F(1)	0.873	D	1.277	F(1)	0.003	-0.001	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,300	16,430	9,310	16,450	0.775	D	1.369	F(2)	0.776	D	1.371	F(2)	0.001	0.002	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,590	10,880	15,620	10,930	1.299	F(1)	0.907	D	1.302	F(1)	0.911	D	0.003	0.004	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,810	13,140	6,810	13,140	0.681	C	1.314	F(1)	0.681	C	1.314	F(1)	0.000	0.000	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,580	7,110	10,580	7,090	1.058	F(0)	0.711	C	1.058	F(0)	0.709	C	0.000	-0.002	NO	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Freeway Monitoring Station analysis results for Future (2025) with Project Alternative 3 Conditions provided in the SPAS Draft EIR.

Table D-3

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 4

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
R2.17	10 EB	Lincoln Bl	6,000	5,370	6,100	5,310	6,050	0.895	D	1.017	F(0)	0.885	D	1.008	F(0)	-0.010	-0.008	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,520	14,050	12,500	14,050	1.252	F(1)	1.405	F(2)	1.250	F(1)	1.405	F(2)	-0.002	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,260	8,940	10,270	8,950	1.283	F(1)	1.118	F(0)	1.284	F(1)	1.119	F(0)	0.001	0.001	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,280	14,350	13,280	14,360	1.328	F(1)	1.435	F(2)	1.328	F(1)	1.436	F(2)	0.000	0.001	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,170	12,470	13,170	12,470	1.317	F(1)	1.247	F(0)	1.317	F(1)	1.247	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,250	18,290	17,260	18,290	1.380	F(2)	1.463	F(3)	1.381	F(2)	1.463	F(3)	0.001	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,300	18,050	18,310	18,050	1.464	F(3)	1.444	F(2)	1.465	F(3)	1.444	F(2)	0.001	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,820	13,020	6,830	13,030	0.568	C	1.085	F(0)	0.569	C	1.086	F(0)	0.001	0.001	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,380	8,030	12,390	8,060	1.032	F(0)	0.669	C	1.033	F(0)	0.672	C	0.001	0.002	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,630	11,830	7,630	11,860	0.763	C	1.183	F(0)	0.763	C	1.186	F(0)	0.000	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,180	7,530	11,200	7,550	1.118	F(0)	0.753	C	1.120	F(0)	0.755	C	0.002	0.002	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,690	12,660	7,700	12,670	0.769	C	1.266	F(1)	0.770	D	1.267	F(1)	0.001	0.001	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,510	8,030	11,520	8,050	1.151	F(0)	0.803	D	1.152	F(0)	0.805	D	0.001	0.002	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,880	12,830	7,880	12,830	0.657	C	1.069	F(0)	0.657	C	1.069	F(0)	0.000	0.000	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,540	8,770	11,550	8,790	0.962	E	0.731	C	0.963	E	0.733	C	0.001	0.002	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,590	15,080	8,590	15,090	0.716	C	1.257	F(1)	0.716	C	1.258	F(1)	0.000	0.001	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,440	7,750	13,440	7,770	1.120	F(0)	0.646	C	1.120	F(0)	0.648	C	0.000	0.002	NO	NO
38.48	10 EB	Grand Ave	12,000	11,750	12,470	11,760	12,480	0.979	E	1.039	F(0)	0.980	E	1.040	F(0)	0.001	0.001	NO	NO
38.48	10 WB	Grand Ave	10,000	10,500	9,520	10,530	9,550	1.050	F(0)	0.952	E	1.053	F(0)	0.955	E	0.003	0.003	NO	NO
44.13	10 EB	Dudley St	10,000	10,730	12,300	10,760	12,320	1.073	F(0)	1.230	F(0)	1.076	F(0)	1.232	F(0)	0.003	0.002	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,360	9,200	10,360	0.920	D	1.036	F(0)	0.920	D	1.036	F(0)	0.000	0.000	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,900	10,080	8,920	10,050	0.890	D	1.008	F(0)	0.892	D	1.005	F(0)	0.002	-0.003	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,760	9,700	10,780	0.970	E	1.076	F(0)	0.970	E	1.078	F(0)	0.000	0.002	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,880	6,170	3,860	6,170	0.647	C	1.028	F(0)	0.643	C	1.028	F(0)	-0.003	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	6,020	5,940	6,010	5,930	1.003	F(0)	0.990	E	1.002	F(0)	0.988	E	-0.002	-0.002	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,610	12,560	8,640	12,610	0.861	D	1.256	F(1)	0.864	D	1.261	F(1)	0.003	0.005	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,090	8,450	12,110	8,520	1.209	F(0)	0.845	D	1.211	F(0)	0.852	D	0.002	0.007	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,960	12,770	8,970	12,780	0.896	D	1.277	F(1)	0.897	D	1.278	F(1)	0.001	0.001	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	9,110	11,830	9,090	1.180	F(0)	0.911	D	1.183	F(0)	0.909	D	0.003	-0.002	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,810	12,320	6,820	12,320	0.709	C	1.283	F(1)	0.710	C	1.283	F(1)	0.001	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,400	9,820	9,400	9,820	0.979	E	1.023	F(0)	0.979	E	1.023	F(0)	0.000	0.000	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,600	12,530	11,610	12,550	0.967	E	1.044	F(0)	0.968	E	1.046	F(0)	0.001	0.002	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,520	12,320	11,540	12,340	0.960	E	1.027	F(0)	0.962	E	1.028	F(0)	0.002	0.002	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,910	12,810	11,910	12,830	0.993	E	1.068	F(0)	0.993	E	1.069	F(0)	0.000	0.002	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,240	12,740	10,250	12,750	0.853	D	1.062	F(0)	0.854	D	1.063	F(0)	0.001	0.001	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,790	12,090	11,790	12,090	1.474	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,810	11,030	11,820	11,040	1.476	F(3)	1.379	F(2)	1.478	F(3)	1.380	F(2)	0.001	0.001	NO	NO
23.96	110 NB	at Alpine St	6,000	6,000	9,510	6,000	9,520	1.000	F(0)	1.585	F(3)	1.000	F(0)	1.587	F(3)	0.000	0.002	NO	NO
23.96	110 SB	at Alpine St	6,000	9,040	9,140	9,040	9,150	1.507	F(3)	1.523	F(3)	1.507	F(3)	1.525	F(3)	0.000	0.002	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,390	6,650	3,400	6,650	0.565	C	1.108	F(0)	0.567	C	1.108	F(0)	0.002	0.000	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,840	4,700	6,850	4,710	1.140	F(0)	0.783	D	1.142	F(0)	0.785	D	0.002	0.002	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,680	11,100	9,710	11,120	0.968	E	1.110	F(0)	0.971	E	1.112	F(0)	0.003	0.002	NO	NO
0.4	405 SB	n/o Rte 22	12,000	9,440	14,990	9,430	15,030	0.787	D	1.249	F(0)	0.786	D	1.253	F(1)	-0.001	0.003	NO	NO

Table D-3

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternative 4

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
8.02	405 NB	Santa Fe Ave	10,000	11,690	10,120	11,740	10,140	1.169	F(0)	1.012	F(0)	1.174	F(0)	1.014	F(0)	0.005	0.002	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	9,450	11,450	9,460	11,490	0.945	E	1.145	F(0)	0.946	E	1.149	F(0)	0.001	0.004	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,140	10,560	11,190	10,580	1.114	F(0)	1.056	F(0)	1.119	F(0)	1.058	F(0)	0.005	0.002	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	10,180	12,020	10,200	12,060	1.018	F(0)	1.202	F(0)	1.020	F(0)	1.206	F(0)	0.002	0.004	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,930	9,760	11,840	9,720	1.193	F(0)	0.976	E	1.184	F(0)	0.972	E	-0.009	-0.004	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,520	11,290	9,530	11,290	0.952	E	1.129	F(0)	0.953	E	1.129	F(0)	0.001	0.000	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,240	15,950	15,210	15,940	1.270	F(1)	1.329	F(1)	1.268	F(1)	1.328	F(1)	-0.002	-0.001	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,890	12,360	10,830	12,270	0.908	D	1.030	F(0)	0.903	D	1.023	F(0)	-0.005	-0.008	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,410	16,670	14,420	16,690	1.201	F(0)	1.389	F(2)	1.202	F(0)	1.391	F(2)	0.001	0.002	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,440	15,330	10,450	15,320	0.870	D	1.278	F(1)	0.871	D	1.277	F(1)	0.001	-0.001	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,300	16,430	9,320	16,450	0.775	D	1.369	F(2)	0.777	D	1.371	F(2)	0.002	0.002	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,590	10,880	15,610	10,930	1.299	F(1)	0.907	D	1.301	F(1)	0.911	D	0.002	0.004	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,810	13,140	6,800	13,150	0.681	C	1.314	F(1)	0.680	C	1.315	F(1)	-0.001	0.001	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,580	7,110	10,590	7,100	1.058	F(0)	0.711	C	1.059	F(0)	0.710	C	0.001	-0.001	NO	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Freeway Monitoring Station analysis results for Future (2025) with Project Alternative 4 Conditions provided in the SPAS Draft EIR.

Table D-4

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternatives 8 and 9

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
R2.17	10 EB	Lincoln Bl	6,000	5,370	6,100	5,310	6,050	0.895	D	1.017	F(0)	0.885	D	1.008	F(0)	-0.010	-0.008	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,520	14,050	12,500	14,050	1.252	F(1)	1.405	F(2)	1.250	F(1)	1.405	F(2)	-0.002	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,260	8,940	10,270	8,950	1.283	F(1)	1.118	F(0)	1.284	F(1)	1.119	F(0)	0.001	0.001	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,280	14,350	13,280	14,370	1.328	F(1)	1.435	F(2)	1.328	F(1)	1.437	F(2)	0.000	0.002	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,170	12,470	13,190	12,480	1.317	F(1)	1.247	F(0)	1.319	F(1)	1.248	F(0)	0.002	0.001	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,250	18,290	17,250	18,310	1.380	F(2)	1.463	F(3)	1.380	F(2)	1.465	F(3)	0.000	0.002	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,300	18,050	18,310	18,050	1.464	F(3)	1.444	F(2)	1.465	F(3)	1.444	F(2)	0.001	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,820	13,020	6,820	13,040	0.568	C	1.085	F(0)	0.568	C	1.087	F(0)	0.000	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,380	8,030	12,400	8,060	1.032	F(0)	0.669	C	1.033	F(0)	0.672	C	0.002	0.002	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,630	11,830	7,630	11,860	0.763	C	1.183	F(0)	0.763	C	1.186	F(0)	0.000	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,180	7,530	11,200	7,550	1.118	F(0)	0.753	C	1.120	F(0)	0.755	C	0.002	0.002	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,690	12,660	7,700	12,650	0.769	C	1.266	F(1)	0.770	D	1.265	F(1)	0.001	-0.001	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,510	8,030	11,530	8,050	1.151	F(0)	0.803	D	1.153	F(0)	0.805	D	0.002	0.002	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,880	12,830	7,880	12,850	0.657	C	1.069	F(0)	0.657	C	1.071	F(0)	0.000	0.002	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,540	8,770	11,560	8,790	0.962	E	0.731	C	0.963	E	0.733	C	0.002	0.002	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,590	15,080	8,590	15,100	0.716	C	1.257	F(1)	0.716	C	1.258	F(1)	0.000	0.002	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,440	7,750	13,450	7,770	1.120	F(0)	0.646	C	1.121	F(0)	0.648	C	0.001	0.002	NO	NO
38.48	10 EB	Grand Ave	12,000	11,750	12,470	11,740	12,500	0.979	E	1.039	F(0)	0.978	E	1.042	F(0)	-0.001	0.003	NO	NO
38.48	10 WB	Grand Ave	10,000	10,500	9,520	10,530	9,550	1.050	F(0)	0.952	E	1.053	F(0)	0.955	E	0.003	0.003	NO	NO
44.13	10 EB	Dudley St	10,000	10,730	12,300	10,740	12,330	1.073	F(0)	1.230	F(0)	1.074	F(0)	1.233	F(0)	0.001	0.003	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,360	9,200	10,410	0.920	D	1.036	F(0)	0.920	D	1.041	F(0)	0.000	0.005	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,900	10,080	8,870	10,060	0.890	D	1.008	F(0)	0.887	D	1.006	F(0)	-0.003	-0.002	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,760	9,700	10,780	0.970	E	1.076	F(0)	0.970	E	1.078	F(0)	0.000	0.002	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,880	6,170	3,850	6,170	0.647	C	1.028	F(0)	0.642	C	1.028	F(0)	-0.005	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	6,020	5,940	6,000	5,920	1.003	F(0)	0.990	E	1.000	F(0)	0.987	E	-0.003	-0.003	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,610	12,560	8,610	12,600	0.861	D	1.256	F(1)	0.861	D	1.260	F(1)	0.000	0.004	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,090	8,450	12,120	8,550	1.209	F(0)	0.845	D	1.212	F(0)	0.855	D	0.003	0.010	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,960	12,770	8,960	12,780	0.896	D	1.277	F(1)	0.896	D	1.278	F(1)	0.000	0.001	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	9,110	11,850	9,120	1.180	F(0)	0.911	D	1.185	F(0)	0.912	D	0.005	0.001	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,810	12,320	6,810	12,330	0.709	C	1.283	F(1)	0.709	C	1.284	F(1)	0.000	0.001	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,400	9,820	9,420	9,830	0.979	E	1.023	F(0)	0.981	E	1.024	F(0)	0.002	0.001	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,600	12,530	11,600	12,530	0.967	E	1.044	F(0)	0.967	E	1.044	F(0)	0.000	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,520	12,320	11,520	12,340	0.960	E	1.027	F(0)	0.960	E	1.028	F(0)	0.000	0.002	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,910	12,810	11,920	12,830	0.993	E	1.068	F(0)	0.993	E	1.069	F(0)	0.001	0.002	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,240	12,740	10,240	12,750	0.853	D	1.062	F(0)	0.853	D	1.063	F(0)	0.000	0.001	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,790	12,090	11,790	12,090	1.474	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,810	11,030	11,820	11,040	1.476	F(3)	1.379	F(2)	1.478	F(3)	1.380	F(2)	0.001	0.001	NO	NO
23.96	110 NB	at Alpine St	6,000	6,000	9,510	6,000	9,510	1.000	F(0)	1.585	F(3)	1.000	F(0)	1.585	F(3)	0.000	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	9,040	9,140	9,040	9,150	1.507	F(3)	1.523	F(3)	1.507	F(3)	1.525	F(3)	0.000	0.002	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,390	6,650	3,400	6,660	0.565	C	1.108	F(0)	0.567	C	1.110	F(0)	0.002	0.002	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,840	4,700	6,850	4,710	1.140	F(0)	0.783	D	1.142	F(0)	0.785	D	0.002	0.002	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,680	11,100	9,720	11,140	0.968	E	1.110	F(0)	0.972	E	1.114	F(0)	0.004	0.004	NO	NO
0.4	405 SB	n/o Rte 22	12,000	9,440	14,990	9,440	15,040	0.787	D	1.249	F(0)	0.787	D	1.253	F(1)	0.000	0.004	NO	NO

Table D-4

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) – Alternatives 8 and 9

Postmile	Route	Segment	Future Capacity	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)		Future (2025) With Project Volumes**		"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP) V/C & LOS				Future (2025) With Project V/C & LOS**				Delta		Significant Impact?	
				Project Volumes		AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
				AM	PM														
8.02	405 NB	Santa Fe Ave	10,000	11,690	10,120	11,750	10,150	1.169	F(0)	1.012	F(0)	1.175	F(0)	1.015	F(0)	0.006	0.003	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	9,450	11,450	9,450	11,490	0.945	E	1.145	F(0)	0.945	E	1.149	F(0)	0.000	0.004	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,140	10,560	11,210	10,590	1.114	F(0)	1.056	F(0)	1.121	F(0)	1.059	F(0)	0.007	0.003	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	10,180	12,020	10,190	12,070	1.018	F(0)	1.202	F(0)	1.019	F(0)	1.207	F(0)	0.001	0.005	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,930	9,760	11,870	9,720	1.193	F(0)	0.976	E	1.187	F(0)	0.972	E	-0.006	-0.004	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,520	11,290	9,520	11,320	0.952	E	1.129	F(0)	0.952	E	1.132	F(0)	0.000	0.003	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,240	15,950	15,230	15,940	1.270	F(1)	1.329	F(1)	1.269	F(1)	1.328	F(1)	-0.001	-0.001	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,890	12,360	10,800	12,240	0.908	D	1.030	F(0)	0.900	D	1.020	F(0)	-0.007	-0.010	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,410	16,670	14,410	16,700	1.201	F(0)	1.389	F(2)	1.201	F(0)	1.392	F(2)	0.000	0.002	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,440	15,330	10,440	15,320	0.870	D	1.278	F(1)	0.870	D	1.277	F(1)	0.000	-0.001	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,300	16,430	9,310	16,460	0.775	D	1.369	F(2)	0.776	D	1.372	F(2)	0.001	0.002	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,590	10,880	15,620	10,930	1.299	F(1)	0.907	D	1.302	F(1)	0.911	D	0.003	0.004	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,810	13,140	6,790	13,150	0.681	C	1.314	F(1)	0.679	C	1.315	F(1)	-0.002	0.001	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,580	7,110	10,590	7,120	1.058	F(0)	0.711	C	1.059	F(0)	0.712	C	0.001	0.001	NO	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Freeway Monitoring Station analysis results for Future (2025) with Project Alternatives 8 and 9 Conditions provided in the SPAS Draft EIR.

Attachment 3E
Regional Transportation System:
Arterial Analysis Tables

Table E-1

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternatives 1 and 2
Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP)**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)				Future (2025) With Project Conditions**			
					V/C	LOS	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd and Centinela Ave	Inglewood/ LA	AM	0.934	E	0.932	E	0.932	E	-0.002	NO
29	70	Centinela Ave and Venice Blvd	LA	PM	1.127	F	1.136	F	1.136	F	0.009	NO
55	20	El Segundo Blvd and Sepulveda Blvd	LA	AM	1.051	F	1.051	F	1.051	F	0.000	NO
85	25	Manchester Blvd and La Brea Ave	Caltrans/ El Segundo	PM	1.065	F	1.071	F	1.071	F	0.006	NO
93	95	La Cienega Blvd and Stocker Ave	Inglewood	AM	0.827	D	0.833	D	0.833	D	0.006	NO
105	48	Lincoln Blvd and Manchester Blvd	El Segundo	PM	1.010	F	1.018	F	1.018	F	0.008	NO
108	63	Lincoln Blvd and Sepulveda Blvd	Inglewood	AM	0.853	D	0.857	D	0.857	D	0.004	NO
109	50	Lincoln Blvd and Venice Blvd	LA County	PM	0.945	E	0.951	E	0.951	E	0.006	NO
112	49	Lincoln Blvd and SR-90	LA County	AM	1.280	F	1.287	F	1.287	F	0.007	NO
114	52	Manchester Ave and Sepulveda Blvd	LA County	PM	1.229	F	1.223	F	1.223	F	-0.006	NO
121	15	Overland Ave and Venice Blvd	Caltrans/LA	AM	0.845	D	0.800	C	0.800	C	-0.045	NO
125	110	Rosecrans Ave and Sepulveda Blvd	Caltrans/LA	PM	0.877	D	0.873	D	0.873	D	-0.004	NO
163	46	La Cienega Blvd and Jefferson Blvd	Caltrans/LA	AM	0.673	B	0.658	B	0.658	B	-0.015	NO
164	24	Crenshaw Blvd and Manchester Blvd	Caltrans/LA	PM	0.994	E	0.923	E	0.923	E	-0.071	NO
175	53	Vermont Ave and Manchester Ave	Caltrans/LA	AM	0.899	D	0.899	D	0.899	D	0.000	NO
				PM	1.043	F	1.043	F	1.043	F	0.000	NO
				AM	0.638	B	0.638	B	0.638	B	0.000	NO
				PM	0.811	D	0.815	D	0.815	D	0.004	NO
				AM	0.744	C	0.715	C	0.715	C	-0.029	NO
				PM	0.960	E	0.964	E	0.964	E	0.004	NO
				AM	0.885	D	0.884	D	0.884	D	-0.001	NO
				PM	0.990	E	0.991	E	0.991	E	0.001	NO
				AM	0.930	E	0.925	E	0.925	E	-0.005	NO
				PM	1.160	F	1.163	F	1.163	F	0.003	NO
				AM	0.988	E	0.988	E	0.988	E	0.000	NO
				PM	0.960	E	0.964	E	0.964	E	0.004	NO
				AM	0.842	D	0.854	D	0.854	D	0.012	NO
				PM	1.085	F	1.066	F	1.066	F	-0.019	NO
				AM	0.738	C	0.749	C	0.749	C	0.012	NO
				PM	0.773	C	0.772	C	0.772	C	-0.001	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Arterial Monitoring Station analysis results for Future (2025) with Project Alternatives 1 and 2 Conditions provided in the SPAS Draft EIR.

¹ Additional study is not required if the proposed project does not add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic at CMP arterial monitoring stations.

Table E-2

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 3
Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP)**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)				Future (2025) With Project Conditions**			
					V/C	LOS	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd and Centinela Ave	Inglewood/ LA	AM	0.934	E	0.998	E	0.998	E	0.064	NO
29	70	Centinela Ave and Venice Blvd	LA	PM	1.127	F	1.197	F	1.197	F	0.070	YES
55	20	El Segundo Blvd and Sepulveda Blvd	LA	AM	1.051	F	1.049	F	1.049	F	-0.002	NO
85	25	Manchester Blvd and La Brea Ave	Caltrans/ El Segundo	PM	1.065	F	1.069	F	1.069	F	0.004	NO
93	95	La Cienega Blvd and Stocker Ave	Inglewood	AM	0.827	D	0.823	D	0.823	D	-0.004	NO
105	48	Lincoln Blvd and Manchester Blvd	El Segundo	PM	1.010	F	1.014	F	1.014	F	0.004	NO
108	63	Lincoln Blvd and Sepulveda Blvd	LA County	AM	0.853	D	0.888	D	0.888	D	0.035	NO
109	50	Lincoln Blvd and Venice Blvd	Inglewood	PM	0.945	E	0.982	E	0.982	E	0.037	NO
112	49	Lincoln Blvd and SR-90	LA County	AM	1.280	F	1.284	F	1.284	F	0.004	NO
114	52	Manchester Ave and Sepulveda Blvd	LA	PM	1.229	F	1.222	F	1.222	F	-0.007	NO
121	15	Overland Ave and Venice Blvd	Caltrans/LA	AM	0.845	D	0.862	D	0.862	D	0.017	NO
125	110	Rosecrans Ave and Sepulveda Blvd	Caltrans/LA	PM	0.877	D	0.882	D	0.882	D	0.005	NO
163	46	La Cienega Blvd and Jefferson Blvd	Caltrans/LA	AM	0.673	B	0.682	B	0.682	B	0.009	NO
164	24	Crenshaw Blvd and Manchester Blvd	Caltrans/LA	PM	0.994	E	0.935	E	0.935	E	-0.059	NO
175	53	Vermont Ave and Manchester Ave	Caltrans/LA	AM	0.899	D	0.892	D	0.892	D	-0.007	NO
				PM	1.043	F	1.036	F	1.036	F	-0.007	NO
				AM	0.638	B	0.633	B	0.633	B	-0.005	NO
				PM	0.811	D	0.812	D	0.812	D	0.001	NO
				AM	0.744	C	0.708	C	0.708	C	-0.036	NO
				PM	0.960	E	0.965	E	0.965	E	0.006	NO
				AM	0.885	D	0.887	D	0.887	D	0.002	NO
				PM	0.990	E	0.991	E	0.991	E	0.001	NO
				AM	0.930	E	0.933	E	0.933	E	0.003	NO
				PM	1.160	F	1.160	F	1.160	F	0.000	NO
				AM	0.988	E	0.989	E	0.989	E	0.001	NO
				PM	0.960	E	0.963	E	0.963	E	0.002	NO
				AM	0.842	D	0.833	D	0.833	D	-0.009	NO
				PM	1.085	F	1.093	F	1.093	F	0.008	NO
				AM	0.738	C	0.760	C	0.760	C	0.022	NO
				PM	0.773	C	0.780	C	0.780	C	0.007	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Arterial Monitoring Station analysis results for Future (2025) with Project Alternative 3 Conditions provided in the SPAS Draft EIR.

¹ Additional study is not required if the proposed project does not add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic at CMP arterial monitoring stations.

Table E-3

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 4
Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP)**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)				Future (2025) With Project Conditions			
					V/C	LOS	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd and Centinela Ave	Inglewood/ LA	AM	0.934	E	0.930	E	0.930	E	-0.004	NO
29	70	Centinela Ave and Venice Blvd	LA	PM	1.127	F	1.135	F	1.135	F	0.008	NO
55	20	El Segundo Blvd and Sepulveda Blvd	LA	AM	1.051	F	1.051	F	1.051	F	0.000	NO
85	25	Manchester Blvd and La Brea Ave	Caltrans/ El Segundo	PM	1.065	F	1.065	F	1.065	F	0.000	NO
93	95	La Cienega Blvd and Stocker Ave	Inglewood	AM	0.827	D	0.827	D	0.827	D	0.000	NO
105	48	Lincoln Blvd and Manchester Blvd	El Segundo	PM	1.010	F	1.013	F	1.013	F	0.003	NO
108	63	Lincoln Blvd and Sepulveda Blvd	Inglewood	AM	0.853	D	0.857	D	0.857	D	0.004	NO
109	50	Lincoln Blvd and Venice Blvd	LA County	PM	0.945	E	0.951	E	0.951	E	0.006	NO
112	49	Lincoln Blvd and SR-90	LA County	AM	1.280	F	1.286	F	1.286	F	0.006	NO
114	52	Manchester Ave and Sepulveda Blvd	LA County	PM	1.229	F	1.237	F	1.237	F	0.008	NO
121	15	Overland Ave and Venice Blvd	Caltrans/LA	AM	0.845	D	0.803	D	0.803	D	-0.042	NO
125	110	Rosecrans Ave and Sepulveda Blvd	Caltrans/LA	PM	0.877	D	0.880	D	0.880	D	0.004	NO
163	46	La Cienega Blvd and Jefferson Blvd	Caltrans/LA	AM	0.673	B	0.706	C	0.706	C	0.033	NO
164	24	Crenshaw Blvd and Manchester Blvd	Caltrans/LA	PM	0.994	E	0.944	E	0.944	E	-0.050	NO
175	53	Vermont Ave and Manchester Ave	Caltrans/LA	AM	0.899	D	0.894	D	0.894	D	-0.004	NO
				PM	1.043	F	1.043	F	1.043	F	0.000	NO
				AM	0.638	B	0.638	B	0.638	B	0.000	NO
				PM	0.811	D	0.811	D	0.811	D	0.000	NO
				AM	0.744	C	0.723	C	0.723	C	-0.021	NO
				PM	0.960	E	0.958	E	0.958	E	-0.001	NO
				AM	0.885	D	0.885	D	0.885	D	0.000	NO
				PM	0.990	E	0.992	E	0.992	E	0.002	NO
				AM	0.930	E	0.928	E	0.928	E	-0.002	NO
				PM	1.160	F	1.160	F	1.160	F	0.000	NO
				AM	0.988	E	0.991	E	0.991	E	0.003	NO
				PM	0.960	E	0.964	E	0.964	E	0.004	NO
				AM	0.842	D	0.848	D	0.848	D	0.006	NO
				PM	1.085	F	1.057	F	1.057	F	-0.028	NO
				AM	0.738	C	0.739	C	0.739	C	0.001	NO
				PM	0.773	C	0.787	C	0.787	C	0.015	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Arterial Monitoring Station analysis results for Future (2025) with Project Alternative 4 Conditions provided in the SPAS Draft EIR.

¹ Additional study is not required if the proposed project does not add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic at CMP arterial monitoring stations.

Table E-4

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 8
Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP)**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)				Future (2025) With Project Conditions			
					V/C	LOS	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd and Centinela Ave	Inglewood/ LA	AM	0.934	E	0.938	E	0.938	E	0.004	NO
29	70	Centinela Ave and Venice Blvd	LA	PM	1.127	F	1.134	F	1.134	F	0.007	NO
55	20	El Segundo Blvd and Sepulveda Blvd	LA	AM	1.051	F	1.051	F	1.051	F	0.000	NO
85	25	Manchester Blvd and La Brea Ave	Caltrans/ El Segundo	PM	1.065	F	1.069	F	1.069	F	0.004	NO
93	95	La Cienega Blvd and Stocker Ave	Inglewood	AM	0.827	D	0.821	D	0.821	D	-0.006	NO
105	48	Lincoln Blvd and Manchester Blvd	El Segundo	PM	1.010	F	1.014	F	1.014	F	0.004	NO
108	63	Lincoln Blvd and Sepulveda Blvd	Inglewood	AM	0.853	D	0.860	D	0.860	D	0.007	NO
109	50	Lincoln Blvd and Venice Blvd	LA County	PM	0.945	E	0.961	E	0.961	E	0.016	NO
112	49	Lincoln Blvd and SR-90	LA County	AM	1.280	F	1.287	F	1.287	F	0.007	NO
114	52	Manchester Ave and Sepulveda Blvd	LA County	PM	1.229	F	1.223	F	1.223	F	-0.006	NO
121	15	Overland Ave and Venice Blvd	Caltrans/LA	AM	0.845	D	0.802	D	0.802	D	-0.044	NO
125	110	Rosecrans Ave and Sepulveda Blvd	Caltrans/LA	PM	0.877	D	0.878	D	0.878	D	0.001	NO
163	46	La Cienega Blvd and Jefferson Blvd	Caltrans/LA	AM	0.673	B	0.665	B	0.665	B	-0.008	NO
164	24	Crenshaw Blvd and Manchester Blvd	Caltrans/LA	PM	0.994	E	0.925	E	0.925	E	-0.069	NO
175	53	Vermont Ave and Manchester Ave	Caltrans/LA	AM	0.899	D	0.899	D	0.899	D	0.000	NO
				PM	1.043	F	1.043	F	1.043	F	0.000	NO
				AM	0.638	B	0.638	B	0.638	B	0.000	NO
				PM	0.811	D	0.813	D	0.813	D	0.002	NO
				AM	0.744	C	0.717	C	0.717	C	-0.027	NO
				PM	0.960	E	0.958	E	0.958	E	-0.001	NO
				AM	0.885	D	0.884	D	0.884	D	-0.001	NO
				PM	0.990	E	0.994	E	0.994	E	0.004	NO
				AM	0.930	E	0.923	E	0.923	E	-0.007	NO
				PM	1.160	F	1.160	F	1.160	F	0.000	NO
				AM	0.988	E	0.988	E	0.988	E	0.000	NO
				PM	0.960	E	0.964	E	0.964	E	0.004	NO
				AM	0.842	D	0.857	D	0.857	D	0.015	NO
				PM	1.085	F	1.066	F	1.066	F	-0.019	NO
				AM	0.738	C	0.755	C	0.755	C	0.017	NO
				PM	0.773	C	0.784	C	0.784	C	0.011	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Arterial Monitoring Station analysis results for Future (2025) with Project Alternative 8 Conditions provided in the SPAS Draft EIR.

¹ Additional study is not required if the proposed project does not add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic at CMP arterial monitoring stations.

Table E-5

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 9
Measured Against "Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP)**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	"Future (2025) Without Alternative with Future MAP Levels" Scenario (78.9 MAP)				Future (2025) With Project Conditions			
					V/C	LOS	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd and Centinela Ave	Inglewood/ LA	AM	0.934	E	0.938	E	0.938	E	0.004	NO
29	70	Centinela Ave and Venice Blvd	LA	PM	1.127	F	1.134	F	1.134	F	0.007	NO
55	20	El Segundo Blvd and Sepulveda Blvd	LA	AM	1.051	F	1.051	F	1.051	F	0.000	NO
85	25	Manchester Blvd and La Brea Ave	Caltrans/ El Segundo	PM	1.065	F	1.069	F	1.069	F	0.004	NO
93	95	La Cienega Blvd and Stocker Ave	Inglewood	AM	0.827	D	0.821	D	0.821	D	-0.006	NO
105	48	Lincoln Blvd and Manchester Blvd	El Segundo	PM	1.010	F	1.014	F	1.014	F	0.004	NO
108	63	Lincoln Blvd and Sepulveda Blvd	Inglewood	AM	0.853	D	0.860	D	0.860	D	0.007	NO
109	50	Lincoln Blvd and Venice Blvd	LA County	PM	0.945	E	0.961	E	0.961	E	0.016	NO
112	49	Lincoln Blvd and SR-90	LA County	AM	1.280	F	1.287	F	1.287	F	0.007	NO
114	52	Manchester Ave and Sepulveda Blvd	LA County	PM	1.229	F	1.223	F	1.223	F	-0.006	NO
121	15	Overland Ave and Venice Blvd	Caltrans/LA	AM	0.845	D	0.802	D	0.802	D	-0.044	NO
125	110	Rosecrans Ave and Sepulveda Blvd	Caltrans/LA	PM	0.877	D	0.878	D	0.878	D	0.001	NO
163	46	La Cienega Blvd and Jefferson Blvd	Caltrans/LA	AM	0.673	B	0.665	B	0.665	B	-0.008	NO
164	24	Crenshaw Blvd and Manchester Blvd	Caltrans/LA	PM	0.994	E	0.925	E	0.925	E	-0.069	NO
175	53	Vermont Ave and Manchester Ave	Caltrans/LA	AM	0.899	D	0.899	D	0.899	D	0.000	NO
				PM	1.043	F	1.043	F	1.043	F	0.000	NO
				AM	0.638	B	0.638	B	0.638	B	0.000	NO
				PM	0.811	D	0.813	D	0.813	D	0.002	NO
				AM	0.744	C	0.717	C	0.717	C	-0.027	NO
				PM	0.960	E	0.958	E	0.958	E	-0.001	NO
				AM	0.885	D	0.884	D	0.884	D	-0.001	NO
				PM	0.990	E	0.994	E	0.994	E	0.004	NO
				AM	0.930	E	0.923	E	0.923	E	-0.007	NO
				PM	1.160	F	1.160	F	1.160	F	0.000	NO
				AM	0.988	E	0.988	E	0.988	E	0.000	NO
				PM	0.960	E	0.964	E	0.964	E	0.004	NO
				AM	0.842	D	0.857	D	0.857	D	0.015	NO
				PM	1.085	F	1.066	F	1.066	F	-0.019	NO
				AM	0.738	C	0.755	C	0.755	C	0.017	NO
				PM	0.773	C	0.784	C	0.784	C	0.011	NO

Source: Fehr & Peers, 2012.

Note:

** These refer to CMP Arterial Monitoring Station analysis results for Future (2025) with Project Alternative 9 Conditions provided in the SPAS Draft EIR.

¹ Additional study is not required if the proposed project does not add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic at CMP arterial monitoring stations.

Attachment 3F
Freeway Ramp HCM Analysis Tables

TABLE F-1
FUTURE (2025) WITH PROJECT ALTERNATIVE 1-2 LEVEL OF SERVICE ANALYSIS
HIGHWAY CAPACITY MANUAL (HCM) ANALYSIS FOR KEY RAMP INTERSECTIONS

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 1-2**					
			AM		MD		PM		AM		MD		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	17	B	69	E	30	C	19	B	78	E	32	C
58	La Cienega Boulevard & Florence Avenue	Inglewood	106	F	117	F	137	F	92	F	171	F	157	F
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	45	D	11	B	12	B	45	D	11	B	12	B
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	2	A	5	A	5	A	2	A	5	A	5	A
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	29	C	55	D	23	C	28	C	59	E
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	22	C	31	C	23	C	22	C	29	C
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0	A	1	A	1	A	101	F	92	F	70	E
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	11	B	12	B	9	A	11	B	11	B	9	A
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	10	A	9	A	7	A	10	A	9	A	6	A
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	36	D	23	C	42	D	66	E	26	C
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	29	C	48	D	24	C	30	C	36	D
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	10	A	8	A	16	B	10	A	8	A	16	B
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	23	C	22	C	29	C	24	C	23	C	32	C
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	57	E	68	E	81	F	61	E	65	E	83	F
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood	14	B	17	B	21	C	14	B	17	B	22	C
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	75	E	28	C	101	F	76	E	28	C	103	F
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	11	B	62	E	77	E	11	B	63	E	78	E
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	20	B	19	B	22	C	20	B	19	B	22	C
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	27	C	27	C	29	C	28	C	30	C	31	C
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	46	D	50	D	89	F	48	D	52	D	94	F
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	30	C	20	C	28	C	30	C	20	C	28	C

Source: Fehr & Peers, 2012.

* Indicates oversaturated conditions. Delay cannot be calculated.

** These refer to Caltrans HCM Ramp Intersection analysis results for Future (2025) with Project Alternative 1-2 Conditions provided in the SPAS Draft EIR.

TABLE F-2
FUTURE (2025) WITH PROJECT ALTERNATIVE 3 LEVEL OF SERVICE ANALYSIS
HIGHWAY CAPACITY MANUAL (HCM) ANALYSIS FOR KEY RAMP INTERSECTIONS

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 3**					
			AM		MD		PM		AM		MD		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	17	B	69	E	30	C	19	B	78	E	53	D
58	La Cienega Boulevard & Florence Avenue	Inglewood	106	F	117	F	137	F	185	F	235	F	305	F
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	45	D	11	B	12	B	51	D	10	B	12	B
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	2	A	5	A	5	A	46	D	25	C	57	E
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	29	C	55	D	23	C	24	C	58	E
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	22	C	31	C	22	C	23	C	31	C
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0	A	1	A	1	A	0	A	1	A	0	A
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	11	B	12	B	9	A	10	A	13	B	8	A
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	10	A	9	A	7	A	10	A	8	A	6	A
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	36	D	23	C	57	E	65	E	27	C
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	29	C	48	D	31	C	43	D	41	D
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	10	A	8	A	16	B	10	A	9	A	15	B
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	23	C	22	C	29	C	23	C	19	B	26	C
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	57	E	68	E	81	F	61	E	64	E	81	F
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood	14	B	17	B	21	C	15	B	17	B	23	C
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	75	E	28	C	101	F	80	E	28	C	101	F
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	11	B	62	E	77	E	15	B	75	E	84	F
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	20	B	19	B	22	C	20	C	20	B	22	C
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	27	C	27	C	29	C	29	C	30	C	40	D
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	46	D	50	D	89	F	50	D	61	E	84	F
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	30	C	20	C	28	C	26	C	21	C	32	C

Source: Fehr & Peers, 2012.

* Indicates oversaturated conditions. Delay cannot be calculated.

** These refer to Caltrans HCM Ramp Intersection analysis results for Future (2025) with Project Alternative 3 Conditions provided in the SPAS Draft EIR.

TABLE F-3
FUTURE (2025) WITH PROJECT ALTERNATIVE 4 LEVEL OF SERVICE ANALYSIS
HIGHWAY CAPACITY MANUAL (HCM) ANALYSIS FOR KEY RAMP INTERSECTIONS

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 4**					
			AM		MD		PM		AM		MD		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	17	B	69	E	30	C	18	B	76	E	32	C
58	La Cienega Boulevard & Florence Avenue	Inglewood	106	F	117	F	137	F	111	F	117	F	146	F
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	45	D	11	B	12	B	44	D	11	B	12	B
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	2	A	5	A	5	A	2	A	5	A	6	A
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	29	C	55	D	23	C	29	C	57	E
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	22	C	31	C	22	C	22	C	30	C
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0	A	1	A	1	A	0	A	0	A	1	A
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	11	B	12	B	9	A	11	B	13	B	9	A
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	10	A	9	A	7	A	11	B	9	A	7	A
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	36	D	23	C	30	C	48	D	20	C
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	29	C	48	D	24	C	29	C	45	D
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	10	A	8	A	16	B	10	A	8	A	16	B
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	23	C	22	C	29	C	23	C	20	C	31	C
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	57	E	68	E	81	F	60	E	68	E	83	F
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood	14	B	17	B	21	C	14	B	17	B	21	C
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	75	E	28	C	101	F	78	E	28	C	101	F
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	11	B	62	E	77	E	11	B	62	E	77	E
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	20	B	19	B	22	C	20	B	20	B	22	C
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	27	C	27	C	29	C	27	C	30	C	31	C
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	46	D	50	D	89	F	46	D	48	D	89	F
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	30	C	20	C	28	C	30	C	20	B	33	C

Source: Fehr & Peers, 2012.

* Indicates oversaturated conditions. Delay cannot be calculated.

** These refer to Caltrans HCM Ramp Intersection analysis results for Future (2025) with Project Alternative 4 Conditions provided in the SPAS Draft EIR.

TABLE F-4
FUTURE (2025) WITH PROJECT ALTERNATIVES 8 & 9 LEVEL OF SERVICE ANALYSIS
HIGHWAY CAPACITY MANUAL (HCM) ANALYSIS FOR KEY RAMP INTERSECTIONS

INT #	INTERSECTION	JURISDICTION	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)						FUTURE (2025) WITH ALT 8 & 9**					
			AM		MD		PM		AM		MD		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood	17	B	69	E	30	C	19	B	76	E	32	C
58	La Cienega Boulevard & Florence Avenue	Inglewood	106	F	117	F	137	F	148	F	170	F	165	F
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	45	D	11	B	12	B	46	D	11	B	12	B
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	2	A	5	A	5	A	2	A	5	A	6	A
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	29	C	55	D	23	C	27	C	59	E
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	23	C	22	C	31	C	23	C	22	C	30	C
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0	A	1	A	1	A	73	E	82	F	90	F
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	11	B	12	B	9	A	11	B	12	B	9	A
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	10	A	9	A	7	A	9	A	9	A	6	A
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	36	D	23	C	43	D	64	E	22	C
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	23	C	29	C	48	D	24	C	30	C	36	D
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	10	A	8	A	16	B	10	A	8	A	16	B
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	23	C	22	C	29	C	24	C	22	C	33	C
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	57	E	68	E	81	F	58	E	65	E	82	F
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood	14	B	17	B	21	C	14	B	17	B	21	C
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	75	E	28	C	101	F	79	E	46	D	101	F
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	11	B	62	E	77	E	11	B	62	E	77	E
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	20	B	19	B	22	C	20	B	19	B	22	C
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	27	C	27	C	29	C	28	C	30	C	31	C
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	46	D	50	D	89	F	48	D	50	D	94	F
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	30	C	20	C	28	C	30	C	20	C	28	C

Source: Fehr & Peers, 2012.

* Indicates oversaturated conditions. Delay cannot be calculated.

** These refer to Caltrans HCM Ramp Intersection analysis results for Future (2025) with Project Alternatives 8 & 9 Conditions provided in the SPAS Draft EIR.

TABLE F-5
FUTURE (2025) WITH PROJECT WITH ALTERNATIVE 1-2 LEVEL OF SERVICE ANALYSIS
HCM 2000 ANALYSIS FOR KEY FREEWAY MAINLINE MERGE/DIVERGE JUNCTIONS

Freeway Mainline	Type of Ramp	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)				FUTURE (2025) WITH ALT 1-2**			
		AM		PM		AM		PM	
		Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS
I-105 WB	Sepulveda Boulevard Off-Ramp	24	C	24	C	25	C	24	C
I-405 NB	La Tijera Boulevard On-Ramp	34	D	31	D	*	F	31	D
I-405 SB	La Tijera Boulevard Off-Ramp	28	D	32	D	29	D	32	D

*The density can not be calculated because the demand exceeds the capacity of the mainline or ramp.

** These refer to Caltrans Mainline analysis results for Future (2025) with Project Alternative 1-2 Conditions provided in the SPAS Draft EIR.

TABLE F-6
FUTURE (2025) WITH PROJECT WITH ALTERNATIVE 3 LEVEL OF SERVICE ANALYSIS
HCM 2000 ANALYSIS FOR KEY FREEWAY MAINLINE MERGE/DIVERGE JUNCTIONS

Freeway Mainline	Type of Ramp	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)				FUTURE (2025) WITH ALT 3**			
		AM		PM		AM		PM	
		Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS
I-105 WB	Sepulveda Boulevard Off-Ramp	24	C	24	C	25	C	25	C
I-405 NB	La Tijera Boulevard On-Ramp	34	D	31	D	*	F	31	D
I-405 SB	La Tijera Boulevard Off-Ramp	28	D	32	D	29	D	32	D

* The density can not be calculated because the demand exceeds the capacity of the mainline or ramp.

** These refer to Caltrans Mainline analysis results for Future (2025) with Project Alternative 3 Conditions provided in the SPAS Draft EIR.

TABLE F-7
FUTURE (2025) WITH PROJECT ALTERNATIVE 4 LEVEL OF SERVICE ANALYSIS
HCM 2000 ANALYSIS FOR KEY FREEWAY MAINLINE MERGE/DIVERGE JUNCTIONS

Freeway Mainline	Type of Ramp	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)				FUTURE (2025) WITH ALT 4**			
		AM		PM		AM		PM	
		Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS
I-105 WB	Sepulveda Boulevard Off-Ramp	24	C	24	C	25	C	24	C
I-405 NB	La Tijera Boulevard On-Ramp	34	D	31	D	34	D	31	D
I-405 SB	La Tijera Boulevard Off-Ramp	28	D	32	D	29	D	32	D

** These refer to Caltrans Mainline analysis results for Future (2025) with Project Alternative 4 Conditions provided in the SPAS Draft EIR.

TABLE F-8
FUTURE (2025) WITH PROJECT ALTERNATIVES 8 AND 9 LEVEL OF SERVICE ANALYSIS
HCM 2000 ANALYSIS FOR KEY FREEWAY MAINLINE MERGE/DIVERGE JUNCTIONS

Freeway Mainline	Type of Ramp	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)				FUTURE (2025) WITH PROJECT ALT 8 & 9**			
		AM		PM		AM		PM	
		Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS	Density (pcplpm)	LOS
I-105 WB	Sepulveda Boulevard Off-Ramp	24	C	24	C	25	C	24	C
I-405 NB	La Tijera Boulevard On-Ramp	34	D	31	D	*	F	31	D
I-405 SB	La Tijera Boulevard Off-Ramp	28	D	32	D	29	D	32	D

* The density can not be calculated because the demand exceeds the capacity of the mainline or ramp.

** These refer to Caltrans Mainline analysis results for Future (2025) with Project Alternatives 8 and 9 Conditions provided in the SPAS Draft EIR.

Attachment 3G
Regional Transportation System:
Transit Analysis Tables

TABLE G-1

ESTIMATED PROJECT ALTERNATIVE TRANSIT DEMAND (IN PASSENGERS PER HOUR)

Peak Hour/Location	ALTERNATIVE 1-2 Trip Generation			ALTERNATIVE 3 Trip Generation			ALTERNATIVE 4 Trip Generation			ALTERNATIVE 8 Trip Generation			ALTERNATIVE 9 Trip Generation		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	5,625	5,751	11,376	5,348	5,480	10,828	5,540	5,685	11,225	5,538	5,650	11,190	5,369	5,496	10,865
PM Peak Hour	7,009	6,020	13,029	6,704	5,726	12,430	6,975	5,965	12,940	6,959	5,967	12,926	6,783	5,792	12,577
Peak Hour/Location	ALTERNATIVE 1-2 Net New Project Trips**			ALTERNATIVE 3 Net New Project Trips**			ALTERNATIVE 4 Net New Project Trips**			ALTERNATIVE 8 Net New Project Trips**			ALTERNATIVE 9 Net New Project Trips**		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	18	-20	-2	-259	-291	-550	-67	-86	-153	-69	-121	-190	-238	-275	-513
PM Peak Hour	10	24	34	-295	-270	-565	-24	-31	-55	-40	-29	-69	-216	-204	-420
Peak Hour/Location	ALTERNATIVE 1-2 Net New Person Trips ^[1]			ALTERNATIVE 3 Net New Person Trips ^[1]			ALTERNATIVE 4 Net New Person Trips ^[1]			ALTERNATIVE 8 Net New Person Trips ^[1]			ALTERNATIVE 9 Net New Person Trips ^[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	25	-28	-3	-363	-407	-770	-94	-120	-214	-97	-169	-266	-333	-385	-718
PM Peak Hour	14	34	48	-413	-378	-791	-34	-43	-77	-56	-41	-97	-302	-286	-588
Peak Hour/Location	ALTERNATIVE 1-2 Net New Transit Trips ^[2]			ALTERNATIVE 3 Net New Transit Trips ^[2]			ALTERNATIVE 4 Net New Transit Trips ^[2]			ALTERNATIVE 8 Net New Transit Trips ^[2]			ALTERNATIVE 9 Net New Transit Trips ^[2]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	1	-1	0	-18	-20	-39	-5	-6	-11	-5	-8	-13	-17	-19	-36
PM Peak Hour	1	2	2	-21	-19	-40	-2	-2	-4	-3	-2	-5	-15	-14	-29

Notes:

** Net New Project Trips obtained by calculating the difference between project alternative trip generation values and the corresponding "Future (2025) without Alternative with Future MAP Levels" Scenario (78.9 MAP) trip generation values shown below.

[1] Assumes an Average Vehicle Ridership Factor of 1.4.

[2] Assumes a 5% public transit mode share.

Peak Hour/Location	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" SCENARIO (78.9 MAP)		
	In	Out	Total
AM Peak Hour	5,607	5,771	11,378
PM Peak Hour	6,999	5,996	12,995

TABLE G-2
CMP TRANSIT ANALYSIS
FUTURE (2025) WITH PROJECT CONDITIONS MEASURED AGAINST "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)

Alternative 1-2						
	AM Peak Hour			PM Peak Hour		
	Capacity	Change in Demand¹	Change in D/C	Capacity	Change in Demand¹	Change in D/C
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	19,585	0	0.00%	19,805	2	0.01%
Alternative 3						
	AM Peak Hour			PM Peak Hour		
	Capacity	Change in Demand¹	Change in D/C	Capacity	Change in Demand¹	Change in D/C
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	19,585	-39	-0.20%	19,805	-40	-0.20%
Alternative 4						
	AM Peak Hour			PM Peak Hour		
	Capacity	Change in Demand¹	Change in D/C	Capacity	Change in Demand¹	Change in D/C
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	19,585	-11	-0.06%	19,805	-4	-0.02%
Alternative 8						
	AM Peak Hour			PM Peak Hour		
	Capacity	Change in Demand¹	Change in D/C	Capacity	Change in Demand¹	Change in D/C
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	19,585	-13	-0.07%	19,805	-5	-0.03%
Alternative 9						
	AM Peak Hour			PM Peak Hour		
	Capacity	Change in Demand¹	Change in D/C	Capacity	Change in Demand¹	Change in D/C
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	19,585	-36	-0.18%	19,805	-29	-0.15%

Attachment 3H
Intersection Calculation Worksheets

**"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE
MAP LEVELS" SCENARIO (78.9 MAP)**

Critical Movement Analysis



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: ARBOR VITAE STREET/WESTCHESTER F
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through	590	1	355	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through	770	3	257	0	0	0
	Through						
	Through-Right	100	1	0	0	0	0
	Right						
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	290	2	145	0	0	0
	Through						
	Through-Right	100	1	0	0	0	0
	Right						
WESTBOUND	Left	290	1	290	0	0	0
	Left-Through	570	1	325	0	0	0
	Through						
	Through-Right	80	1	80	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 425 East-West: 435 SUM: 860			0 0 0		
VOLUME/CAPACITY (V/C) RATIO:		0.625			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.625			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: ARBOR VITAE STREET/WESTCHESTER F
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	890	1	525	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through	810	3	270	0	0	0
	Through						
	Through-Right	180	1	80	0	0	0
	Right						
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	590	2	295	0	0	0
	Through						
	Through-Right	160	1	0	0	0	0
	Right						
WESTBOUND	Left	270	1	270	0	0	0
	Left-Through	520	1	325	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 585 East-West: 565 SUM: 1150			0 0 0		
VOLUME/CAPACITY (V/C) RATIO:		0.836			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.836			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: ARBOR VITAE STREET/WESTCHESTER F
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through	1080	1	615	0	0	0
	Through						
	Through-Right	150	1	150	0	0	0
	Right						
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	710	3	237	0	0	0
	Through						
	Through-Right	210	1	110	0	0	0
	Right						
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	820	2	410	0	0	0
	Through						
	Through-Right	140	1	0	0	0	0
	Right						
WESTBOUND	Left	280	1	280	0	0	0
	Left-Through	580	1	340	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 735 East-West: 690 SUM: 1425			0 0 0		
VOLUME/CAPACITY (V/C) RATIO:		1.036			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.036			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through	40	2	20	0	0	0
	Through						
	Through-Right	40	1	0	0	0	0
	Right						
SOUTHBOUND	Left	220	2	77	0	0	0
	Left-Through	20	1	20	0	0	0
	Through						
	Through-Right	310	1	203	0	0	0
	Right						
EASTBOUND	Left	390	2	215	0	0	0
	Left-Through	2020	4	505	0	0	0
	Through						
	Through-Right	20	1	15	0	0	0
	Right						
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through	2710	4	678	0	0	0
	Through						
	Through-Right	350	1	273	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 223 East-West: 893 SUM: 1116			0 0 0		
VOLUME/CAPACITY (V/C) RATIO:		0.812			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.812			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	40	2	20	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	40	1	20	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	330	2	115	0	0	0
	Left-Through	20	1	20	0	0	0
	Through	430	1	243	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	680	2	374	0	0	0
WESTBOUND	Left-Through	2450	4	613	0	0	0
	Through	20	0	5	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	250	1	135	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 273			North-South: 0		
		East-West: 1012			East-West: 0		
		SUM: 1295			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.935			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.935			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	40	2	20	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	70	1	45	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	510	2	179	0	0	0
	Left-Through	20	1	20	0	0	0
	Through	420	1	258	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	590	2	325	0	0	0
WESTBOUND	Left-Through	2400	4	600	0	0	0
	Through	20	0	10	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	360	1	181	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 303			North-South: 0		
		East-West: 896			East-West: 0		
		SUM: 1201			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.873			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.873			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD East-West Street: AIRPORT BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	120	0	180	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	490	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	90	0	90	0	0	0
	Left-Through	50	1	100	0	0	0
	Through	50	1	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	20	1	20	0	0	0
WESTBOUND	Left-Through	480	2	170	0	0	0
	Through	30	0	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 280			North-South: 0		
		East-West: 599			East-West: 0		
		SUM: 879			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.639			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.639			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD East-West Street: AIRPORT BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	0	0	0
	Left-Through	70	1	120	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	630	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	0	30	0	0	0
	Left-Through	60	1	100	0	0	0
	Through	40	1	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	1	30	0	0	0
WESTBOUND	Left-Through	610	2	210	0	0	0
	Through	20	0	20	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 220			North-South: 0		
		East-West: 595			East-West: 0		
		SUM: 815			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.593			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.593			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD East-West Street: AIRPORT BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through	1	1	1	0	0	0
	Through	60	0	100	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	690	2	33	0	0	0
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through	1	1	1	0	0	0
	Through	90	0	120	0	0	0
	Through-Right	30	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through	1	1	1	0	0	0
	Through	1170	2	407	0	0	0
	Through-Right	50	0	50	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	630	2	347	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	950	1	485	0	0	0
	Through-Right	20	0	20	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 220			North-South: 0		
		East-West: 754			East-West: 0		
		SUM: 974			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.708			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.708			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	480	1	335	0	0	0
	Through-Right	190	1	190	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	780	1	425	0	0	0
	Through-Right	70	1	70	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	670	1	370	0	0	0
	Through-Right	70	1	70	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	1270	1	695	0	0	0
	Through-Right	120	1	120	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 505			North-South: 0		
		East-West: 705			East-West: 0		
		SUM: 1210			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.880			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.880			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	640	1	525	0	0	0
	Through-Right	410	1	410	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	690	1	360	0	0	0
	Through-Right	30	1	30	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	1050	1	570	0	0	0
	Through-Right	90	0	90	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	280	1	280	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	1090	1	580	0	0	0
	Through-Right	70	0	70	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 615			North-South: 0		
		East-West: 850			East-West: 0		
		SUM: 1465			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.065			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.065			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	750	1	535	0	0	0
	Through-Right	320	1	320	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	610	1	325	0	0	0
	Through-Right	40	1	40	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	1400	1	730	0	0	0
	Through-Right	60	0	60	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	240	1	240	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	950	1	505	0	0	0
	Through-Right	60	0	60	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 625			North-South: 0		
		East-West: 970			East-West: 0		
		SUM: 1595			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.160			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.160			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	240	0	0	0
	Left-Through	460	2	230	0	0	0
	Through						
	Through-Right	150	1	40	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	350	1	235	0	0	0
	Through-Right	120	1	120	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	420	1	255	0	0	0
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	220	1	220	0	0	0
	Through	780	1	415	0	0	0
	Through-Right	50	1	50	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 475			North-South: 0		
		East-West: 475			East-West: 0		
		SUM: 950			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.691			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.691			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	500	2	250	0	0	0
	Through						
	Through-Right	250	1	160	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	70	1	70	0	0	0
	Through	300	1	235	0	0	0
	Through-Right	170	1	170	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	670	1	410	0	0	0
	Through-Right	150	1	150	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	560	1	320	0	0	0
	Through-Right	80	1	80	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 415			North-South: 0		
		East-West: 590			East-West: 0		
		SUM: 1005			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.731			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.731			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	0
	Left-Through	530	2	265	0	0	0
	Through						
	Through-Right	200	1	95	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	70	1	70	0	0	0
	Through	430	1	350	0	0	0
	Through-Right	270	1	270	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	970	1	580	0	0	0
	Through-Right	190	1	190	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	210	1	210	0	0	0
	Through	660	1	350	0	0	0
	Through-Right	40	1	40	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 570			North-South: 0		
		East-West: 790			East-West: 0		
		SUM: 1360			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.989			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.989			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	0
	Left-Through	540	1	295	0	0	0
	Through						
	Through-Right	50	1	50	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	70	1	70	0	0	0
	Through	400	1	255	0	0	0
	Through-Right	110	1	110	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	260	1	250	0	0	0
	Through-Right	240	1	240	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	550	2	275	0	0	0
	Through-Right	160	1	160	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 565			North-South: 0		
		East-West: 350			East-West: 0		
		SUM: 915			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.610			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.610			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
 North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	210	1	210	0	0	0
Left-Through						
Through	510	1	310	0	0	0
Through-Right						
Right	110	1	110	0	0	0
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	100	1	100	0	0	0
Left-Through						
Through	360	1	225	0	0	0
Through-Right						
Right	90	1	90	0	0	0
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	70	1	70	0	0	0
Left-Through						
Through	430	1	365	0	0	0
Through-Right						
Right	300	1	300	0	0	0
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	70	1	70	0	0	0
Left-Through						
Through	380	2	190	0	0	0
Through-Right						
Right	90	1	90	0	0	0
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES						
North-South:			435	North-South:		
East-West:			435	East-West:		
SUM:			870	SUM:		
VOLUME/CAPACITY (V/C) RATIO:			0.580	VOLUME/CAPACITY (V/C) RATIO:		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.580	V/C LESS ATSAC/ATCS ADJUSTMENT:		
LEVEL OF SERVICE (LOS):			A	LEVEL OF SERVICE (LOS):		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	160	1	160	0	0	0
Left-Through						
Through	470	1	350	0	0	0
Through-Right						
Right	230	1	230	0	0	0
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	150	1	150	0	0	0
Left-Through						
Through	630	1	355	0	0	0
Through-Right						
Right	80	1	80	0	0	0
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	60	1	60	0	0	0
Left-Through						
Through	680	1	560	0	0	0
Through-Right						
Right	440	1	440	0	0	0
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	60	1	60	0	0	0
Left-Through						
Through	410	2	205	0	0	0
Through-Right						
Right	80	1	80	0	0	0
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES						
North-South:			515	North-South:		
East-West:			620	East-West:		
SUM:			1135	SUM:		
VOLUME/CAPACITY (V/C) RATIO:			0.757	VOLUME/CAPACITY (V/C) RATIO:		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.757	V/C LESS ATSAC/ATCS ADJUSTMENT:		
LEVEL OF SERVICE (LOS):			C	LEVEL OF SERVICE (LOS):		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	970	2	534	0	0	0
Left-Through						
Through	770	1	420	0	0	0
Through-Right						
Right	70	1	70	0	0	0
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	100	2	55	0	0	0
Left-Through						
Through	390	2	195	0	0	0
Through-Right						
Right	240	1	0	0	0	0
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	350	1	350	0	0	0
Left-Through						
Through	1580	3	525	0	0	0
Through-Right						
Right	520	1	520	0	0	0
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	150	1	150	0	0	0
Left-Through						
Through	2030	3	540	0	0	0
Through-Right						
Right	130	1	130	0	0	0
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES						
North-South:			729	North-South:		
East-West:			890	East-West:		
SUM:			1619	SUM:		
VOLUME/CAPACITY (V/C) RATIO:			1.177	VOLUME/CAPACITY (V/C) RATIO:		
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.177	V/C LESS ATSAC/ATCS ADJUSTMENT:		
LEVEL OF SERVICE (LOS):			F	LEVEL OF SERVICE (LOS):		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	690	2	380	0	0	0
Left-Through						
Through	710	1	400	0	0	0
Through-Right						
Right	90	1	90	0	0	0
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	100	2	55	0	0	0
Left-Through						
Through	330	2	165	0	0	0
Through-Right						
Right	350	1	0	0	0	0
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	500	1	500	0	0	0
Left-Through						
Through	2020	3	623	0	0	0
Through-Right						
Right	470	1	470	0	0	0
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	150	1	150	0	0	0
Left-Through						
Through	2070	3	558	0	0	0
Through-Right						
Right	160	1	160	0	0	0
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES						
North-South:			545	North-South:		
East-West:			1058	East-West:		
SUM:			1603	SUM:		
VOLUME/CAPACITY (V/C) RATIO:			1.166	VOLUME/CAPACITY (V/C) RATIO:		
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.166	V/C LESS ATSAC/ATCS ADJUSTMENT:		
LEVEL OF SERVICE (LOS):			F	LEVEL OF SERVICE (LOS):		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	2	350	0	0	0
	Left-Through						
	Through	1230	1	615	0	0	0
	Through-Right						
	Right	120	0	120	0	0	0
SOUTHBOUND	Left	110	2	55	0	0	0
	Left-Through						
	Through	530	2	265	0	0	0
	Through-Right						
	Right	200	1	200	0	0	0
EASTBOUND	Left	660	1	660	0	0	0
	Left-Through						
	Through	2060	3	686.7	0	0	0
	Through-Right						
	Right	520	0	520	0	0	0
WESTBOUND	Left	110	1	110	0	0	0
	Left-Through						
	Through	1820	3	606.7	0	0	0
	Through-Right						
	Right	150	0	150	0	0	0
CRITICAL VOLUMES		North-South: 736			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 1153			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1089			SUM: 0		
LEVEL OF SERVICE (LOS):		1.374			0.000		
		1.374			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	135	0	0	0
	Left-Through						
	Through	620	2	310	0	0	0
	Through-Right						
	Right	120	1	120	0	0	0
SOUTHBOUND	Left	270	2	135	0	0	0
	Left-Through						
	Through	470	2	235	0	0	0
	Through-Right						
	Right	230	1	230	0	0	0
EASTBOUND	Left	130	2	65	0	0	0
	Left-Through						
	Through	290	2	145	0	0	0
	Through-Right						
	Right	110	0	110	0	0	0
WESTBOUND	Left	210	2	105	0	0	0
	Left-Through						
	Through	1250	3	416.7	0	0	0
	Through-Right						
	Right	680	1	680	0	0	0
CRITICAL VOLUMES		North-South: 459			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 603			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1062			SUM: 0		
LEVEL OF SERVICE (LOS):		0.772			0.000		
		0.772			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	85	0	0	0
	Left-Through						
	Through	450	2	225	0	0	0
	Through-Right						
	Right	100	1	100	0	0	0
SOUTHBOUND	Left	350	2	175	0	0	0
	Left-Through						
	Through	440	2	220	0	0	0
	Through-Right						
	Right	170	1	170	0	0	0
EASTBOUND	Left	260	2	130	0	0	0
	Left-Through						
	Through	630	2	315	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
WESTBOUND	Left	80	2	40	0	0	0
	Left-Through						
	Through	590	3	196.7	0	0	0
	Through-Right						
	Right	520	1	520	0	0	0
CRITICAL VOLUMES		North-South: 418			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 470			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 888			SUM: 0		
LEVEL OF SERVICE (LOS):		0.646			0.000		
		0.646			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	2	95	0	0	0
	Left-Through						
	Through	490	2	245	0	0	0
	Through-Right						
	Right	230	1	230	0	0	0
SOUTHBOUND	Left	290	2	145	0	0	0
	Left-Through						
	Through	590	2	295	0	0	0
	Through-Right						
	Right	150	1	150	0	0	0
EASTBOUND	Left	320	2	160	0	0	0
	Left-Through						
	Through	1350	2	675	0	0	0
	Through-Right						
	Right	300	0	300	0	0	0
WESTBOUND	Left	250	2	125	0	0	0
	Left-Through						
	Through	550	3	183.3	0	0	0
	Through-Right						
	Right	570	1	570	0	0	0
CRITICAL VOLUMES		North-South: 405			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 688			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1093			SUM: 0		
LEVEL OF SERVICE (LOS):		0.795			0.000		
		0.795			0.000		
		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	1300	1	705	0	0	0
	Through-Right						
	Right	110	0	110	0	0	0
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through						
	Through	800	1	435	0	0	0
	Through-Right						
	Right	70	0	70	0	0	0
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	40	0	60	0	0	0
	Through-Right						
	Right	20	0	0	0	0	0
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	50	1	50	0	0	0
	Through-Right						
	Right	80	0	20	0	0	0
CRITICAL VOLUMES		North-South: 825			North-South: 0		
		East-West: 110			East-West: 0		
		SUM: 935			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.680			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.680			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through						
	Through	850	1	490	0	0	0
	Through-Right						
	Right	130	0	130	0	0	0
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	760	1	415	0	0	0
	Through-Right						
	Right	70	0	70	0	0	0
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through						
	Through	60	0	100	0	0	0
	Through-Right						
	Right	40	0	0	0	0	0
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	40	1	40	0	0	0
	Through-Right						
	Right	190	0	140	0	0	0
CRITICAL VOLUMES		North-South: 590			North-South: 0		
		East-West: 240			East-West: 0		
		SUM: 830			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.604			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through						
	Through	1020	1	580	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through						
	Through	990	1	525	0	0	0
	Through-Right						
	Right	80	0	60	0	0	0
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through						
	Through	70	0	110	0	0	0
	Through-Right						
	Right	40	0	0	0	0	0
WESTBOUND	Left	140	1	140	0	0	0
	Left-Through						
	Through	50	1	50	0	0	0
	Through-Right						
	Right	180	0	100	0	0	0
CRITICAL VOLUMES		North-South: 740			North-South: 0		
		East-West: 250			East-West: 0		
		SUM: 990			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.720			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.720			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BAILI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through						
	Through	1370	2	467	0	0	0
	Through-Right						
	Right	30	0	30	0	0	0
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	1270	2	577	0	0	0
	Through-Right						
	Right	480	1	460	0	0	0
EASTBOUND	Left	370	1	190	0	0	0
	Left-Through						
	Through	10	0	190	0	0	0
	Through-Right						
	Right	260	1	205	0	0	0
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through						
	Through	10	0	30	0	0	0
	Through-Right						
	Right	10	0	0	0	0	0
CRITICAL VOLUMES		North-South: 687			North-South: 0		
		East-West: 235			East-West: 0		
		SUM: 922			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.671			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.671			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BAILI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through						
	Through	1530	2	517	0	0	0
	Through-Right						
	Right	20	1	20	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	1270	2	603	0	0	0
	Through-Right	540	1	540	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	370	1	190	0	0	0
	Through	10	1	190	0	0	0
	Through-Right	250	1	215	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	10	0	10	0	0	0
	Through	10	0	50	0	0	0
	Through-Right	30	0	0	0	0	0
CRITICAL VOLUMES		North-South: 673			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 265			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 938			SUM: 0		
LEVEL OF SERVICE (LOS):		0.682			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BAILI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	0
	Left-Through						
	Through	1590	2	533	0	0	0
	Through-Right						
	Right	10	1	10	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	1730	2	807	0	0	0
	Through-Right	690	1	690	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	470	1	235	0	0	0
	Through	0	1	235	0	0	0
	Through-Right	300	1	205	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	10	0	10	0	0	0
	Through	10	0	60	0	0	0
	Through-Right	40	0	0	0	0	0
CRITICAL VOLUMES		North-South: 997			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 295			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1292			SUM: 0		
LEVEL OF SERVICE (LOS):		0.940			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BLUFF CREEK DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through						
	Through	2510	4	628	0	0	0
	Through-Right						
	Right	300	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	20	2	11	0	0	0
	Through	1850	4	463	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	590	2	325	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	10	1	0	0	0	0
CRITICAL VOLUMES		North-South: 639			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 325			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 964			SUM: 0		
LEVEL OF SERVICE (LOS):		0.676			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BLUFF CREEK DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through						
	Through	1980	4	495	0	0	0
	Through-Right						
	Right	330	1	137	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	10	2	6	0	0	0
	Through	1660	4	415	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	350	2	193	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	20	1	14	0	0	0
CRITICAL VOLUMES		North-South: 501			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 193			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 694			SUM: 0		
LEVEL OF SERVICE (LOS):		0.487			0.000		
		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: BLUFF CREEK DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2710	4	678	0	0	0
	Through						
	Through-Right						
	Right	590	1	271	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	2	22	0	0	0
	Through	2360	4	590	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
WESTBOUND	Through-Right						
	Right	40	1	18	0	0	0
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	580	2	319	0	0	0
CRITICAL VOLUMES		North-South: 700			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 319			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1019			SUM: 0		
LEVEL OF SERVICE (LOS):		0.715			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	0
	Left-Through						
	Through	20	3	7	0	0	0
	Through-Right						
	Right	10	1	5	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	480	2	253	0	0	0
	Through	20	2	10	0	0	0
	Through-Right	700	1	403	0	0	0
EASTBOUND	Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	540	2	297	0	0	0
	Through	960	3	320	0	0	0
WESTBOUND	Through-Right						
	Right	10	1	0	0	0	0
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	20	2	11	0	0	0
CRITICAL VOLUMES		North-South: 414			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 637			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1051			SUM: 0		
LEVEL OF SERVICE (LOS):		0.764			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	0
	Left-Through						
	Through	20	3	7	0	0	0
	Through-Right						
	Right	30	1	25	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	420	2	231	0	0	0
	Through	20	2	10	0	0	0
	Through-Right	480	1	249	0	0	0
EASTBOUND	Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	420	2	231	0	0	0
	Through	980	3	327	0	0	0
WESTBOUND	Through-Right						
	Right	20	1	3	0	0	0
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	20	2	11	0	0	0
CRITICAL VOLUMES		North-South: 266			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 554			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 820			SUM: 0		
LEVEL OF SERVICE (LOS):		0.596			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	0
	Left-Through						
	Through	20	3	7	0	0	0
	Through-Right						
	Right	20	1	17	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	900	2	496	0	0	0
	Through	10	2	5	0	0	0
	Through-Right	510	1	103	0	0	0
EASTBOUND	Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	740	2	407	0	0	0
	Through	1080	3	360	0	0	0
WESTBOUND	Through-Right						
	Right	10	1	0	0	0	0
	Left-Through-Right						
	Left-Through-Right						
	Left-Through	10	2	6	0	0	0
CRITICAL VOLUMES		North-South: 512			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 787			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1299			SUM: 0		
LEVEL OF SERVICE (LOS):		0.945			0.000		
		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through						
	Through	1140	2	570	0	0	0
	Through-Right						
	Right	210	1	166	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Right						
	Left	130	1	130	0	0	0
	Left-Through						
	Through	890	2	445	0	0	0
EASTBOUND	Through-Right						
	Right	140	1	0	0	0	0
	Left-Through-Right						
	Left-Right						
	Left	320	1	320	0	0	0
WESTBOUND	Left-Through						
	Through	840	1	430	0	0	0
	Through-Right						
	Right	20	0	20	0	0	0
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 700			North-South: 0		
		East-West: 555			East-West: 0		
		SUM: 1255			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.881			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.881			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through						
	Through	740	2	370	0	0	0
	Through-Right						
	Right	140	1	126	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Right						
	Left	160	1	160	0	0	0
	Left-Through						
	Through	830	2	415	0	0	0
EASTBOUND	Through-Right						
	Right	130	1	45	0	0	0
	Left-Through-Right						
	Left-Right						
	Left	170	1	170	0	0	0
WESTBOUND	Left-Through						
	Through	310	1	165	0	0	0
	Through-Right						
	Right	20	0	20	0	0	0
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 530			North-South: 0		
		East-West: 440			East-West: 0		
		SUM: 970			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.681			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.681			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	1360	2	680	0	0	0
	Through-Right						
	Right	350	1	317	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Right						
	Left	170	1	170	0	0	0
	Left-Through						
	Through	1430	2	715	0	0	0
EASTBOUND	Through-Right						
	Right	200	1	110	0	0	0
	Left-Through-Right						
	Left-Right						
	Left	180	1	180	0	0	0
WESTBOUND	Left-Through						
	Through	570	1	295	0	0	0
	Through-Right						
	Right	20	0	20	0	0	0
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 850			North-South: 0		
		East-West: 580			East-West: 0		
		SUM: 1430			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.004			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.004			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTINELA AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	2	22	0	0	0
	Left-Through						
	Through	2400	2	817	0	0	0
	Through-Right						
	Right	50	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Right						
	Left	150	1	150	0	0	0
	Left-Through						
	Through	2180	2	733	0	0	0
EASTBOUND	Through-Right						
	Right	20	1	20	0	0	0
	Left-Through-Right						
	Left-Right						
	Left	0	0	0	0	0	0
WESTBOUND	Left-Through						
	Through	390	2	195	0	0	0
	Through-Right						
	Right	200	1	189	0	0	0
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 967			North-South: 0		
		East-West: 455			East-West: 0		
		SUM: 1422			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.034			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.034			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
 North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTINELA AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	0
	Left-Through						
	Through	1470	2	520	0	0	0
	Through-Right						
	Right	90	0	90	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	160	1	160	0	0	0
	Through	1470	2	503	0	0	0
	Through-Right	40	1	40	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	630	2	263	0	0	0
	Through-Right	160	1	160	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	810	3	270	0	0	0
	Through-Right	180	1	100	0	0	0
CRITICAL VOLUMES		North-South: 680			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 433			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1113			SUM: 0		
LEVEL OF SERVICE (LOS):		0.809			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTINELA AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	0
	Left-Through						
	Through	2130	2	757	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	330	1	330	0	0	0
	Through	2110	2	710	0	0	0
	Through-Right	20	1	20	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	1080	2	430	0	0	0
	Through-Right	210	1	210	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	930	3	310	0	0	0
	Through-Right	150	1	0	0	0	0
CRITICAL VOLUMES		North-South: 1087			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 600			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1687			SUM: 0		
LEVEL OF SERVICE (LOS):		1.227			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA TIJERA BOULEVARD East-West Street: CENTINELA BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	0
	Left-Through						
	Through	850	2	323	0	0	0
	Through-Right						
	Right	120	0	120	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	1200	2	467	0	0	0
	Through-Right	200	1	200	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	450	2	170	0	0	0
	Through-Right	60	1	60	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	200	2	110	0	0	0
	Through	1060	2	357	0	0	0
	Through-Right	10	1	10	0	0	0
CRITICAL VOLUMES		North-South: 555			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 497			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1052			SUM: 0		
LEVEL OF SERVICE (LOS):		0.765			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA TIJERA BOULEVARD East-West Street: CENTINELA BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	0
	Left-Through						
	Through	920	2	373	0	0	0
	Through-Right						
	Right	200	0	200	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	930	2	353	0	0	0
	Through-Right	130	1	130	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	610	2	233	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	2	105	0	0	0
	Through	760	2	260	0	0	0
	Through-Right	20	1	20	0	0	0
CRITICAL VOLUMES		North-South: 453			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 400			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 853			SUM: 0		
LEVEL OF SERVICE (LOS):		0.620			0.000		
		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD East-West Street: CENTINELA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	0
	Left-Through						
	Through	1620	2	647	0	0	0
	Through-Right						
	Right	320	1	320	0	0	0
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	1110	2	413	0	0	0
	Through-Right						
	Right	130	1	130	0	0	0
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through						
	Through	900	2	317	0	0	0
	Through-Right						
	Right	50	1	50	0	0	0
WESTBOUND	Left	200	2	110	0	0	0
	Left-Through						
	Through	960	2	323	0	0	0
	Through-Right						
	Right	10	1	10	0	0	0
CRITICAL VOLUMES		North-South: 777			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 543			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1320			SUM: 0		
LEVEL OF SERVICE (LOS):		0.960			0.000		
		0.960			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through						
	Through	1470	1	810	0	0	0
	Through-Right						
	Right	150	1	150	0	0	0
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	740	2	370	0	0	0
	Through-Right						
	Right	70	1	70	0	0	0
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through						
	Through	1570	3	523	0	0	0
	Through-Right						
	Right	140	1	140	0	0	0
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	1200	2	463	0	0	0
	Through-Right						
	Right	190	1	190	0	0	0
CRITICAL VOLUMES		North-South: 910			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 673			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1583			SUM: 0		
LEVEL OF SERVICE (LOS):		1.151			0.000		
		1.151			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	0
	Left-Through						
	Through	910	1	540	0	0	0
	Through-Right						
	Right	170	1	170	0	0	0
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through						
	Through	740	2	370	0	0	0
	Through-Right						
	Right	100	1	100	0	0	0
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through						
	Through	1200	3	400	0	0	0
	Through-Right						
	Right	140	1	140	0	0	0
WESTBOUND	Left	200	1	200	0	0	0
	Left-Through						
	Through	1330	2	477	0	0	0
	Through-Right						
	Right	100	1	100	0	0	0
CRITICAL VOLUMES		North-South: 690			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 687			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1377			SUM: 0		
LEVEL OF SERVICE (LOS):		1.001			0.000		
		1.001			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	1290	1	705	0	0	0
	Through-Right						
	Right	120	1	120	0	0	0
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through						
	Through	1320	2	660	0	0	0
	Through-Right						
	Right	90	1	90	0	0	0
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through						
	Through	1520	3	507	0	0	0
	Through-Right						
	Right	290	1	290	0	0	0
WESTBOUND	Left	230	1	230	0	0	0
	Left-Through						
	Through	1540	2	563	0	0	0
	Through-Right						
	Right	150	1	150	0	0	0
CRITICAL VOLUMES		North-South: 865			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 737			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1602			SUM: 0		
LEVEL OF SERVICE (LOS):		1.165			0.000		
		1.165			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: WASHINGTON PLACE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	1390	1	745	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	870	2	435	0	0	0
	Through-Right	120	1	20	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	200	1	200	0	0	0
	Through	730	2	365	0	0	0
	Through-Right	60	1	30	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	460	2	230	0	0	0
	Through-Right	70	1	30	0	0	0
CRITICAL VOLUMES		North-South: 825			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 445			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1270			SUM: 0		
LEVEL OF SERVICE (LOS):		0.847			0.000		
		0.847			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: WASHINGTON PLACE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	900	1	510	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	840	2	420	0	0	0
	Through-Right	240	1	115	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	250	1	250	0	0	0
	Through	510	2	255	0	0	0
	Through-Right	80	1	30	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	520	2	260	0	0	0
	Through-Right	70	1	30	0	0	0
CRITICAL VOLUMES		North-South: 590			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 510			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1100			SUM: 0		
LEVEL OF SERVICE (LOS):		0.733			0.000		
		0.733			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: WASHINGTON PLACE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	0
	Left-Through	1400	1	785	0	0	0
	Through						
	Through-Right	170	1	170	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	1460	2	730	0	0	0
	Through-Right	180	1	95	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	810	2	405	0	0	0
	Through-Right	110	1	65	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	150	1	150	0	0	0
	Through	670	2	335	0	0	0
	Through-Right	90	1	50	0	0	0
CRITICAL VOLUMES		North-South: 865			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 555			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1420			SUM: 0		
LEVEL OF SERVICE (LOS):		0.947			0.000		
		0.947			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: SR-90 EAST BOUND ON/OFF RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	790	3	263	0	0	0
	Through						
	Through-Right	310	1	310	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	400	2	220	0	0	0
	Through	1220	2	610	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	20	0	20	0	0	0
	Through	1	0	21	0	0	0
	Through-Right	160	1	160	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 610			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 160			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 770			SUM: 0		
LEVEL OF SERVICE (LOS):		0.540			0.000		
		0.540			0.000		
		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: SR-90 EAST BOUND ON/OFF RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	720	3	240	0	0	0
	Through						
	Through-Right	210	1	210	0	0	0
	Right						
SOUTHBOUND	Left	330	2	182	0	0	0
	Left-Through	960	2	480	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 480			North-South: 0		
		East-West: 130			East-West: 0		
		SUM: 610			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.428			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.428			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: SR-90 EAST BOUND ON/OFF RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1260	3	420	0	0	0
	Through						
	Through-Right	250	1	250	0	0	0
	Right						
SOUTHBOUND	Left	710	2	391	0	0	0
	Left-Through	1120	2	560	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through	1	0	31	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 611			North-South: 0		
		East-West: 90			East-West: 0		
		SUM: 901			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.632			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.632			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: STANDFORD/SR-90 WEST BOUND RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through	750	2	375	0	0	0
	Through						
	Through-Right	50	1	0	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1230	2	413	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	20	0	0	0	0	0
	Through						
	Through-Right	40	0	40	0	0	0
	Right						
WESTBOUND	Left	350	1	327	0	0	0
	Left-Through	10	0	327	0	0	0
	Through						
	Through-Right	620	1	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 423			North-South: 0		
		East-West: 367			East-West: 0		
		SUM: 790			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.554			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.554			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: STANDFORD/SR-90 WEST BOUND RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through	660	2	330	0	0	0
	Through						
	Through-Right	70	1	0	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	980	2	330	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	20	0	0	0	0	0
	Through						
	Through-Right	20	0	20	0	0	0
	Right						
WESTBOUND	Left	290	1	183	0	0	0
	Left-Through	20	0	183	0	0	0
	Through						
	Through-Right	240	1	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 350			North-South: 0		
		East-West: 203			East-West: 0		
		SUM: 553			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.388			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.388			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE East-West Street: STANFORD/SR-60 WEST BOUND RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through						
	Through	1170	2	585	0	0	0
	Through-Right						
	Right	100	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	1590	2	537	0	0	0
	Through-Right	20	1	20	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	20	0	0	0	0	0
	Through-Right	30	0	30	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	210	1	210	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	20	0	310	0	0	0
	Through-Right	600	1	0	0	0	0
CRITICAL VOLUMES		North-South: 585			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 340			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 925			SUM: 0		
LEVEL OF SERVICE (LOS):		0.649			0.000		
		0.649			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	360	1	360	0	0	0
	Left-Through						
	Through	330	2	165	0	0	0
	Through-Right						
	Right	160	2	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	510	2	255	0	0	0
	Through-Right	760	2	288	0	0	0
EASTBOUND	Left-Through-Right						
	Left	130	1	130	0	0	0
	Left-Through						
	Through	980	3	327	0	0	0
	Through-Right	560	1	200	0	0	0
WESTBOUND	Left-Through-Right						
	Left	250	1	250	0	0	0
	Left-Through						
	Through	1480	3	468	0	0	0
	Through-Right	390	1	390	0	0	0
CRITICAL VOLUMES		North-South: 648			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 598			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1245			SUM: 0		
LEVEL OF SERVICE (LOS):		0.906			0.000		
		0.906			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	360	1	360	0	0	0
	Left-Through						
	Through	400	2	200	0	0	0
	Through-Right						
	Right	250	2	28	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through	230	1	230	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	370	2	185	0	0	0
	Through-Right	880	2	274	0	0	0
EASTBOUND	Left-Through-Right						
	Left	210	1	210	0	0	0
	Left-Through						
	Through	1680	3	560	0	0	0
	Through-Right	590	1	230	0	0	0
WESTBOUND	Left-Through-Right						
	Left	110	1	110	0	0	0
	Left-Through						
	Through	1190	3	360	0	0	0
	Through-Right	250	1	250	0	0	0
CRITICAL VOLUMES		North-South: 634			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 670			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1304			SUM: 0		
LEVEL OF SERVICE (LOS):		0.948			0.000		
		0.948			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	470	0	0	0
	Left-Through						
	Through	310	2	155	0	0	0
	Through-Right						
	Right	540	2	227	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left	470	1	470	0	0	0
	Left-Through						
	Through	890	2	445	0	0	0
	Through-Right	450	2	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left	380	1	380	0	0	0
	Left-Through						
	Through	1570	3	523	0	0	0
	Through-Right	520	1	50	0	0	0
WESTBOUND	Left-Through-Right						
	Left	70	1	70	0	0	0
	Left-Through						
	Through	1140	3	328	0	0	0
	Through-Right	170	1	170	0	0	0
CRITICAL VOLUMES		North-South: 915			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 708			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1623			SUM: 0		
LEVEL OF SERVICE (LOS):		1.180			0.000		
		1.180			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	3470	4	868	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	70	1	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1880	4	470	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	240	1	240	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	330	1	205	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	80	0	205	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	300	2	165	0	0	0
CRITICAL VOLUMES		North-South: 868			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 205			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1073			SUM: 0		
LEVEL OF SERVICE (LOS):		0.715			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	2920	4	730	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	90	1	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1400	4	350	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	570	1	570	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	410	1	245	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	80	0	245	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	240	2	132	0	0	0
CRITICAL VOLUMES		North-South: 730			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 245			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 975			SUM: 0		
LEVEL OF SERVICE (LOS):		0.650			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	3460	4	865	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	50	1	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	2730	4	683	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	680	1	680	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	610	1	335	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	60	0	335	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	250	2	138	0	0	0
CRITICAL VOLUMES		North-South: 865			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 335			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1200			SUM: 0		
LEVEL OF SERVICE (LOS):		0.800			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	2030	2	1015	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	550	1	0	0	0	0
SOUTHBOUND	Left	20	0	20	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	460	1	290	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	420	2	231	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	10	1	10	0	0	0
CRITICAL VOLUMES		North-South: 1035			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 231			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1266			SUM: 0		
LEVEL OF SERVICE (LOS):		0.844			0.000		
		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	800	2	400	0	0	0
	Through						
	Through-Right	250	1	0	0	0	0
	Right						
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through	430	1	335	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	480	2	264	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 440			North-South: 0		
		East-West: 264			East-West: 0		
		SUM: 704			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.469			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.469			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	890	2	445	0	0	0
	Through						
	Through-Right	380	1	0	0	0	0
	Right						
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through	1250	1	805	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	860	2	473	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 805			North-South: 0		
		East-West: 473			East-West: 0		
		SUM: 1278			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.852			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.852			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	1150	1	0	0	0	0
	Right						
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	10	0	0	0	0	0
	Right						
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through	1260	1	635	0	0	0
	Through						
	Through-Right	10	0	10	0	0	0
	Right						
WESTBOUND	Left	430	1	430	0	0	0
	Left-Through	410	1	210	0	0	0
	Through						
	Through-Right	10	0	10	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 50			North-South: 0		
		East-West: 1065			East-West: 0		
		SUM: 1115			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.782			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.782			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	490	1	0	0	0	0
	Right						
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	10	0	0	0	0	0
	Right						
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through	560	1	295	0	0	0
	Through						
	Through-Right	30	0	30	0	0	0
	Right						
WESTBOUND	Left	430	1	430	0	0	0
	Left-Through	410	1	210	0	0	0
	Through						
	Through-Right	10	0	10	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 50			North-South: 0		
		East-West: 725			East-West: 0		
		SUM: 775			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.544			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.544			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET East-West Street: CULVER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	42	0	0	0
	Left-Through	0	1	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	540	1	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	10	0	0	0	0	0
	Right	0	1	0	0	0	0
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through	690	1	360	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	30	1	30	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	900	1	900	0	0	0
	Left-Through	1090	1	550	0	0	0
	Through	10	1	10	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 62			North-South: 0		
		East-West: 1280			East-West: 0		
		SUM: 1322			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.928			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.928			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	30	1	30	0	0	0
	Through-Right	150	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	30	0	30	0	0	0
	Through-Right	20	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through	520	2	260	0	0	0
	Through	260	1	210	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	300	2	165	0	0	0
	Left-Through	1330	2	473	0	0	0
	Through	90	1	90	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 130			North-South: 0		
		East-West: 533			East-West: 0		
		SUM: 663			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.482			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.482			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	30	1	30	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	240	2	66	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	80	1	60	0	0	0
	Left-Through	40	0	60	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	50	1	10	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	670	2	267	0	0	0
	Through	130	1	130	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	120	2	66	0	0	0
	Left-Through	700	2	250	0	0	0
	Through	50	1	50	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 160			North-South: 0		
		East-West: 333			East-West: 0		
		SUM: 493			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.359			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	0
	Left-Through	40	1	40	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	520	2	236	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	90	1	65	0	0	0
	Left-Through	40	0	65	0	0	0
	Through	50	1	15	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	1340	2	493	0	0	0
	Through	140	1	140	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	90	2	50	0	0	0
	Left-Through	800	2	287	0	0	0
	Through	60	1	60	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 301			North-South: 0		
		East-West: 543			East-West: 0		
		SUM: 844			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.614			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.614			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: FUJI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	325	0	0	0
	Left-Through						
	Through	2180	2	743	0	0	0
	Through-Right						
	Right	50	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	1550	2	543	0	0	0
	Through-Right	80	1	80	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	20	1	20	0	0	0
	Through-Right	660	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	20	1	70	0	0	0
	Through-Right	50	1	0	0	0	0
CRITICAL VOLUMES		North-South: 868			North-South: 0		
		East-West: 150			East-West: 0		
		SUM: 1018			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.714			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.714			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: FUJI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	600	2	330	0	0	0
	Left-Through						
	Through	1950	2	670	0	0	0
	Through-Right						
	Right	60	1	60	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	70	1	70	0	0	0
	Through	1490	2	540	0	0	0
	Through-Right	130	1	130	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	20	1	20	0	0	0
	Through-Right	540	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	20	1	50	0	0	0
	Through-Right	30	1	0	0	0	0
CRITICAL VOLUMES		North-South: 870			North-South: 0		
		East-West: 160			East-West: 0		
		SUM: 1030			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.723			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.723			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: FUJI WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	890	2	490	0	0	0
	Left-Through						
	Through	2130	2	733	0	0	0
	Through-Right						
	Right	70	1	70	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	1930	2	700	0	0	0
	Through-Right	170	1	170	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	120	1	120	0	0	0
	Through	40	1	40	0	0	0
	Through-Right	910	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	30	1	60	0	0	0
	Through-Right	30	1	0	0	0	0
CRITICAL VOLUMES		North-South: 1190			North-South: 0		
		East-West: 180			East-West: 0		
		SUM: 1370			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.961			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.961			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: GRAND AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through						
	Through	1330	1	740	0	0	0
	Through-Right						
	Right	150	1	150	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	420	1	215	0	0	0
	Through-Right	10	1	10	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	10	1	10	0	0	0
	Through	10	1	30	0	0	0
	Through-Right	10	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	45	0	0	0
	Through	10	1	45	0	0	0
	Through-Right	150	1	95	0	0	0
CRITICAL VOLUMES		North-South: 850			North-South: 0		
		East-West: 125			East-West: 0		
		SUM: 975			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.684			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.684			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: GRAND AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through	590	1	365	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through	470	1	245	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through	10	0	30	0	0	0
	Through						
	Through-Right	10	1	0	0	0	0
	Right						
WESTBOUND	Left	120	1	70	0	0	0
	Left-Through	20	1	70	0	0	0
	Through						
	Through-Right	90	1	50	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 445			North-South: 0		
		East-West: 100			East-West: 0		
		SUM: 545			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.382			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.382			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: GRAND AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through	780	1	460	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through	1120	1	565	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through	10	0	30	0	0	0
	Through						
	Through-Right	10	1	0	0	0	0
	Right						
WESTBOUND	Left	170	1	90	0	0	0
	Left-Through	10	1	90	0	0	0
	Through						
	Through-Right	110	1	35	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 610			North-South: 0		
		East-West: 120			East-West: 0		
		SUM: 730			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.512			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.512			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: HOWARD HUGHES PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1800	4	450	0	0	0
	Through						
	Through-Right	940	1	0	0	0	0
	Right						
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through	990	3	330	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	600	3	210	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	240	1	146	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 544			North-South: 0		
		East-West: 210			East-West: 0		
		SUM: 754			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.529			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.529			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: HOWARD HUGHES PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1210	4	303	0	0	0
	Through						
	Through-Right	810	1	0	0	0	0
	Right						
SOUTHBOUND	Left	320	2	176	0	0	0
	Left-Through	1200	3	400	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	770	3	270	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	270	1	94	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 479			North-South: 0		
		East-West: 270			East-West: 0		
		SUM: 749			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.526			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: HOWARD HUGHES PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1570	4	393	0	0	0
	Through	640	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	610	2	305	0	0	0
	Left-Through	2200	3	733	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	780	3	260	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	240	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 733			North-South: 0		
		East-West: 273			East-West: 0		
		SUM: 1006			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.706			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.706			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	105	0	0	0
	Left-Through	210	1	147	0	0	0
	Through	230	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	100	2	50	0	0	0
	Left-Through	410	1	250	0	0	0
	Through	340	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	350	2	175	0	0	0
	Left-Through	250	3	83	0	0	0
	Through	190	2	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	100	2	50	0	0	0
	Left-Through	820	3	273	0	0	0
	Through	660	2	308	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 366			North-South: 0		
		East-West: 501			East-West: 0		
		SUM: 867			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.631			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.631			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	75	0	0	0
	Left-Through	230	1	143	0	0	0
	Through	200	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	170	2	85	0	0	0
	Left-Through	320	1	187	0	0	0
	Through	240	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	210	2	105	0	0	0
	Left-Through	450	3	150	0	0	0
	Through	150	2	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	80	2	40	0	0	0
	Left-Through	350	3	117	0	0	0
	Through	400	2	126	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 270			North-South: 0		
		East-West: 242			East-West: 0		
		SUM: 512			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.372			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.372			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	2	45	0	0	0
	Left-Through	270	1	270	0	0	0
	Through	600	1	314	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	510	2	255	0	0	0
	Left-Through	520	1	330	0	0	0
	Through	470	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	230	2	115	0	0	0
	Left-Through	1400	3	467	0	0	0
	Through	220	2	71	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	80	2	40	0	0	0
	Left-Through	380	3	127	0	0	0
	Through	400	2	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 595			North-South: 0		
		East-West: 500			East-West: 0		
		SUM: 1095			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.796			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.796			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	140	0	0	0
	Left-Through	0	1	140	0	0	0
	Through	0	0	140	0	0	0
	Through-Right	580	1	489	0	0	0
	Right	0	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	10	0	10	0	0	0
	Left-Through	0	0	20	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	10	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1020	2	510	0	0	0
	Through-Right	180	0	110	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	330	2	182	0	0	0
	Through	930	1	470	0	0	0
	Through-Right	10	0	10	0	0	0
CRITICAL VOLUMES		North-South: 509			North-South: 0		
		East-West: 692			East-West: 0		
		SUM: 1201			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.873			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.873			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	0
	Left-Through	0	1	170	0	0	0
	Through	0	0	170	0	0	0
	Through-Right	310	1	178	0	0	0
	Right	0	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	10	0	10	0	0	0
	Left-Through	0	0	20	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	10	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	790	2	395	0	0	0
	Through-Right	110	0	25	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	480	2	264	0	0	0
	Through	790	1	400	0	0	0
	Through-Right	10	0	10	0	0	0
CRITICAL VOLUMES		North-South: 198			North-South: 0		
		East-West: 659			East-West: 0		
		SUM: 857			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.623			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.623			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	235	0	0	0
	Left-Through	0	1	235	0	0	0
	Through	0	0	235	0	0	0
	Through-Right	330	1	179	0	0	0
	Right	0	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	10	0	10	0	0	0
	Left-Through	0	0	20	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	10	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	940	2	470	0	0	0
	Through-Right	360	1	243	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	550	2	303	0	0	0
	Through	690	1	350	0	0	0
	Through-Right	10	0	10	0	0	0
CRITICAL VOLUMES		North-South: 255			North-South: 0		
		East-West: 773			East-West: 0		
		SUM: 1028			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.748			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.748			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	10	0	0	0
	Through	0	0	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	10	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	770	1	390	0	0	0
	Through	10	0	390	0	0	0
	Through-Right	80	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	280	2	154	0	0	0
	Through	420	1	215	0	0	0
	Through-Right	10	0	10	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left-Through	10	1	10	0	0	0
	Through	270	2	135	0	0	0
	Through-Right	940	2	127	0	0	0
CRITICAL VOLUMES		North-South: 420			North-South: 0		
		East-West: 289			East-West: 0		
		SUM: 709			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.516			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.516			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	10	0	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	10	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	630	1	320	0	0	0
	Left-Through	10	0	320	0	0	0
	Through-Right	110	1	44	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	120	2	66	0	0	0
	Left-Through	260	1	135	0	0	0
	Through-Right	10	0	10	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	10	1	10	0	0	0
	Left-Through	390	2	195	0	0	0
	Through-Right	740	2	87	0	0	0
CRITICAL VOLUMES		North-South: 350			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 261			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 611			SUM: 0		
LEVEL OF SERVICE (LOS):		0.444			0.000		
		0.444			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	10	0	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	10	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	1	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	890	1	450	0	0	0
	Left-Through	10	0	450	0	0	0
	Through-Right	240	1	146	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	170	2	94	0	0	0
	Left-Through	400	1	205	0	0	0
	Through-Right	10	0	10	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	10	1	10	0	0	0
	Left-Through	390	2	195	0	0	0
	Through-Right	770	2	0	0	0	0
CRITICAL VOLUMES		North-South: 480			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 289			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 769			SUM: 0		
LEVEL OF SERVICE (LOS):		0.559			0.000		
		0.559			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1540	3	513	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	590	1	483	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	630	2	347	0	0	0
	Left-Through	2330	3	588	0	0	0
	Through-Right	20	1	20	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	340	2	187	0	0	0
	Left-Through	340	3	113	0	0	0
	Through-Right	200	1	145	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	390	2	215	0	0	0
	Left-Through	220	3	73	0	0	0
	Through-Right	570	1	223	0	0	0
CRITICAL VOLUMES		North-South: 860			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 410			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1270			SUM: 0		
LEVEL OF SERVICE (LOS):		0.924			0.000		
		0.924			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	160	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1320	3	440	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	730	1	681	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	490	2	270	0	0	0
	Left-Through	1950	3	495	0	0	0
	Through-Right	30	1	30	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	310	2	171	0	0	0
	Left-Through	240	3	80	0	0	0
	Through-Right	210	1	130	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	180	2	99	0	0	0
	Left-Through	270	3	90	0	0	0
	Through-Right	560	1	290	0	0	0
CRITICAL VOLUMES		North-South: 951			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 461			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1412			SUM: 0		
LEVEL OF SERVICE (LOS):		1.027			0.000		
		1.027			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0		0	0	0
	Through	2090	3	697	0	0	0
	Through-Right		0		0	0	0
	Right	1110	1	1039	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	510	2	281	0	0	0
	Through	2470	3	625	0	0	0
	Through-Right	30	1	30	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	320	2	176	0	0	0
	Through	580	3	193	0	0	0
	Through-Right	170	1	85	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	260	2	143	0	0	0
	Through	300	3	100	0	0	0
	Through-Right	660	1	379	0	0	0
CRITICAL VOLUMES		North-South: 1320			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 555			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1875			SUM: 0		
LEVEL OF SERVICE (LOS):		1.364			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0		0	0	0
	Through	1050	2	525	0	0	0
	Through-Right		0		0	0	0
	Right	620	1	515	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	80	1	80	0	0	0
	Through	360	1	185	0	0	0
	Through-Right	10	1	10	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	10	1	10	0	0	0
	Through	10	1	10	0	0	0
	Through-Right	10	1	5	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	190	1	105	0	0	0
	Through	20	1	105	0	0	0
	Through-Right	100	1	20	0	0	0
CRITICAL VOLUMES		North-South: 605			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 115			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 720			SUM: 0		
LEVEL OF SERVICE (LOS):		0.524			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0		0	0	0
	Through	370	2	185	0	0	0
	Through-Right		0		0	0	0
	Right	300	1	140	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	100	1	100	0	0	0
	Through	280	1	145	0	0	0
	Through-Right	10	1	10	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	10	1	10	0	0	0
	Through	20	1	20	0	0	0
	Through-Right	10	1	5	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	280	1	160	0	0	0
	Through	40	1	160	0	0	0
	Through-Right	120	1	20	0	0	0
CRITICAL VOLUMES		North-South: 285			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 180			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 465			SUM: 0		
LEVEL OF SERVICE (LOS):		0.338			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0		0	0	0
	Through	520	2	260	0	0	0
	Through-Right		0		0	0	0
	Right	280	1	50	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	170	1	170	0	0	0
	Through	850	1	430	0	0	0
	Through-Right	10	1	10	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	10	1	10	0	0	0
	Through	40	1	40	0	0	0
	Through-Right	10	1	5	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through-Right		0		0	0	0
	Left-Through	420	1	230	0	0	0
	Through	40	1	230	0	0	0
	Through-Right	170	1	0	0	0	0
CRITICAL VOLUMES		North-South: 440			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 270			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 710			SUM: 0		
LEVEL OF SERVICE (LOS):		0.516			0.000		
		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB 1-105 Rv East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	40	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	450	1	413	0	0	0
	Left-Through	1200	0	413	0	0	0
	Through	590	1	413	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	510	2	243	0	0	0
	Through	220	1	220	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	310	2	171	0	0	0
	Left-Through	950	2	317	0	0	0
	Through	0	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 533		North-South: 0		East-West: 0	
		East-West: 414		East-West: 0		SUM: 0	
		SUM: 947					
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.689		0.000		0.000	
LEVEL OF SERVICE (LOS):		B		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB 1-105 Rv East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	80	2	28	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	180	1	160	0	0	0
	Left-Through	300	0	300	0	0	0
	Through	300	1	165	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	500	2	250	0	0	0
	Through	290	1	235	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	60	2	33	0	0	0
	Left-Through	610	2	203	0	0	0
	Through	0	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 410		North-South: 0		East-West: 0	
		East-West: 283		East-West: 0		SUM: 0	
		SUM: 693					
VOLUME/CAPACITY (V/C) RATIO:		0.504		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.504		0.000		0.000	
LEVEL OF SERVICE (LOS):		A		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB 1-105 Rv East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	210	2	83	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through	210	1	210	0	0	0
	Through	320	1	176	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	860	2	337	0	0	0
	Through	150	1	150	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	120	2	66	0	0	0
	Left-Through	880	2	293	0	0	0
	Through	0	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 370		North-South: 0		East-West: 0	
		East-West: 403		East-West: 0		SUM: 0	
		SUM: 773					
VOLUME/CAPACITY (V/C) RATIO:		0.562		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.562		0.000		0.000	
LEVEL OF SERVICE (LOS):		A		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 1-105 RAMP (E/O AVIATION) East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	810	2	446	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	500	2	187	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	320	3	107	0	0	0
	Through	340	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	160	2	88	0	0	0
	Left-Through	1310	1	655	0	0	0
	Through	0	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 446		North-South: 0		East-West: 0	
		East-West: 655		East-West: 0		SUM: 0	
		SUM: 1101					
VOLUME/CAPACITY (V/C) RATIO:		0.773		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.773		0.000		0.000	
LEVEL OF SERVICE (LOS):		C		A		A	

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION) East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	270	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	190	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	470	3	157	0	0	0
	Through	470	0	200	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	340	2	187	0	0	0
	Left-Through	510	1	255	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 270			North-South: 0		
		East-West: 387			East-West: 0		
		SUM: 657			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.461			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.461			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION) East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	660	2	363	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	250	2	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	1530	3	510	0	0	0
	Through	550	0	187	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	370	2	204	0	0	0
	Left-Through	570	1	285	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 363			North-South: 0		
		East-West: 714			East-West: 0		
		SUM: 1077			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.756			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.756			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through	2080	4	520	0	0	0
	Through	420	1	227	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through	1480	4	370	0	0	0
	Through	300	1	120	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through	380	2	140	0	0	0
	Through	40	0	40	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through	140	2	70	0	0	0
	Through	560	2	49	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 779			North-South: 0		
		East-West: 333			East-West: 0		
		SUM: 1112			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.809			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.809			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	1750	4	438	0	0	0
	Through	220	1	27	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	530	2	292	0	0	0
	Left-Through	1260	4	315	0	0	0
	Through	290	1	190	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	130	2	63	0	0	0
	Through	60	0	60	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through	160	2	80	0	0	0
	Through	760	2	126	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 730			North-South: 0		
		East-West: 256			East-West: 0		
		SUM: 986			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.717			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.717			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	2240	4	560	0	0	0
	Through-Right						
	Right	480	1	216	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	560	2	308	0	0	0
	Through	1840	4	460	0	0	0
	Through-Right						
EASTBOUND	Right	490	1	270	0	0	0
	Left-Through-Right						
	Left-Through	220	1	220	0	0	0
	Through	210	2	97	0	0	0
	Through-Right						
WESTBOUND	Right	80	1	80	0	0	0
	Left-Through-Right						
	Left-Through	480	2	264	0	0	0
	Through	250	2	125	0	0	0
	Through-Right						
CRITICAL VOLUMES	Right	630	2	39	0	0	0
	Left-Through-Right						
	Left-Through						
	Through						
	Through-Right						
VOLUME/CAPACITY (V/C) RATIO:		0.894			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.894			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	0
	Left-Through						
	Through	0	0	310	0	0	0
	Through-Right						
	Right	310	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right						
EASTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	300	2	165	0	0	0
	Through	810	2	405	0	0	0
	Through-Right						
WESTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	1120	2	373	0	0	0
	Through-Right						
CRITICAL VOLUMES	Right	180	1	180	0	0	0
	Left-Through-Right						
	Left-Through						
	Through						
	Through-Right						
VOLUME/CAPACITY (V/C) RATIO:		0.595			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	0	0	160	0	0	0
	Through-Right						
	Right	160	0	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right						
EASTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	310	2	171	0	0	0
	Through	1110	2	555	0	0	0
	Through-Right						
WESTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	1190	2	418	0	0	0
	Through-Right						
CRITICAL VOLUMES	Right	480	1	0	0	0	0
	Left-Through-Right						
	Left-Through						
	Through						
	Through-Right						
VOLUME/CAPACITY (V/C) RATIO:		0.526			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	0
	Left-Through						
	Through	0	0	620	0	0	0
	Through-Right						
	Right	620	0	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right						
EASTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	240	2	132	0	0	0
	Through	1100	2	550	0	0	0
	Through-Right						
WESTBOUND	Right	0	0	0	0	0	0
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	1450	2	483	0	0	0
	Through-Right						
CRITICAL VOLUMES	Right	180	1	180	0	0	0
	Left-Through-Right						
	Left-Through						
	Through						
	Through-Right						
VOLUME/CAPACITY (V/C) RATIO:		0.867			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.867			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	130	1	130	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	205	0	0	0
	Through-Right	410	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	990	4	246	0	0	0
	Through	250	0	250	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	330	2	182	0	0	0
	Left-Through	830	2	415	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 205			North-South: 0		
		East-West: 432			East-West: 0		
		SUM: 637			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.447			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.447			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	380	1	223	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	223	0	0	0
	Through-Right	290	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	920	4	230	0	0	0
	Through	230	1	230	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	340	2	187	0	0	0
	Left-Through	850	2	425	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 223			North-South: 0		
		East-West: 425			East-West: 0		
		SUM: 648			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.455			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.455			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	150	1	147	0	0	0
	Left-Through	0	0	147	0	0	0
	Through	290	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	1260	4	315	0	0	0
	Through	330	1	330	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	620	2	341	0	0	0
	Left-Through	1140	2	570	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 147			North-South: 0		
		East-West: 671			East-West: 0		
		SUM: 818			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.574			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.574			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2540	2	910	0	0	0
	Through	190	1	190	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	2460	3	820	0	0	0
	Through	960	1	680	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	800	3	280	0	0	0
	Left-Through	300	0	310	0	0	0
	Through	10	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 910			North-South: 0		
		East-West: 310			East-West: 0		
		SUM: 1220			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.813			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.813			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LA TIJERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1630	2	607	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1650	3	550	0	0	0
	Through						
	Through-Right	820	1	547	0	0	0
	Right						
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through	430	0	450	0	0	0
	Through						
	Through-Right	20	1	0	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 607			North-South: 0		
		East-West: 450			East-West: 0		
		SUM: 1057			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.705			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.705			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LA TIJERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2270	2	863	0	0	0
	Through						
	Through-Right	320	1	320	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2440	3	813	0	0	0
	Through						
	Through-Right	1000	1	618	0	0	0
	Right						
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through	750	0	800	0	0	0
	Through						
	Through-Right	50	1	0	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 863			North-South: 0		
		East-West: 800			East-West: 0		
		SUM: 1663			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.109			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.109			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	870	1	470	0	0	0
	Through						
	Through-Right	70	1	70	0	0	0
	Right						
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through	810	3	270	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through	0	1	0	0	0	0
	Through						
	Through-Right	240	1	210	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 530			North-South: 0		
		East-West: 210			East-West: 0		
		SUM: 740			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.493			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	770	1	435	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through	610	3	203	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through	0	1	0	0	0	0
	Through						
	Through-Right	120	1	65	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 545			North-South: 0		
		East-West: 130			East-West: 0		
		SUM: 675			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.450			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.450			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	820	1	520	0	0	0
Through						
Through-Right	220	0	220	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	280	1	280	0	0	0
Left-Through	1120	3	373	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	60	1	60	0	0	0
Left-Through	0	1	0	0	0	0
Through						
Through-Right	190	1	50	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 800		North-South: 0		0
		East-West: 80		East-West: 0		0
		SUM: 880		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.573		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.573		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	360	1	360	0	0	0
Left-Through	920	2	460	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through	820	2	317	0	0	0
Through						
Through-Right	130	1	130	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	90	2	50	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	80	1	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 677		North-South: 0		0
		East-West: 50		East-West: 0		0
		SUM: 727		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.485		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.485		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	210	1	210	0	0	0
Left-Through	710	2	355	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through	650	2	260	0	0	0
Through						
Through-Right	130	1	130	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	190	2	105	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	180	1	75	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 470		North-South: 0		0
		East-West: 105		East-West: 0		0
		SUM: 575		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.383		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.383		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	150	1	150	0	0	0
Left-Through	810	2	405	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through	1040	2	387	0	0	0
Through						
Through-Right	120	1	120	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	260	2	143	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	280	1	205	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 537		North-South: 0		0
		East-West: 205		East-West: 0		0
		SUM: 742		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.495		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMP (N/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	820	1	410	0	0	0
Through						
Through-Right	140	1	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	140	1	140	0	0	0
Left-Through	540	2	270	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	930	1	500	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	70	0	500	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 550		North-South: 0		0
		East-West: 500		East-West: 0		0
		SUM: 1050		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.700		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.700		0.000		0.000
LEVEL OF SERVICE (LOS):		B		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMP (N/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	710	1	355	0	0	0
Through						
Through-Right	130	1	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	240	1	240	0	0	0
Left-Through	510	2	255	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	930	1	510	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	90	0	510	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 595		North-South: 0		0
		East-West: 510		East-West: 0		0
		SUM: 1105		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.737		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.737		0.000		0.000
LEVEL OF SERVICE (LOS):		C		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMP (N/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	770	1	385	0	0	0
Through						
Through-Right	220	1	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	210	1	210	0	0	0
Left-Through	950	2	475	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	770	1	470	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	170	0	470	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 595		North-South: 0		0
		East-West: 470		East-West: 0		0
		SUM: 1065		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.710		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.710		0.000		0.000
LEVEL OF SERVICE (LOS):		C		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMP (N/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	710	1	375	0	0	0
Through						
Through-Right	40	1	40	0	0	0
Right						
Left-Through-Right						
Left-Right						
SOUTHBOUND						
Left	540	2	297	0	0	0
Left-Through	670	0	0	0	0	0
Through						
Through-Right	0	0	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	0	1	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through						
Through-Right	140	2	0	0	0	0
Right						
Left-Through-Right						
Left-Right						
CRITICAL VOLUMES		North-South: 672		North-South: 0		0
		East-West: 0		East-West: 0		0
		SUM: 672		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.448		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.448		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Notes: SBT is free flow

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	810	1	425	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	40	0	40	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	570	2	314	0	0	0
	Through	530	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	190	2	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 739			North-South: 0		
		East-West: 0			East-West: 0		
		SUM: 739			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.493			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Notes: SBT is free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	960	1	500	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	40	0	40	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	500	2	275	0	0	0
	Through	1060	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	360	2	61	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 775			North-South: 0		
		East-West: 61			East-West: 0		
		SUM: 836			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.557			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.557			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Notes: SBT is free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1040	2	520	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	110	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	170	1	170	0	0	0
	Through	710	2	237	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	200	2	110	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	220	1	135	0	0	0
CRITICAL VOLUMES		North-South: 690			North-South: 0		
		East-West: 135			East-West: 0		
		SUM: 825			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.600			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.600			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	730	2	365	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	80	1	19	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	200	1	200	0	0	0
	Through	650	2	217	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Through	110	2	61	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	130	1	30	0	0	0
CRITICAL VOLUMES		North-South: 565			North-South: 0		
		East-West: 61			East-West: 0		
		SUM: 626			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.455			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.455			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMP (N/O IMPERIAL HWY)
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	0
	Left-Through	860	2	430	0	0	0
	Through						
	Through-Right	60	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right	110	1	110	0	0	0
	Through	1180	2	590	0	0	0
	Through-Right	0	1	0	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through-Right	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right	180	2	90	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	80	1	25	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 540			North-South: 0		
		East-West: 99			East-West: 0		
		SUM: 639			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.465			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.465			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: LA TIJERA BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	70	0	0	0
	Left-Through	1720	2	860	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right	30	1	30	0	0	0
	Through	1290	2	645	0	0	0
	Through-Right	620	1	620	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through-Right	190	1	190	0	0	0
	Through	10	0	100	0	0	0
	Through-Right	50	1	50	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right	10	0	10	0	0	0
	Through	10	0	30	0	0	0
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 714			North-South: 0		
		East-West: 130			East-West: 0		
		SUM: 844			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.614			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.614			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: LA TIJERA BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	35	0	0	0
	Left-Through	1320	2	660	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right	40	1	40	0	0	0
	Through	990	2	495	0	0	0
	Through-Right	200	1	200	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through-Right	160	1	80	0	0	0
	Through	10	0	85	0	0	0
	Through-Right	80	1	41	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right	10	0	10	0	0	0
	Through	10	0	30	0	0	0
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 483			North-South: 0		
		East-West: 115			East-West: 0		
		SUM: 598			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.435			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.435			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: LA TIJERA BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	10	0	0	0
	Left-Through	1740	2	870	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right	50	1	50	0	0	0
	Through	1650	2	825	0	0	0
	Through-Right	350	1	350	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through-Right	590	1	590	0	0	0
	Through	10	0	300	0	0	0
	Through-Right	170	1	170	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right	10	0	10	0	0	0
	Through	10	0	30	0	0	0
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 678			North-South: 0		
		East-West: 330			East-West: 0		
		SUM: 1008			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.733			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.733			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
 North-South Street: LA TIJERA BLVD
 East-West Street: MANCHESTER AVE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	250	2	125	0	0	0
	Through						
	Through-Right	70	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	30	1	30	0	0	0
	Through	690	2	345	0	0	0
	Through-Right	330	1	245	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	540	2	270	0	0	0
	Through-Right	30	1	0	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	260	1	260	0	0	0
	Through	880	2	440	0	0	0
	Through-Right	20	1	5	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 405			North-South: 0		
		East-West: 610			East-West: 0		
		SUM: 1015			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.712			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.712			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA TIJERA BLVD
 East-West Street: MANCHESTER AVE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	420	2	210	0	0	0
	Through						
	Through-Right	240	1	125	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	510	2	255	0	0	0
	Through-Right	230	1	120	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	220	1	220	0	0	0
	Through	710	2	355	0	0	0
	Through-Right	130	1	70	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	230	1	230	0	0	0
	Through	740	2	370	0	0	0
	Through-Right	20	1	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 375			North-South: 0		
		East-West: 590			East-West: 0		
		SUM: 965			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.677			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: LA TIJERA BLVD
 East-West Street: MANCHESTER AVE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through	730	2	365	0	0	0
	Through						
	Through-Right	380	1	310	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	30	1	30	0	0	0
	Through	610	2	305	0	0	0
	Through-Right	270	1	75	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	390	1	390	0	0	0
	Through	910	2	455	0	0	0
	Through-Right	40	1	20	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	740	2	370	0	0	0
	Through-Right	20	1	5	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 395			North-South: 0		
		East-West: 760			East-West: 0		
		SUM: 1155			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.811			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.811			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: SEPULVEDA BLVD
 East-West Street: LA TIJERA BLVD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through	1560	3	520	0	0	0
	Through						
	Through-Right	110	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	1220	3	407	0	0	0
	Through-Right	210	1	100	0	0	0
	Right						
EASTBOUND	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	190	2	95	0	0	0
	Through-Right	90	1	50	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through	240	1	240	0	0	0
	Through	540	1	290	0	0	0
	Through-Right	40	1	40	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 570			North-South: 0		
		East-West: 400			East-West: 0		
		SUM: 970			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.705			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.705			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD East-West Street: LA TIJERA BLVD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through						
	Through	1300	3	433	0	0	0
	Through-Right						
	Right	170	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	1230	3	410	0	0	0
	Through-Right						
EASTBOUND	Right	100	1	10	0	0	0
	Left-Through-Right						
	Left-Through						
	Through	90	1	90	0	0	0
	Through-Right	430	2	215	0	0	0
WESTBOUND	Right	80	1	0	0	0	0
	Left-Through-Right						
	Left-Through						
	Through	380	1	380	0	0	0
	Through-Right	380	1	265	0	0	0
CRITICAL VOLUMES		North-South: 573			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 595			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1168			SUM: 0		
LEVEL OF SERVICE (LOS):		0.849			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD East-West Street: LA TIJERA BLVD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	1670	3	557	0	0	0
	Through-Right						
	Right	130	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	1770	3	590	0	0	0
	Through-Right						
	Right	210	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through						
	Through	220	1	220	0	0	0
	Through-Right	830	2	415	0	0	0
	Right	60	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through						
	Through	240	1	240	0	0	0
	Through-Right	400	1	250	0	0	0
	Right	100	0	100	0	0	0
CRITICAL VOLUMES		North-South: 690			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 655			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1345			SUM: 0		
LEVEL OF SERVICE (LOS):		0.978			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMP East-West Street: LA TIJERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	0
	Left-Through						
	Through	0	0	0	0	0	0
	Through-Right						
	Right	200	1	200	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through						
	Through	0	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through	410	1	410	0	0	0
	Through	890	3	297	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through						
	Through	1520	3	460	0	0	0
	Through-Right						
	Right	320	1	320	0	0	0
CRITICAL VOLUMES		North-South: 210			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 870			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1080			SUM: 0		
LEVEL OF SERVICE (LOS):		0.758			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMP East-West Street: LA TIJERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	0
	Left-Through						
	Through	0	0	0	0	0	0
	Through-Right						
	Right	370	1	370	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through						
	Through	0	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through	450	1	450	0	0	0
	Through	1150	3	383	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through						
	Through	1360	3	408	0	0	0
	Through-Right						
	Right	270	1	270	0	0	0
CRITICAL VOLUMES		North-South: 370			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 858			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1228			SUM: 0		
LEVEL OF SERVICE (LOS):		0.862			0.000		
		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMP
East-West Street: LA TUERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	340	1	340	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	320	1	320	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	380	1	380	0	0	0
Left-Through	2010	3	670	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	1380	3	380	0	0	0
Through	140	1	140	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES	North-South: 340		North-South: 0		East-West: 780	
	East-West: 780		East-West: 0		SUM: 1100	
VOLUME/CAPACITY (V/C) RATIO:	0.772		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.772		0.000		0.000	
LEVEL OF SERVICE (LOS):	C		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
East-West Street: LA TUERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	110	0	110	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	450	1	280	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	1190	3	363	0	0	0
Through	260	1	260	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	220	1	220	0	0	0
Left-Through	1510	3	503	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES	North-South: 280		North-South: 0		East-West: 583	
	East-West: 583		East-West: 0		SUM: 863	
VOLUME/CAPACITY (V/C) RATIO:	0.606		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.606		0.000		0.000	
LEVEL OF SERVICE (LOS):	B		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
East-West Street: LA TUERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	140	0	140	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	430	1	285	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	1460	3	410	0	0	0
Through	180	1	180	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	300	1	300	0	0	0
Left-Through	1390	3	463	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES	North-South: 285		North-South: 0		East-West: 710	
	East-West: 710		East-West: 0		SUM: 995	
VOLUME/CAPACITY (V/C) RATIO:	0.698		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.698		0.000		0.000	
LEVEL OF SERVICE (LOS):	B		A		A	

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMP
East-West Street: LA TUERA BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	240	0	240	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	490	1	365	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	2150	3	583	0	0	0
Through	180	1	180	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	210	1	210	0	0	0
Left-Through	1510	3	503	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES	North-South: 365		North-South: 0		East-West: 793	
	East-West: 793		East-West: 0		SUM: 1158	
VOLUME/CAPACITY (V/C) RATIO:	0.813		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.813		0.000		0.000	
LEVEL OF SERVICE (LOS):	D		A		A	

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: LMU DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0		0	0	0
	Through	2680	4	670	0	0	0
	Through-Right		0		0	0	0
	Right	200	1	160	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	310	2	171	0	0	0
	Left-Through		0		0	0	0
	Through	2120	3	707	0	0	0
	Through-Right		0		0	0	0
EASTBOUND	Right	10	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	30	1	30	0	0	0
	Through	10	0	30	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	20	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	40	1	40	0	0	0
CRITICAL VOLUMES		North-South: 841			North-South: 0		
		East-West: 85			East-West: 0		
		SUM: 926			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.673			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.673			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: LMU DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0		0	0	0
	Through	2100	4	525	0	0	0
	Through-Right		0		0	0	0
	Right	160	1	53	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	120	2	66	0	0	0
	Left-Through		0		0	0	0
	Through	1870	3	623	0	0	0
	Through-Right		0		0	0	0
EASTBOUND	Right	20	1	10	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	20	1	20	0	0	0
	Through	10	0	30	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	20	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	120	1	107	0	0	0
CRITICAL VOLUMES		North-South: 643			North-South: 0		
		East-West: 137			East-West: 0		
		SUM: 780			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.567			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.567			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: LMU DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0		0	0	0
	Through	2970	4	743	0	0	0
	Through-Right		0		0	0	0
	Right	110	1	0	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	160	2	86	0	0	0
	Left-Through		0		0	0	0
	Through	2760	3	920	0	0	0
	Through-Right		0		0	0	0
EASTBOUND	Right	20	1	10	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	20	1	20	0	0	0
	Through	10	0	30	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	20	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	140	1	140	0	0	0
CRITICAL VOLUMES		North-South: 940			North-South: 0		
		East-West: 190			East-West: 0		
		SUM: 1130			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.822			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.822			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0		0	0	0
	Through	1620	3	433	0	0	0
	Through-Right		0		0	0	0
	Right	110	1	110	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	170	1	170	0	0	0
	Left-Through		0		0	0	0
	Through	1630	2	560	0	0	0
	Through-Right		0		0	0	0
EASTBOUND	Right	50	1	50	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	360	1	360	0	0	0
	Through	440	2	220	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	140	1	10	0	0	0
	Left-Through-Right		0		0	0	0
	Left		0		0	0	0
	Left-Through	220	1	220	0	0	0
CRITICAL VOLUMES		North-South: 690			North-South: 0		
		East-West: 610			East-West: 0		
		SUM: 1300			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.945			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.945			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0		0	0	0
	Through	1230	3	343	0	0	0
	Through-Right		1		0	0	0
	Right	140	0	140	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	230	1	230	0	0	0
	Left-Through		2		0	0	0
	Through	930	2	340	0	0	0
	Through-Right		1		0	0	0
EASTBOUND	Right	90	0	90	0	0	0
	Left-Through-Right		0		0	0	0
	Left	140	1	140	0	0	0
	Left-Through		2		0	0	0
	Through	270	2	135	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	90	0	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left	190	1	190	0	0	0
	Left-Through		2		0	0	0
CRITICAL VOLUMES		North-South: 573			North-South: 0		
		East-West: 335			East-West: 0		
		SUM: 908			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.660			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.660			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0		0	0	0
	Through	2080	3	573	0	0	0
	Through-Right		1		0	0	0
	Right	230	0	230	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	270	1	270	0	0	0
	Left-Through		2		0	0	0
	Through	1690	2	613	0	0	0
	Through-Right		1		0	0	0
EASTBOUND	Right	150	0	150	0	0	0
	Left-Through-Right		0		0	0	0
	Left	180	1	180	0	0	0
	Left-Through		2		0	0	0
	Through	480	2	240	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	100	0	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left	260	1	260	0	0	0
	Left-Through		2		0	0	0
CRITICAL VOLUMES		North-South: 843			North-South: 0		
		East-West: 500			East-West: 0		
		SUM: 1343			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.977			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.977			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	0
	Left-Through		0		0	0	0
	Through	1810	3	603	0	0	0
	Through-Right		0		0	0	0
	Right	200	1	100	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	200	2	110	0	0	0
	Left-Through		0		0	0	0
	Through	1710	3	435	0	0	0
	Through-Right		1		0	0	0
EASTBOUND	Right	30	0	30	0	0	0
	Left-Through-Right		0		0	0	0
	Left	80	1	80	0	0	0
	Left-Through		0		0	0	0
	Through	80	1	80	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	190	1	151	0	0	0
	Left-Through-Right		0		0	0	0
	Left	170	1	100	0	0	0
	Left-Through		0		0	0	0
CRITICAL VOLUMES		North-South: 713			North-South: 0		
		East-West: 251			East-West: 0		
		SUM: 964			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.701			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.701			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0		0	0	0
	Through	1920	3	640	0	0	0
	Through-Right		0		0	0	0
	Right	310	1	140	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left	230	2	127	0	0	0
	Left-Through		0		0	0	0
	Through	1870	3	485	0	0	0
	Through-Right		1		0	0	0
EASTBOUND	Right	70	0	70	0	0	0
	Left-Through-Right		0		0	0	0
	Left	70	1	70	0	0	0
	Left-Through		0		0	0	0
	Through	70	1	70	0	0	0
WESTBOUND	Through-Right		0		0	0	0
	Right	60	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left	290	1	170	0	0	0
	Left-Through		0		0	0	0
CRITICAL VOLUMES		North-South: 767			North-South: 0		
		East-West: 240			East-West: 0		
		SUM: 1007			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.732			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.732			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0	0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 0	EB-- 0	WB-- 0	0	0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0		0	0	0
	Through	2070	3	690	0	0	0
	Through-Right		0		0	0	0
	Right	360	1	160	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	180	2	99	0	0	0
	Through	2140	3	565	0	0	0
	Through-Right	120	1	120	0	0	0
	Right		0		0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	70	1	70	0	0	0
	Through	80	1	80	0	0	0
	Through-Right	100	1	17	0	0	0
	Right		0		0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	300	1	200	0	0	0
	Through	100	0	200	0	0	0
	Through-Right	310	1	211	0	0	0
	Right		0		0	0	0
CRITICAL VOLUMES		North-South: 789			North-South: 0		
		East-West: 291			East-West: 0		
		SUM: 1080			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.785			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.785			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0	0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	EB-- 0	WB-- 0	0	0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0		0	0	0
	Through	1510	3	503	0	0	0
	Through-Right		0		0	0	0
	Right	350	1	201	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	180	1	160	0	0	0
	Through	1410	2	480	0	0	0
	Through-Right	30	1	30	0	0	0
	Right		0		0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	10	0	0	0	0	0
	Through	650	1	350	0	0	0
	Through-Right	50	1	50	0	0	0
	Right		0		0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	270	2	149	0	0	0
	Through	440	1	260	0	0	0
	Through-Right	80	1	80	0	0	0
	Right		0		0	0	0
CRITICAL VOLUMES		North-South: 680			North-South: 0		
		East-West: 499			East-West: 0		
		SUM: 1179			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.857			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.857			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0	0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	EB-- 0	WB-- 0	0	0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0		0	0	0
	Through	1560	3	520	0	0	0
	Through-Right		0		0	0	0
	Right	310	1	73	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	270	1	270	0	0	0
	Through	1240	2	447	0	0	0
	Through-Right	100	1	100	0	0	0
	Right		0		0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	10	0	0	0	0	0
	Through	540	1	330	0	0	0
	Through-Right	120	1	120	0	0	0
	Right		0		0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	430	2	237	0	0	0
	Through	500	1	290	0	0	0
	Through-Right	80	1	80	0	0	0
	Right		0		0	0	0
CRITICAL VOLUMES		North-South: 790			North-South: 0		
		East-West: 567			East-West: 0		
		SUM: 1357			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.987			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.987			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0	0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	EB-- 0	WB-- 0	0	0
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	160	0	0	0
	Left-Through		0		0	0	0
	Through	1780	3	593	0	0	0
	Through-Right		0		0	0	0
	Right	310	1	73	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	305	1	305	0	0	0
	Through	1590	2	563	0	0	0
	Through-Right	100	1	100	0	0	0
	Right		0		0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	10	0	0	0	0	0
	Through	520	1	315	0	0	0
	Through-Right	110	1	110	0	0	0
	Right		0		0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	430	2	237	0	0	0
	Through	640	1	355	0	0	0
	Through-Right	70	1	70	0	0	0
	Right		0		0	0	0
CRITICAL VOLUMES		North-South: 898			North-South: 0		
		East-West: 552			East-West: 0		
		SUM: 1450			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.055			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.055			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: LINCOLN BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1770	4	620	0	0	0
	Left-Through	1880	0	0	0	0	0
	Through						
	Through-Right	280	0	0	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1400	4	350	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	1430	4	190	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 970		North-South: 0		East-West: 0	
		East-West: 190		East-West: 0		SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:		0.773		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.773		0.000		0.000	
LEVEL OF SERVICE (LOS):		C		A		A	

Notes: NBT, NBT in free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: LINCOLN BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1310	4	458	0	0	0
	Left-Through	1710	0	0	0	0	0
	Through						
	Through-Right	200	0	0	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1980	4	495	0	0	0
	Through						
	Through-Right	40	1	40	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	1080	4	149	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	40	1	40	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 953		North-South: 0		East-West: 0	
		East-West: 149		East-West: 0		SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:		0.735		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.735		0.000		0.000	
LEVEL OF SERVICE (LOS):		C		A		A	

Notes: NBT, NBT in free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: LINCOLN BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1860	4	651	0	0	0
	Left-Through	1820	0	0	0	0	0
	Through						
	Through-Right	290	0	0	0	0	0
	Right						
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2400	4	600	0	0	0
	Through						
	Through-Right	30	1	30	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	1850	4	323	0	0	0
	Right						
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	390	1	390	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 1251		North-South: 0		East-West: 0	
		East-West: 390		East-West: 0		SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:		1.094		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.094		0.000		0.000	
LEVEL OF SERVICE (LOS):		F		A		A	

Notes: NBT, NBT in free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	0
	Left-Through						
	Through	1380	1	760	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
SOUTHBOUND	Left	290	2	160	0	0	0
	Left-Through						
	Through	1490	1	780	0	0	0
	Through-Right						
	Right	70	0	70	0	0	0
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through						
	Through	880	3	293	0	0	0
	Through-Right						
	Right	150	1	73	0	0	0
WESTBOUND	Left	290	2	160	0	0	0
	Left-Through						
	Through	630	2	315	0	0	0
	Through-Right						
	Right	350	1	190	0	0	0
CRITICAL VOLUMES		North-South: 920		North-South: 0		East-West: 0	
		East-West: 453		East-West: 0		SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:		0.999		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.999		0.000		0.000	
LEVEL OF SERVICE (LOS):		E		A		A	

Notes: NBT, NBT in free flow

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	0
	Left-Through						
	Through	1480	1	810	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through						
	Through	1480	1	795	0	0	0
	Through-Right						
	Right	110	0	110	0	0	0
EASTBOUND	Left	110	2	61	0	0	0
	Left-Through						
	Through	670	3	223	0	0	0
	Through-Right						
	Right	170	0	49	0	0	0
WESTBOUND	Left	270	2	149	0	0	0
	Left-Through						
	Through	790	2	395	0	0	0
	Through-Right						
	Right	230	1	81	0	0	0
CRITICAL VOLUMES		North-South: 959			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 456			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1415			SUM: 0		
LEVEL OF SERVICE (LOS):		1.029			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	0
	Left-Through						
	Through	1430	1	785	0	0	0
	Through-Right						
	Right	140	0	140	0	0	0
SOUTHBOUND	Left	440	2	242	0	0	0
	Left-Through						
	Through	1680	1	880	0	0	0
	Through-Right						
	Right	80	0	80	0	0	0
EASTBOUND	Left	90	2	50	0	0	0
	Left-Through						
	Through	920	3	307	0	0	0
	Through-Right						
	Right	220	0	110	0	0	0
WESTBOUND	Left	310	2	171	0	0	0
	Left-Through						
	Through	990	2	495	0	0	0
	Through-Right						
	Right	300	1	58	0	0	0
CRITICAL VOLUMES		North-South: 1027			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 545			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1572			SUM: 0		
LEVEL OF SERVICE (LOS):		1.143			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: WASHINGTON BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	270	0	0	0
	Left-Through						
	Through	1530	2	550	0	0	0
	Through-Right						
	Right	120	0	120	0	0	0
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through						
	Through	1530	2	560	0	0	0
	Through-Right						
	Right	150	0	150	0	0	0
EASTBOUND	Left	100	2	56	0	0	0
	Left-Through						
	Through	680	2	340	0	0	0
	Through-Right						
	Right	520	1	250	0	0	0
WESTBOUND	Left	190	2	105	0	0	0
	Left-Through						
	Through	830	2	415	0	0	0
	Through-Right						
	Right	230	1	87	0	0	0
CRITICAL VOLUMES		North-South: 830			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 470			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1300			SUM: 0		
LEVEL OF SERVICE (LOS):		0.945			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: WASHINGTON BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	325	0	0	0
	Left-Through						
	Through	1400	2	543	0	0	0
	Through-Right						
	Right	230	0	230	0	0	0
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through						
	Through	1260	2	480	0	0	0
	Through-Right						
	Right	180	0	180	0	0	0
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through						
	Through	670	2	335	0	0	0
	Through-Right						
	Right	430	1	105	0	0	0
WESTBOUND	Left	490	2	270	0	0	0
	Left-Through						
	Through	970	2	485	0	0	0
	Through-Right						
	Right	400	1	174	0	0	0
CRITICAL VOLUMES		North-South: 805			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 605			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1410			SUM: 0		
LEVEL OF SERVICE (LOS):		1.025			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. East-West Street: WASHINGTON BLVD.
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	620	2	341	0	0	0
	Left-Through		0		0	0	0
	Through	1340	2	513	0	0	0
	Through-Right		1		0	0	0
	Right	200	0	200	0	0	0
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0		0	0	0
	Through	1470	2	537	0	0	0
	Through-Right		1		0	0	0
	Right	140	0	140	0	0	0
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0		0	0	0
	Through	800	2	400	0	0	0
	Through-Right		1		0	0	0
	Right	490	0	490	0	0	0
WESTBOUND	Left	550	2	303	0	0	0
	Left-Through		0		0	0	0
	Through	720	2	360	0	0	0
	Through-Right		1		0	0	0
	Right	370	0	370	0	0	0
CRITICAL VOLUMES		North-South: 878			North-South: 0		
		East-West: 703			East-West: 0		
		SUM: 1591			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.150			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.150			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0		0	0	0
	Through	2080	3	525	0	0	0
	Through-Right		1		0	0	0
	Right	20	0	20	0	0	0
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0		0	0	0
	Through	1780	2	633	0	0	0
	Through-Right		1		0	0	0
	Right	120	0	120	0	0	0
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0		0	0	0
	Through	40	0	80	0	0	0
	Through-Right		1		0	0	0
	Right	40	0	40	0	0	0
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through		0		0	0	0
	Through	50	1	50	0	0	0
	Through-Right		0		0	0	0
	Right	270	1	150	0	0	0
CRITICAL VOLUMES		North-South: 645			North-South: 0		
		East-West: 332			East-West: 0		
		SUM: 977			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.711			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.711			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0		0	0	0
	Through	1660	3	423	0	0	0
	Through-Right		1		0	0	0
	Right	30	0	30	0	0	0
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0		0	0	0
	Through	1390	2	523	0	0	0
	Through-Right		1		0	0	0
	Right	180	0	180	0	0	0
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0		0	0	0
	Through	60	0	120	0	0	0
	Through-Right		1		0	0	0
	Right	60	0	0	0	0	0
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0		0	0	0
	Through	50	1	50	0	0	0
	Through-Right		0		0	0	0
	Right	200	1	30	0	0	0
CRITICAL VOLUMES		North-South: 593			North-South: 0		
		East-West: 180			East-West: 0		
		SUM: 753			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.548			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.548			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0		0	0	0
	Through	2420	3	615	0	0	0
	Through-Right		1		0	0	0
	Right	40	0	40	0	0	0
SOUTHBOUND	Left	310	1	310	0	0	0
	Left-Through		0		0	0	0
	Through	2200	2	807	0	0	0
	Through-Right		1		0	0	0
	Right	220	0	220	0	0	0
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0		0	0	0
	Through	80	0	110	0	0	0
	Through-Right		1		0	0	0
	Right	30	0	0	0	0	0
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0		0	0	0
	Through	90	1	90	0	0	0
	Through-Right		0		0	0	0
	Right	180	1	0	0	0	0
CRITICAL VOLUMES		North-South: 925			North-South: 0		
		East-West: 195			East-West: 0		
		SUM: 1120			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.815			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.815			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: SR-90 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1470	3	490	0	0	0
	Through						
	Through-Right	330	1	0	0	0	0
	Right						
SOUTHBOUND	Left	880	2	440	0	0	0
	Left-Through	1240	3	413	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	160	2	80	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	770	2	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 963			North-South: 0		
		East-West: 86			East-West: 0		
		SUM: 1051			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.738			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.738			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: SR-90 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1730	3	577	0	0	0
	Through						
	Through-Right	190	1	0	0	0	0
	Right						
SOUTHBOUND	Left	720	2	360	0	0	0
	Left-Through	1510	3	503	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	170	2	85	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	730	2	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 973			North-South: 0		
		East-West: 94			East-West: 0		
		SUM: 1067			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.749			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.749			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: SR-90 RAMP
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1830	3	610	0	0	0
	Through						
	Through-Right	240	1	0	0	0	0
	Right						
SOUTHBOUND	Left	1010	2	505	0	0	0
	Left-Through	1800	3	600	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	240	2	120	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	750	2	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 1166			North-South: 0		
		East-West: 132			East-West: 0		
		SUM: 1298			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.911			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.911			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	790	2	395	0	0	0
	Through						
	Through-Right	140	1	65	0	0	0
	Right						
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through	330	1	170	0	0	0
	Through						
	Through-Right	10	0	10	0	0	0
	Right						
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through	60	1	45	0	0	0
	Through						
	Through-Right	30	0	30	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	60	0	60	0	0	0
	Through						
	Through-Right	350	1	240	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 505			North-South: 0		
		East-West: 285			East-West: 0		
		SUM: 790			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.575			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.575			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	380	2	190	0	0	0
	Through-Right						
	Right	110	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	130	1	75	0	0	0
	Through-Right	20	1	20	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	230	1	125	0	0	0
	Through-Right	20	1	20	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	120	1	120	0	0	0
	Through	70	1	70	0	0	0
	Through-Right	250	1	200	0	0	0
CRITICAL VOLUMES		North-South: 240			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 380			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 620			SUM: 0		
LEVEL OF SERVICE (LOS):		0.451			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through						
	Through	480	2	240	0	0	0
	Through-Right						
	Right	170	1	95	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	50	1	40	0	0	0
	Through-Right	30	1	30	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	270	1	270	0	0	0
	Through	640	1	335	0	0	0
	Through-Right	30	1	30	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	150	1	150	0	0	0
	Through	80	1	80	0	0	0
	Through-Right	190	1	110	0	0	0
CRITICAL VOLUMES		North-South: 320			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 485			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 805			SUM: 0		
LEVEL OF SERVICE (LOS):		0.585			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	0
	Left-Through						
	Through	1400	3	467	0	0	0
	Through-Right						
	Right	60	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	1240	3	413	0	0	0
	Through-Right	130	1	86	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	160	2	88	0	0	0
	Through	580	1	325	0	0	0
	Through-Right	70	1	70	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	950	3	475	0	0	0
	Through-Right	340	1	275	0	0	0
CRITICAL VOLUMES		North-South: 597			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 563			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1160			SUM: 0		
LEVEL OF SERVICE (LOS):		0.844			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through						
	Through	1280	3	427	0	0	0
	Through-Right						
	Right	120	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	220	1	220	0	0	0
	Through	1130	3	377	0	0	0
	Through-Right	250	1	192	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	210	2	116	0	0	0
	Through	710	1	400	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	710	3	355	0	0	0
	Through-Right	250	1	140	0	0	0
CRITICAL VOLUMES		North-South: 647			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 530			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1177			SUM: 0		
LEVEL OF SERVICE (LOS):		0.856			0.000		
		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through	1760	3	587	0	0	0
	Through						
	Through-Right	130	1	20	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	250	1	250	0	0	0
	Through	1780	3	593	0	0	0
	Through-Right	280	1	228	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	2	105	0	0	0
	Through	930	1	510	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	720	2	360	0	0	0
	Through-Right	190	1	65	0	0	0
CRITICAL VOLUMES		North-South: 837			North-South: 0		
		East-West: 620			East-West: 0		
		SUM: 1457			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.060			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.060			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARI East-West Street: WASHINGTON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	0
	Left-Through	980	1	980	0	0	0
	Through						
	Through-Right	290	1	225	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	240	1	240	0	0	0
	Through	510	0	520	0	0	0
	Through-Right	10	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	510	2	255	0	0	0
	Through-Right	210	1	103	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	410	1	260	0	0	0
	Through-Right	110	0	110	0	0	0
CRITICAL VOLUMES		North-South: 1500			North-South: 0		
		East-West: 385			East-West: 0		
		SUM: 1885			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.323			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.323			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARI East-West Street: WASHINGTON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	0
	Left-Through	710	1	710	0	0	0
	Through						
	Through-Right	200	1	115	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	310	1	310	0	0	0
	Through	440	0	480	0	0	0
	Through-Right	40	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	1	50	0	0	0
	Through	450	2	225	0	0	0
	Through-Right	170	1	101	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	540	1	295	0	0	0
	Through-Right	50	0	50	0	0	0
CRITICAL VOLUMES		North-South: 1190			North-South: 0		
		East-West: 395			East-West: 0		
		SUM: 1585			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.112			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.112			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARI East-West Street: WASHINGTON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	0
	Left-Through	870	1	870	0	0	0
	Through						
	Through-Right	190	1	110	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	490	1	490	0	0	0
	Through	930	0	970	0	0	0
	Through-Right	40	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	530	2	265	0	0	0
	Through-Right	300	1	190	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	160	1	160	0	0	0
	Through	750	1	425	0	0	0
	Through-Right	100	0	100	0	0	0
CRITICAL VOLUMES		North-South: 1840			North-South: 0		
		East-West: 485			East-West: 0		
		SUM: 2325			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.632			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.632			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1000	2	500	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	140	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	180	1	180	0	0	0
	Left-Through	620	2	310	0	0	0
	Through	120	1	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	220	2	121	0	0	0
	Left-Through	1540	3	513	0	0	0
	Through	140	1	90	0	0	0
WESTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	330	2	182	0	0	0
	Left-Through	1470	3	490	0	0	0
	Through	210	1	130	0	0	0
CRITICAL VOLUMES		North-South: 660			North-South: 0		
		East-West: 695			East-West: 0		
		SUM: 1355			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.951			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.951			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	750	2	375	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	220	1	44	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	140	1	140	0	0	0
	Left-Through	640	2	320	0	0	0
	Through	140	1	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	260	2	143	0	0	0
	Left-Through	1290	3	430	0	0	0
	Through	130	1	55	0	0	0
WESTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	320	2	176	0	0	0
	Left-Through	1370	3	457	0	0	0
	Through	140	1	70	0	0	0
CRITICAL VOLUMES		North-South: 515			North-South: 0		
		East-West: 606			East-West: 0		
		SUM: 1121			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.787			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.787			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1150	2	575	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	220	1	33	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	220	1	220	0	0	0
	Left-Through	950	2	475	0	0	0
	Through	150	1	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	280	2	154	0	0	0
	Left-Through	1550	3	517	0	0	0
	Through	160	1	75	0	0	0
WESTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	340	2	187	0	0	0
	Left-Through	1480	3	487	0	0	0
	Through	110	1	0	0	0	0
CRITICAL VOLUMES		North-South: 795			North-South: 0		
		East-West: 704			East-West: 0		
		SUM: 1499			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.052			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.052			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	570	2	285	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	400	1	262	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	90	1	90	0	0	0
	Left-Through	570	2	285	0	0	0
	Through	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
WESTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	250	2	138	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	50	1	0	0	0	0
CRITICAL VOLUMES		North-South: 375			North-South: 0		
		East-West: 138			East-West: 0		
		SUM: 513			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.360			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.360			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	440	2	220	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	260	1	161	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	100	1	100	0	0	0
	Left-Through	400	2	200	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	180	2	99	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	100	1	0	0	0	0
CRITICAL VOLUMES		North-South: 320			North-South: 0		
		East-West: 99			East-West: 0		
		SUM: 419			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.294			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.294			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	650	2	325	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	310	1	134	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	100	1	100	0	0	0
	Left-Through	480	2	240	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	320	2	176	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	130	1	30	0	0	0
CRITICAL VOLUMES		North-South: 425			North-South: 0		
		East-West: 176			East-West: 0		
		SUM: 601			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.422			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.422			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	600	1	395	0	0	0
	Through-Right	190	1	190	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	190	1	190	0	0	0
	Left-Through	460	1	260	0	0	0
	Through	80	1	60	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	220	1	220	0	0	0
	Left-Through	1590	2	567	0	0	0
	Through	110	1	110	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	510	1	510	0	0	0
	Left-Through	1220	1	333	0	0	0
	Through	110	0	110	0	0	0
	Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 585			North-South: 0		
		East-West: 1077			East-West: 0		
		SUM: 1662			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.209			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.209			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	300	1	255	0	0	0
	Through-Right	210	1	210	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	130	1	130	0	0	0
	Left-Through	330	1	205	0	0	0
	Through	80	1	80	0	0	0
	Through-Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	100	1	100	0	0	0
	Left-Through	1320	2	477	0	0	0
	Through	110	1	110	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0
	Left	370	1	370	0	0	0
	Left-Through	1260	1	343	0	0	0
	Through	110	0	110	0	0	0
	Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 475			North-South: 0		
		East-West: 847			East-West: 0		
		SUM: 1322			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.961			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.961			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	630	1	470	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	310	0	310	0	0	0
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	670	1	400	0	0	0
	Through-Right	130	0	130	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1730	2	640	0	0	0
	Through-Right	190	0	190	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1530	3	415	0	0	0
	Through-Right	130	0	130	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 590			North-South: 0		
		East-West: 860			East-West: 0		
		SUM: 1450			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.055			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.055			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1300	2	650	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	220	1	125	0	0	0
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	390	2	195	0	0	0
	Through-Right	140	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1000	3	333	0	0	0
	Through-Right	470	1	380	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1330	3	443	0	0	0
	Through-Right	50	1	15	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 720			North-South: 0		
		East-West: 613			East-West: 0		
		SUM: 1333			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.969			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.969			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	920	2	460	0	0	0
	Through-Right	370	1	295	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	490	2	245	0	0	0
	Through-Right	140	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1150	3	383	0	0	0
	Through-Right	460	1	325	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1320	3	440	0	0	0
	Through-Right	70	1	30	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 540			North-South: 0		
		East-West: 620			East-West: 0		
		SUM: 1160			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.844			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.844			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: VENICE BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1680	2	840	0	0	0
	Through-Right	410	1	345	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	850	2	425	0	0	0
	Through-Right	80	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	260	1	260	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1630	3	543	0	0	0
	Through-Right	310	1	145	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1430	3	477	0	0	0
	Through-Right	50	1	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 940			North-South: 0		
		East-West: 737			East-West: 0		
		SUM: 1677			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.220			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.220			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	320	0	0	0
	Left-Through		0		0	0	0
	Through	1490	3	497	0	0	0
	Through-Right		0		0	0	0
	Right	90	1	0	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	200	1	200	0	0	0
	Through	1140	3	380	0	0	0
	Through-Right		0		0	0	0
	Right	60	1	40	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	20	1	20	0	0	0
	Through	280	1	185	0	0	0
	Through-Right		0		0	0	0
	Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	190	1	190	0	0	0
	Through	540	1	345	0	0	0
	Through-Right		0		0	0	0
	Right	150	0	150	0	0	0
CRITICAL VOLUMES		North-South: 700			North-South: 0		
		East-West: 375			East-West: 0		
		SUM: 1075			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.782			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.782			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0		0	0	0
	Through	1500	3	500	0	0	0
	Through-Right		0		0	0	0
	Right	190	1	0	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	180	1	160	0	0	0
	Through	1550	3	517	0	0	0
	Through-Right		0		0	0	0
	Right	70	1	0	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	70	1	70	0	0	0
	Through	310	1	255	0	0	0
	Through-Right		0		0	0	0
	Right	200	0	200	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	270	1	270	0	0	0
	Through	360	1	245	0	0	0
	Through-Right		0		0	0	0
	Right	130	0	130	0	0	0
CRITICAL VOLUMES		North-South: 660			North-South: 0		
		East-West: 525			East-West: 0		
		SUM: 1185			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.862			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.862			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	1	500	0	0	0
	Left-Through		0		0	0	0
	Through	1610	3	537	0	0	0
	Through-Right		0		0	0	0
	Right	100	1	0	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	280	1	280	0	0	0
	Through	1770	3	590	0	0	0
	Through-Right		0		0	0	0
	Right	90	1	50	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	40	1	40	0	0	0
	Through	530	1	395	0	0	0
	Through-Right		0		0	0	0
	Right	260	0	260	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	400	1	400	0	0	0
	Through	280	1	220	0	0	0
	Through-Right		0		0	0	0
	Right	160	0	160	0	0	0
CRITICAL VOLUMES		North-South: 1090			North-South: 0		
		East-West: 795			East-West: 0		
		SUM: 1885			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.371			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.371			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0		0	0	0
	Through	2040	2	687	0	0	0
	Through-Right		1		0	0	0
	Right	20	0	20	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Through	60	1	60	0	0	0
	Through	1400	2	540	0	0	0
	Through-Right		1		0	0	0
	Right	220	0	220	0	0	0
EASTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	520	2	266	0	0	0
	Through	60	1	60	0	0	0
	Through-Right		0		0	0	0
	Right	80	1	60	0	0	0
WESTBOUND	Left-Through-Right		0		0	0	0
	Left-Through	50	1	50	0	0	0
	Through	50	1	50	0	0	0
	Through-Right		0		0	0	0
	Right	160	1	130	0	0	0
CRITICAL VOLUMES		North-South: 747			North-South: 0		
		East-West: 416			East-West: 0		
		SUM: 1163			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.816			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.816			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through						
	Through	1730	2	587	0	0	0
	Through-Right						
	Right	30	1	30	0	0	0
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	1580	2	600	0	0	0
	Through-Right						
	Right	220	1	220	0	0	0
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through						
	Through	60	1	60	0	0	0
	Through-Right						
	Right	80	1	45	0	0	0
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through						
	Through	50	1	50	0	0	0
	Through-Right						
	Right	90	1	40	0	0	0
CRITICAL VOLUMES		North-South: 687			North-South: 0		
		East-West: 182			East-West: 0		
		SUM: 869			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.610			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.610			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through						
	Through	2000	2	677	0	0	0
	Through-Right						
	Right	30	1	30	0	0	0
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through						
	Through	2380	2	917	0	0	0
	Through-Right						
	Right	370	1	370	0	0	0
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through						
	Through	100	1	100	0	0	0
	Through-Right						
	Right	60	1	25	0	0	0
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through						
	Through	90	1	90	0	0	0
	Through-Right						
	Right	70	1	0	0	0	0
CRITICAL VOLUMES		North-South: 987			North-South: 0		
		East-West: 217			East-West: 0		
		SUM: 1204			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.845			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.845			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through						
	Through	1850	2	627	0	0	0
	Through-Right						
	Right	30	1	30	0	0	0
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through						
	Through	1450	3	483	0	0	0
	Through-Right						
	Right	80	1	15	0	0	0
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	30	1	30	0	0	0
	Through-Right						
	Right	70	1	45	0	0	0
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through						
	Through	110	1	180	0	0	0
	Through-Right						
	Right	70	1	0	0	0	0
CRITICAL VOLUMES		North-South: 647			North-South: 0		
		East-West: 310			East-West: 0		
		SUM: 957			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.638			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.638			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	60	0	0	0
	Left-Through						
	Through	1710	2	583	0	0	0
	Through-Right						
	Right	40	1	40	0	0	0
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through						
	Through	1550	3	517	0	0	0
	Through-Right						
	Right	140	1	90	0	0	0
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	40	1	40	0	0	0
	Through-Right						
	Right	80	1	50	0	0	0
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through						
	Through	40	1	90	0	0	0
	Through-Right						
	Right	50	1	0	0	0	0
CRITICAL VOLUMES		North-South: 613			North-South: 0		
		East-West: 190			East-West: 0		
		SUM: 803			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.535			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.535			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0	0		0	0
	Through	1930	2	660	0	0	0
	Through-Right		1	0		0	0
	Right	50	0	50	0	0	0
SOUTHBOUND	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	50	1	50	0	0	0
	Left-Through		0	0		0	0
	Through	2220	3	740	0	0	0
EASTBOUND	Through-Right		1	135	0	0	0
	Right	190	0	0	0	0	0
	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	110	1	110	0	0	0
WESTBOUND	Left-Through		0	0		0	0
	Through	100	1	100	0	0	0
	Through-Right		0	0		0	0
	Right	130	0	0	0	0	0
	Left-Through-Right		0	0		0	0
CRITICAL VOLUMES		North-South: 850			North-South: 0		
		East-West: 190			East-West: 0		
		SUM: 1040			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.693			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.693			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0	0		0	0
	Through	1770	2	593	0	0	0
	Through-Right		1	0		0	0
	Right	10	0	10	0	0	0
SOUTHBOUND	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	30	1	30	0	0	0
	Left-Through		0	0		0	0
	Through	1520	2	517	0	0	0
EASTBOUND	Through-Right		1	30	0	0	0
	Right	30	0	0	0	0	0
	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	90	0	90	0	0	0
WESTBOUND	Left-Through		0	0		0	0
	Through	80	0	210	0	0	0
	Through-Right		0	0		0	0
	Right	40	0	0	0	0	0
	Left-Through-Right		1	0		0	0
CRITICAL VOLUMES		North-South: 623			North-South: 0		
		East-West: 260			East-West: 0		
		SUM: 883			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.589			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0	0		0	0
	Through	1660	2	560	0	0	0
	Through-Right		1	0		0	0
	Right	20	0	20	0	0	0
SOUTHBOUND	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	40	1	40	0	0	0
	Left-Through		0	0		0	0
	Through	1590	2	550	0	0	0
EASTBOUND	Through-Right		1	60	0	0	0
	Right	80	0	0	0	0	0
	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	80	0	80	0	0	0
WESTBOUND	Left-Through		0	0		0	0
	Through	60	0	180	0	0	0
	Through-Right		0	0		0	0
	Right	40	0	0	0	0	0
	Left-Through-Right		1	0		0	0
CRITICAL VOLUMES		North-South: 600			North-South: 0		
		East-West: 190			East-West: 0		
		SUM: 790			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.527			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.527			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	60	0	0	0
	Left-Through		0	0		0	0
	Through	1980	2	667	0	0	0
	Through-Right		1	0		0	0
	Right	20	0	20	0	0	0
SOUTHBOUND	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	70	1	70	0	0	0
	Left-Through		0	0		0	0
	Through	2270	2	773	0	0	0
EASTBOUND	Through-Right		1	50	0	0	0
	Right	50	0	0	0	0	0
	Left-Through-Right		0	0		0	0
	Left-Right		0	0		0	0
	Left	30	0	30	0	0	0
WESTBOUND	Left-Through		0	0		0	0
	Through	120	0	190	0	0	0
	Through-Right		0	0		0	0
	Right	40	0	0	0	0	0
	Left-Through-Right		1	0		0	0
CRITICAL VOLUMES		North-South: 833			North-South: 0		
		East-West: 200			East-West: 0		
		SUM: 1033			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.689			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.689			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMP N/O IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2100	3	700	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2040	0	0	0	0	0
	Through	1380	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	800	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	2240	3	744	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 700			North-South: 0		
		East-West: 784			East-West: 0		
		SUM: 1484			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.989			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.989			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Notes: SBT, SBT, SBT are free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMP N/O IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1980	3	660	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1700	0	0	0	0	0
	Through	1830	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	530	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	2350	3	823	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 660			North-South: 0		
		East-West: 823			East-West: 0		
		SUM: 1483			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.989			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.989			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Notes: SBT, SBT, SBT are free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMP N/O IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2650	3	883	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	2370	0	0	0	0	0
	Through	2050	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	730	0	0	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	1940	3	679	0	0	0
	Through-Right						
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 883			North-South: 0		
		East-West: 679			East-West: 0		
		SUM: 1562			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.041			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.041			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Notes: SBT, SBT, SBT are free flow

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	500	2	250	0	0	0
	Through						
	Through-Right	30	1	15	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	620	3	207	0	0	0
	Through						
	Through-Right	380	1	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	200	2	110	0	0	0
	Left-Through	40	1	40	0	0	0
	Through						
	Through-Right	50	1	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through	30	0	30	0	0	0
	Through						
	Through-Right	100	1	40	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 370			North-South: 0		
		East-West: 150			East-West: 0		
		SUM: 520			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.378			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.378			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	880	2	440	0	0	0
	Through						
	Through-Right	30	1	15	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	700	3	233	0	0	0
	Through-Right	420	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	230	2	127	0	0	0
	Through	40	1	40	0	0	0
	Through-Right	70	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	30	1	30	0	0	0
	Through	50	1	50	0	0	0
	Through-Right	130	1	85	0	0	0
CRITICAL VOLUMES		North-South: 530			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 212			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 742			SUM: 0		
LEVEL OF SERVICE (LOS):		0.540			0.000		
		0.540			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	920	2	460	0	0	0
	Through						
	Through-Right	30	1	10	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	70	1	70	0	0	0
	Through	610	3	203	0	0	0
	Through-Right	460	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	250	2	138	0	0	0
	Through	40	1	40	0	0	0
	Through-Right	80	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	40	1	40	0	0	0
	Through	20	1	20	0	0	0
	Through-Right	190	1	155	0	0	0
CRITICAL VOLUMES		North-South: 530			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 293			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 823			SUM: 0		
LEVEL OF SERVICE (LOS):		0.599			0.000		
		0.599			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	20	2	11	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	230	1	160	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	260	2	130	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	510	1	270	0	0	0
	Through-Right	30	0	30	0	0	0
CRITICAL VOLUMES		North-South: 160			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 410			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 570			SUM: 0		
LEVEL OF SERVICE (LOS):		0.380			0.000		
		0.380			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	50	2	28	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	320	1	255	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	300	2	150	0	0	0
	Through-Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	0	0	0	0	0	0
	Through	560	1	295	0	0	0
	Through-Right	30	0	30	0	0	0
CRITICAL VOLUMES		North-South: 255			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 425			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 680			SUM: 0		
LEVEL OF SERVICE (LOS):		0.453			0.000		
		0.453			0.000		
		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	60	2	33	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	330	1	260	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through	300	2	150	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	570	1	295	0	0	0
	Through	20	0	20	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 260 East-West: 435 SUM: 695			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.463			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.463			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	0
	Left-Through	70	1	90	0	0	0
	Through	30	0	5	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	290	1	290	0	0	0
	Left-Through	140	0	140	0	0	0
	Through	350	1	310	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	100	0	65	0	0	0
	Through	30	1	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through	130	0	130	0	0	0
	Through	490	1	200	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 400 East-West: 280 SUM: 680			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.477			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.477			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	0
	Left-Through	200	1	220	0	0	0
	Through	20	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	290	1	290	0	0	0
	Left-Through	210	0	210	0	0	0
	Through	310	1	115	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	390	1	390	0	0	0
	Left-Through	130	0	90	0	0	0
	Through	50	1	50	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	70	1	70	0	0	0
	Left-Through	150	0	150	0	0	0
	Through	610	1	320	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 510 East-West: 710 SUM: 1220			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.856			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.856			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	0
	Left-Through	260	1	290	0	0	0
	Through	40	0	5	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	270	1	270	0	0	0
	Left-Through	100	0	100	0	0	0
	Through	220	1	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	380	1	380	0	0	0
	Left-Through	110	0	85	0	0	0
	Through	60	1	60	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	70	1	70	0	0	0
	Left-Through	160	0	160	0	0	0
	Through	650	1	380	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 560 East-West: 760 SUM: 1320			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.926			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.926			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	0
	Left-Through	590	2	295	0	0	0
	Through						
	Through-Right	100	1	80	0	0	0
	Right						
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through	440	2	210	0	0	0
	Through	190	1	190	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	100	1	100	0	0	0
	Through	80	1	35	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through	90	1	180	0	0	0
	Through	90	1	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 455			North-South: 0		
		East-West: 300			East-West: 0		
		SUM: 755			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.503			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.503			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	790	2	395	0	0	0
	Through						
	Through-Right	120	1	85	0	0	0
	Right						
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through	530	2	213	0	0	0
	Through	110	1	110	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through	90	1	90	0	0	0
	Through	120	1	90	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	70	1	70	0	0	0
	Left-Through	130	1	250	0	0	0
	Through	120	1	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 525			North-South: 0		
		East-West: 400			East-West: 0		
		SUM: 925			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.617			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.617			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	710	2	355	0	0	0
	Through						
	Through-Right	160	1	115	0	0	0
	Right						
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through	610	2	237	0	0	0
	Through	100	1	100	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through	80	1	80	0	0	0
	Through	200	1	170	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through	180	1	370	0	0	0
	Through	190	1	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 435			North-South: 0		
		East-West: 540			East-West: 0		
		SUM: 975			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.650			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.650			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through	30	1	30	0	0	0
	Through						
	Through-Right	90	1	40	0	0	0
	Right						
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through	20	1	15	0	0	0
	Through	10	1	10	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through	310	2	155	0	0	0
	Through	50	1	35	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through	620	2	310	0	0	0
	Through	10	1	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 60			North-South: 0		
		East-West: 320			East-West: 0		
		SUM: 380			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.253			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.253			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	20	1	20	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	150	1	50	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	1	30	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	20	1	15	0	0	0
EASTBOUND	Through-Right	10	1	10	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	10	1	10	0	0	0
WESTBOUND	Left-Through	570	2	285	0	0	0
	Through	70	1	45	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 80			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 485			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 565			SUM: 0		
LEVEL OF SERVICE (LOS):		0.377			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	30	1	30	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	90	1	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	20	1	20	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	20	1	15	0	0	0
EASTBOUND	Through-Right	10	1	10	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	10	1	10	0	0	0
WESTBOUND	Left-Through	640	2	420	0	0	0
	Through	70	1	15	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 125			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 630			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 755			SUM: 0		
LEVEL OF SERVICE (LOS):		0.503			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	0	80	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	120	0	310	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	110	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	0	30	0	0	0
	Left-Through	80	0	170	0	0	0
	Through	0	0	0	0	0	0
EASTBOUND	Through-Right	60	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	80	1	80	0	0	0
WESTBOUND	Left-Through	320	1	270	0	0	0
	Through	220	1	220	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 340			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 470			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 810			SUM: 0		
LEVEL OF SERVICE (LOS):		0.540			0.000		
		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	0	140	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	140	0	450	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	170	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	130	0	130	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	110	0	330	0	0	0
EASTBOUND	Through-Right	90	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	100	1	100	0	0	0
WESTBOUND	Left-Through	430	1	260	0	0	0
	Through	90	1	90	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 580			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 425			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1005			SUM: 0		
LEVEL OF SERVICE (LOS):		0.670			0.000		
		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY East-West Street: WESTCHESTER PARKWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	20	0	20	0	0	0
Left-Through						
Through	240	0	570	0	0	0
Through-Right						
Right	310	0	0	0	0	0
Left-Through-Right						
Left-Right		1	0	0	0	0
SOUTHBOUND						
Left	150	0	150	0	0	0
Left-Through						
Through	40	0	420	0	0	0
Through-Right						
Right	230	0	0	0	0	0
Left-Through-Right						
Left-Right		1	0	0	0	0
EASTBOUND						
Left	60	1	60	0	0	0
Left-Through						
Through	710	1	430	0	0	0
Through-Right						
Right	150	0	150	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
WESTBOUND						
Left	100	1	100	0	0	0
Left-Through						
Through	690	1	385	0	0	0
Through-Right						
Right	80	0	80	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
CRITICAL VOLUMES		North-South: 720		North-South: 0		0
		East-West: 530		East-West: 0		0
		SUM: 1250		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.833		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.833		0.000		0.000
LEVEL OF SERVICE (LOS):		D		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: FAIRVIEW BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	3300	2	1113	0	0	0
Through-Right						
Right	40	0	40	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	3030	3	773	0	0	0
Through-Right						
Right	60	0	60	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
EASTBOUND						
Left	140	1	100	0	0	0
Left-Through						
Through	60	0	100	0	0	0
Through-Right						
Right	70	1	70	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
WESTBOUND						
Left	320	1	215	0	0	0
Left-Through						
Through	110	0	215	0	0	0
Through-Right						
Right	50	1	50	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
CRITICAL VOLUMES		North-South: 1113		North-South: 0		0
		East-West: 315		East-West: 0		0
		SUM: 1428		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		1.002		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.002		0.000		0.000
LEVEL OF SERVICE (LOS):		F		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: FAIRVIEW BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	2370	2	803	0	0	0
Through-Right						
Right	40	0	40	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	2200	3	588	0	0	0
Through-Right						
Right	150	0	150	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
EASTBOUND						
Left	150	1	125	0	0	0
Left-Through						
Through	100	0	125	0	0	0
Through-Right						
Right	80	1	80	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
WESTBOUND						
Left	190	1	140	0	0	0
Left-Through						
Through	90	0	140	0	0	0
Through-Right						
Right	40	1	40	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
CRITICAL VOLUMES		North-South: 803		North-South: 0		0
		East-West: 265		East-West: 0		0
		SUM: 1068		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.749		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.749		0.000		0.000
LEVEL OF SERVICE (LOS):		C		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: FAIRVIEW BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT						
	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	3240	2	1120	0	0	0
Through-Right						
Right	120	0	120	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
SOUTHBOUND						
Left	0	0	0	0	0	0
Left-Through						
Through	3100	3	808	0	0	0
Through-Right						
Right	130	0	130	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
EASTBOUND						
Left	210	1	185	0	0	0
Left-Through						
Through	160	0	185	0	0	0
Through-Right						
Right	80	1	80	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
WESTBOUND						
Left	260	1	200	0	0	0
Left-Through						
Through	140	0	200	0	0	0
Through-Right						
Right	30	1	30	0	0	0
Left-Through-Right						
Left-Right		0	0	0	0	0
CRITICAL VOLUMES		North-South: 1120		North-South: 0		0
		East-West: 385		East-West: 0		0
		SUM: 1505		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		1.056		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.056		0.000		0.000
LEVEL OF SERVICE (LOS):		F		A		A

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
 North-South Street: DUQUESNE AVENUE East-West Street: WASHINGTON BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	230	0	270	0	0	0
	Through						
	Through-Right	40	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through	570	1	385	0	0	0
	Through						
	Through-Right	200	1	200	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 430			North-South: 0		
		East-West: 445			East-West: 0		
		SUM: 875			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.583			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.583			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: DUQUESNE AVENUE East-West Street: WASHINGTON BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
 Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	170	0	210	0	0	0
	Through						
	Through-Right	40	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	560	1	330	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 360			North-South: 0		
		East-West: 420			East-West: 0		
		SUM: 780			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.520			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.520			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: DUQUESNE AVENUE East-West Street: WASHINGTON BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
 Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	260	0	290	0	0	0
	Through						
	Through-Right	30	1	0	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	720	1	440	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 490			North-South: 0		
		East-West: 520			East-West: 0		
		SUM: 1010			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.673			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.673			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: OVERLAND AVENUE East-West Street: WASHINGTON BOULEVARD
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (75.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	890	2	445	0	0	0
	Through						
	Through-Right	270	1	50	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	610	2	305	0	0	0
	Through						
	Through-Right	180	1	20	0	0	0
	Right						
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
	Left-Through-Right						
CRITICAL VOLUMES		North-South: 525			North-South: 0		
		East-West: 605			East-West: 0		
		SUM: 1130			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.822			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.822			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE East-West Street: WASHINGTON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	880	2	340	0	0	0
	Through						
	Through-Right	220	1	130	0	0	0
	Right						
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through	720	2	360	0	0	0
	Through						
	Through-Right	220	1	50	0	0	0
	Right						
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through	640	2	320	0	0	0
	Through						
	Through-Right	120	1	0	0	0	0
	Right						
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through	650	2	325	0	0	0
	Through						
	Through-Right	30	1	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 540			North-South: 0		
		East-West: 495			East-West: 0		
		SUM: 1035			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.753			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.753			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE East-West Street: WASHINGTON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through	900	2	450	0	0	0
	Through						
	Through-Right	340	1	40	0	0	0
	Right						
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through	1100	2	550	0	0	0
	Through						
	Through-Right	190	1	10	0	0	0
	Right						
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through	910	2	455	0	0	0
	Through						
	Through-Right	150	1	0	0	0	0
	Right						
WESTBOUND	Left	300	1	300	0	0	0
	Left-Through	760	2	380	0	0	0
	Through						
	Through-Right	30	1	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 720			North-South: 0		
		East-West: 755			East-West: 0		
		SUM: 1475			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.073			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.073			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 104TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	320	0	0	0
	Left-Through	780	1	400	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through	550	2	217	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through	10	1	10	0	0	0
	Through						
	Through-Right	300	1	0	0	0	0
	Right						
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through	10	0	30	0	0	0
	Through						
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 537			North-South: 0		
		East-West: 70			East-West: 0		
		SUM: 607			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.426			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.426			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 104TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	790	1	405	0	0	0
	Through						
	Through-Right	20	1	20	0	0	0
	Right						
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through	390	2	173	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	10	1	10	0	0	0
	Through						
	Through-Right	340	1	220	0	0	0
	Right						
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through	10	0	40	0	0	0
	Through						
	Through-Right	20	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 425			North-South: 0		
		East-West: 230			East-West: 0		
		SUM: 655			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.460			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.460			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 104TH STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through	870	1	440	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through	1030	2	367	0	0	0
	Through						
	Through-Right	70	1	70	0	0	0
	Right						
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	10	1	10	0	0	0
	Through						
	Through-Right	260	1	110	0	0	0
	Right						
WESTBOUND	Left	20	0	20	0	0	0
	Left-Through	10	0	40	0	0	0
	Through						
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 517			North-South: 0		
		East-West: 130			East-West: 0		
		SUM: 647			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.454			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.454			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: VATERVIEW STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	1140	1	585	0	0	0
	Through						
	Through-Right	30	1	30	0	0	0
	Right						
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through	400	2	200	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	40	0	40	0	0	0
	Left-Through	0	0	50	0	0	0
	Through						
	Through-Right	10	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 615			North-South: 0		
		East-West: 50			East-West: 0		
		SUM: 665			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.443			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.443			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: VATERVIEW STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	420	1	215	0	0	0
	Through						
	Through-Right	10	1	10	0	0	0
	Right						
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through	280	2	140	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through	0	0	30	0	0	0
	Through						
	Through-Right	20	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 235			North-South: 0		
		East-West: 30			East-West: 0		
		SUM: 265			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.177			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.177			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR East-West Street: VATERVIEW STREET
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	610	1	320	0	0	0
	Through						
	Through-Right	30	1	30	0	0	0
	Right						
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through	1020	2	510	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through						
	Through-Right	0	0	0	0	0	0
	Right						
WESTBOUND	Left	40	0	40	0	0	0
	Left-Through	0	0	60	0	0	0
	Through						
	Through-Right	20	0	0	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 510			North-South: 0		
		East-West: 60			East-West: 0		
		SUM: 570			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.380			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.380			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: ROSE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through						
	Through	1660	1	855	0	0	0
	Through-Right						
	Right	50	0	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	1470	2	735	0	0	0
	Through-Right	90	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	210	1	210	0	0	0
	Through	230	1	230	0	0	0
	Through-Right	140	0	80	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	380	1	380	0	0	0
	Through-Right	180	1	130	0	0	0
CRITICAL VOLUMES		North-South: 955			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 590			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1545			SUM: 0		
LEVEL OF SERVICE (LOS):		1.030			0.000		
		0.000			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: ROSE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through						
	Through	1470	1	765	0	0	0
	Through-Right						
	Right	60	0	60	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	1590	2	795	0	0	0
	Through-Right	150	1	35	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	230	1	230	0	0	0
	Through	240	1	240	0	0	0
	Through-Right	210	0	140	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	270	1	270	0	0	0
	Through-Right	140	1	75	0	0	0
CRITICAL VOLUMES		North-South: 935			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 500			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1435			SUM: 0		
LEVEL OF SERVICE (LOS):		0.957			0.000		
		0.957			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: ROSE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through						
	Through	1290	1	675	0	0	0
	Through-Right						
	Right	60	0	60	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	1730	2	865	0	0	0
	Through-Right	130	1	40	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	380	1	380	0	0	0
	Through-Right	160	1	100	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	220	1	220	0	0	0
	Through-Right	90	1	40	0	0	0
CRITICAL VOLUMES		North-South: 985			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 440			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1425			SUM: 0		
LEVEL OF SERVICE (LOS):		0.950			0.000		
		0.950			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	610	2	305	0	0	0
	Through-Right						
	Right	100	1	0	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	60	1	60	0	0	0
	Through	660	1	360	0	0	0
	Through-Right	60	1	60	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	710	2	283	0	0	0
	Through-Right	140	1	140	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	1050	2	387	0	0	0
	Through-Right	110	1	110	0	0	0
CRITICAL VOLUMES		North-South: 490			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 477			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 967			SUM: 0		
LEVEL OF SERVICE (LOS):		0.703			0.000		
		0.703			0.000		
		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	0
	Left-Through	810	2	405	0	0	0
	Through						
	Through-Right	120	1	30	0	0	0
	Right						
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through	520	1	315	0	0	0
	Through						
	Through-Right	110	1	110	0	0	0
	Right						
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through	1000	2	377	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through	1070	2	393	0	0	0
	Through						
	Through-Right	110	1	110	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 495			North-South: 0		
		East-West: 543			East-West: 0		
		SUM: 1038			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.755			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.755			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	0
	Left-Through	920	2	460	0	0	0
	Through						
	Through-Right	150	1	0	0	0	0
	Right						
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through	670	1	400	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through	1410	2	527	0	0	0
	Through						
	Through-Right	170	1	170	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	1190	2	440	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 600			North-South: 0		
		East-West: 677			East-West: 0		
		SUM: 1277			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.929			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.929			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	2560	3	853	0	0	0
	Through						
	Through-Right	140	1	0	0	0	0
	Right						
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through	2250	3	750	0	0	0
	Through						
	Through-Right	470	1	272	0	0	0
	Right						
EASTBOUND	Left	360	2	198	0	0	0
	Left-Through	340	1	210	0	0	0
	Through						
	Through-Right	80	1	80	0	0	0
	Right						
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through	770	2	385	0	0	0
	Through						
	Through-Right	180	1	150	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 913			North-South: 0		
		East-West: 583			East-West: 0		
		SUM: 1496			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.088			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.088			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	60	0	0	0
	Left-Through	1950	3	650	0	0	0
	Through						
	Through-Right	180	1	48	0	0	0
	Right						
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	1750	3	583	0	0	0
	Through						
	Through-Right	320	1	138	0	0	0
	Right						
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through	310	1	205	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
WESTBOUND	Left	240	2	132	0	0	0
	Left-Through	330	2	165	0	0	0
	Through						
	Through-Right	140	1	80	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 770			North-South: 0		
		East-West: 347			East-West: 0		
		SUM: 1117			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.812			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.812			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0		0	0	0
	Through	2220	3	740	0	0	0
	Through-Right		0		0	0	0
	Right	380	1	204	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	180	1	160	0	0	0
	Left-Through		0		0	0	0
	Through	2660	3	887	0	0	0
EASTBOUND	Through-Right		0		0	0	0
	Right	300	1	0	0	0	0
	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	620	2	341	0	0	0
WESTBOUND	Left-Through		0		0	0	0
	Through	510	1	325	0	0	0
	Through-Right		0		0	0	0
	Right	140	1	140	0	0	0
	Left-Through-Right		0		0	0	0
CRITICAL VOLUMES		North-South: 957			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 501			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1458			SUM: 0		
LEVEL OF SERVICE (LOS):		1.060			0.000		
		1.060			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0		0	0	0
	Through	1520	2	520	0	0	0
	Through-Right		1		0	0	0
	Right	40	0	40	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	180	2	99	0	0	0
	Left-Through		0		0	0	0
	Through	1550	2	597	0	0	0
EASTBOUND	Through-Right		1		0	0	0
	Right	240	1	240	0	0	0
	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	110	1	110	0	0	0
WESTBOUND	Left-Through		0		0	0	0
	Through	540	2	270	0	0	0
	Through-Right		1		0	0	0
	Right	210	0	6	0	0	0
	Left-Through-Right		0		0	0	0
CRITICAL VOLUMES		North-South: 801			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 760			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1561			SUM: 0		
LEVEL OF SERVICE (LOS):		1.135			0.000		
		1.135			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	0
	Left-Through		0		0	0	0
	Through	1350	2	473	0	0	0
	Through-Right		1		0	0	0
	Right	70	0	70	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	220	2	121	0	0	0
	Left-Through		0		0	0	0
	Through	1460	2	550	0	0	0
EASTBOUND	Through-Right		1		0	0	0
	Right	190	0	190	0	0	0
	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	200	1	200	0	0	0
WESTBOUND	Left-Through		0		0	0	0
	Through	640	2	320	0	0	0
	Through-Right		0		0	0	0
	Right	200	1	101	0	0	0
	Left-Through-Right		0		0	0	0
CRITICAL VOLUMES		North-South: 649			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 490			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1139			SUM: 0		
LEVEL OF SERVICE (LOS):		0.828			0.000		
		0.828			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0		0	0	0
	Through	1380	2	490	0	0	0
	Through-Right		1		0	0	0
	Right	90	0	90	0	0	0
SOUTHBOUND	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	370	2	204	0	0	0
	Left-Through		0		0	0	0
	Through	2190	2	767	0	0	0
EASTBOUND	Through-Right		1		0	0	0
	Right	110	0	110	0	0	0
	Left-Through-Right		0		0	0	0
	Left-Right		0		0	0	0
	Left	180	1	180	0	0	0
WESTBOUND	Left-Through		0		0	0	0
	Through	1060	2	530	0	0	0
	Through-Right		0		0	0	0
	Right	360	1	277	0	0	0
	Left-Through-Right		0		0	0	0
CRITICAL VOLUMES		North-South: 850			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 720			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1570			SUM: 0		
LEVEL OF SERVICE (LOS):		1.142			0.000		
		1.142			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through						
	Through	2130	2	730	0	0	0
	Through-Right						
	Right	60	1	60	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	200	1	200	0	0	0
	Through	1730	3	577	0	0	0
	Through-Right	140	1	50	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	710	2	267	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	1030	2	515	0	0	0
	Through-Right	460	1	260	0	0	0
CRITICAL VOLUMES		North-South: 930			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 605			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1535			SUM: 0		
LEVEL OF SERVICE (LOS):		1.116			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	1360	2	470	0	0	0
	Through-Right						
	Right	50	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	250	1	250	0	0	0
	Through	1350	3	450	0	0	0
	Through-Right	120	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	600	2	217	0	0	0
	Through-Right	50	1	50	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	600	2	300	0	0	0
	Through-Right	300	1	50	0	0	0
CRITICAL VOLUMES		North-South: 720			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 480			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1200			SUM: 0		
LEVEL OF SERVICE (LOS):		0.873			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: RODEO ROAD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through						
	Through	1820	2	647	0	0	0
	Through-Right						
	Right	120	1	120	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	270	1	270	0	0	0
	Through	2180	3	727	0	0	0
	Through-Right	160	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	1	190	0	0	0
	Through	1000	2	353	0	0	0
	Through-Right	60	1	60	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	230	1	230	0	0	0
	Through	710	2	355	0	0	0
	Through-Right	380	1	110	0	0	0
CRITICAL VOLUMES		North-South: 917			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 583			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1500			SUM: 0		
LEVEL OF SERVICE (LOS):		1.091			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	430	0	0	0
	Left-Through						
	Through	2280	2	790	0	0	0
	Through-Right						
	Right	90	1	90	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	1690	2	623	0	0	0
	Through-Right	180	1	180	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	56	1	56	0	0	0
	Through	430	2	215	0	0	0
	Through-Right	310	1	0	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	1	190	0	0	0
	Through	1020	2	530	0	0	0
	Through-Right	40	1	40	0	0	0
CRITICAL VOLUMES		North-South: 1053			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 586			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1639			SUM: 0		
LEVEL OF SERVICE (LOS):		1.150			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	320	0	0	0
	Left-Through	1430	2	523	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through	1330	2	483	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through	330	2	165	0	0	0
	Through						
	Through-Right	320	1	0	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	340	1	210	0	0	0
	Through						
	Through-Right	80	0	80	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 803			North-South: 0		
		East-West: 315			East-West: 0		
		SUM: 1118			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.785			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.785			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	400	0	0	0
	Left-Through	2030	2	747	0	0	0
	Through						
	Through-Right	210	1	210	0	0	0
	Right						
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through	1960	2	677	0	0	0
	Through						
	Through-Right	70	1	70	0	0	0
	Right						
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through	870	2	435	0	0	0
	Through						
	Through-Right	550	1	150	0	0	0
	Right						
WESTBOUND	Left	160	1	160	0	0	0
	Left-Through	440	1	260	0	0	0
	Through						
	Through-Right	80	0	80	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 1077			North-South: 0		
		East-West: 595			East-West: 0		
		SUM: 1672			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.173			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.173			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	0
	Left-Through	1050	2	363	0	0	0
	Through						
	Through-Right	40	1	40	0	0	0
	Right						
SOUTHBOUND	Left	210	1	210	0	0	0
	Left-Through	860	2	363	0	0	0
	Through						
	Through-Right	230	1	230	0	0	0
	Right						
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through	980	2	380	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through	1350	2	470	0	0	0
	Through						
	Through-Right	60	1	60	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 573			North-South: 0		
		East-West: 610			East-West: 0		
		SUM: 1183			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.860			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.860			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	710	2	257	0	0	0
	Through						
	Through-Right	60	1	60	0	0	0
	Right						
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through	750	2	297	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through	980	2	390	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
WESTBOUND	Left	140	1	140	0	0	0
	Left-Through	870	2	320	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 447			North-South: 0		
		East-West: 530			East-West: 0		
		SUM: 977			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.711			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.711			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	970	2	343	0	0	0
	Through-Right	0	1	0	0	0	0
	Right	60	0	60	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	280	1	280	0	0	0
	Left-Through	1120	2	420	0	0	0
	Through	140	1	140	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	160	1	160	0	0	0
WESTBOUND	Left-Through	1550	2	573	0	0	0
	Through	170	1	170	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 623 East-West: 753 SUM: 1376			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.001			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.001			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	457	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	670	1	457	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	0	0	0	0	0
WESTBOUND	Left-Through	1050	3	350	0	0	0
	Through	390	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 457 East-West: 587 SUM: 1044			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.696			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.696			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	287	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	430	1	287	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	70	0	0	0	0	0
WESTBOUND	Left-Through	1090	3	363	0	0	0
	Through	380	1	93	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 287 East-West: 560 SUM: 847			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.565			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.565			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	383	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	680	1	383	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0
	Left	30	0	0	0	0	0
WESTBOUND	Left-Through	1660	3	553	0	0	0
	Through	340	1	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 383 East-West: 587 SUM: 970			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.647			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.647			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
 North-South Street: WESTERN AVENUE East-West Street: FLORENCE AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	0
	Left-Through	830	1	460	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through	640	1	370	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	1160	2	417	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	1460	2	527	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 710			North-South: 0		
		East-West: 647			East-West: 0		
		SUM: 1357			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.987			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.987			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: WESTERN AVENUE East-West Street: FLORENCE AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through	580	1	330	0	0	0
	Through						
	Through-Right	80	1	80	0	0	0
	Right						
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through	540	1	315	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	920	2	337	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through	860	2	327	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 490			North-South: 0		
		East-West: 467			East-West: 0		
		SUM: 957			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.696			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.696			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: WESTERN AVENUE East-West Street: FLORENCE AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through	710	1	405	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through	780	1	455	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through	1540	2	557	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
WESTBOUND	Left	200	1	200	0	0	0
	Left-Through	1180	2	440	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 645			North-South: 0		
		East-West: 757			East-West: 0		
		SUM: 1402			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.020			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.020			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
 North-South Street: WESTERN AVENUE East-West Street: MANCHESTER AVENUE
 Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
 Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through	730	1	430	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through	760	1	410	0	0	0
	Through						
	Through-Right	60	1	60	0	0	0
	Right						
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	950	2	357	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through	1290	2	473	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 610			North-South: 0		
		East-West: 543			East-West: 0		
		SUM: 1153			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.839			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.839			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through	550	1	330	0	0	0
	Through						
	Through-Right	110	1	110	0	0	0
	Right						
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through	820	1	360	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through	690	2	267	0	0	0
	Through						
	Through-Right	110	1	110	0	0	0
	Right						
WESTBOUND	Left	160	1	160	0	0	0
	Left-Through	810	2	300	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 480 East-West: 427 SUM: 907			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.660			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.660			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	740	1	430	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through	880	1	490	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through	1230	2	460	0	0	0
	Through						
	Through-Right	150	1	150	0	0	0
	Right						
WESTBOUND	Left	240	1	240	0	0	0
	Left-Through	1090	2	407	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 670 East-West: 700 SUM: 1370			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.996			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.996			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	0
	Left-Through	1220	2	457	0	0	0
	Through						
	Through-Right	150	1	150	0	0	0
	Right						
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through	690	2	263	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	1340	2	490	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through	1240	2	447	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 527 East-West: 590 SUM: 1117			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.812			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.812			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through	570	2	233	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through	560	2	207	0	0	0
	Through						
	Through-Right	60	1	60	0	0	0
	Right						
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	1040	2	387	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
WESTBOUND	Left	160	1	160	0	0	0
	Left-Through	910	2	333	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 357 East-West: 547 SUM: 904			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.657			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.657			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	0
	Left-Through	950	2	360	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through	890	2	320	0	0	0
	Through						
	Through-Right	70	1	70	0	0	0
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	1420	2	523	0	0	0
	Through						
	Through-Right	150	1	150	0	0	0
	Right						
WESTBOUND	Left	120	1	120	0	0	0
	Left-Through	1360	2	477	0	0	0
	Through						
	Through-Right	70	1	70	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 520			North-South: 0		
		East-West: 643			East-West: 0		
		SUM: 1163			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.846			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.846			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	0
	Left-Through	1280	2	467	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through	700	2	267	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through	1330	2	473	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through	1260	2	467	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 555			North-South: 0		
		East-West: 597			East-West: 0		
		SUM: 1152			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.838			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.838			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	0
	Left-Through	650	2	263	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
SOUTHBOUND	Left	200	2	110	0	0	0
	Left-Through	680	2	273	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	970	2	373	0	0	0
	Through						
	Through-Right	150	1	150	0	0	0
	Right						
WESTBOUND	Left	120	1	120	0	0	0
	Left-Through	1000	2	387	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 373			North-South: 0		
		East-West: 507			East-West: 0		
		SUM: 880			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.640			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.640			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	0
	Left-Through	1090	2	407	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through	940	2	360	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through	1430	2	540	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
WESTBOUND	Left	110	1	110	0	0	0
	Left-Through	1260	2	483	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 550			North-South: 0		
		East-West: 650			East-West: 0		
		SUM: 1200			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.873			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.873			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	0
	Left-Through						
	Through	1390	3	463	0	0	0
	Through-Right						
	Right	140	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	2	72	0	0	0
	Through	870	2	353	0	0	0
	Through-Right	190	1	190	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	160	1	160	0	0	0
	Through	890	2	343	0	0	0
	Through-Right	140	1	140	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	1150	2	427	0	0	0
	Through-Right	130	1	130	0	0	0
CRITICAL VOLUMES		North-South: 535			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 587			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1122			SUM: 0		
LEVEL OF SERVICE (LOS):		0.816			0.000		
		0.816			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	0
	Left-Through						
	Through	680	3	227	0	0	0
	Through-Right						
	Right	70	1	10	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	120	2	66	0	0	0
	Through	660	2	263	0	0	0
	Through-Right	190	1	190	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	1	190	0	0	0
	Through	840	2	330	0	0	0
	Through-Right	150	1	150	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	120	1	120	0	0	0
	Through	1000	2	363	0	0	0
	Through-Right	90	1	90	0	0	0
CRITICAL VOLUMES		North-South: 410			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 553			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 963			SUM: 0		
LEVEL OF SERVICE (LOS):		0.700			0.000		
		0.700			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	2	171	0	0	0
	Left-Through						
	Through	1280	3	427	0	0	0
	Through-Right						
	Right	120	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	2	94	0	0	0
	Through	990	2	390	0	0	0
	Through-Right	180	1	180	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	210	1	210	0	0	0
	Through	1180	2	440	0	0	0
	Through-Right	140	1	140	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	1150	2	403	0	0	0
	Through-Right	60	1	60	0	0	0
CRITICAL VOLUMES		North-South: 561			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 613			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1174			SUM: 0		
LEVEL OF SERVICE (LOS):		0.854			0.000		
		0.854			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	0
	Left-Through						
	Through	1290	2	477	0	0	0
	Through-Right						
	Right	140	1	140	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	280	2	154	0	0	0
	Through	880	3	293	0	0	0
	Through-Right	60	1	5	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	810	2	347	0	0	0
	Through-Right	230	1	230	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	300	1	300	0	0	0
	Through	1310	2	507	0	0	0
	Through-Right	210	1	210	0	0	0
CRITICAL VOLUMES		North-South: 631			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 647			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1278			SUM: 0		
LEVEL OF SERVICE (LOS):		0.929			0.000		
		0.929			0.000		
		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	0
	Left-Through	770	2	320	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through	610	3	203	0	0	0
	Through	50	1	15	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	580	2	280	0	0	0
	Through	260	1	260	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through	570	2	223	0	0	0
	Through	100	1	100	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 423			North-South: 0		
		East-West: 450			East-West: 0		
		SUM: 873			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.635			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.635			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	510	2	281	0	0	0
	Left-Through	1340	2	530	0	0	0
	Through						
	Through-Right	250	1	250	0	0	0
	Right						
SOUTHBOUND	Left	240	2	132	0	0	0
	Left-Through	900	3	300	0	0	0
	Through	90	1	20	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through	1400	2	530	0	0	0
	Through	190	1	190	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	300	1	300	0	0	0
	Left-Through	1020	2	377	0	0	0
	Through	110	1	110	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 662			North-South: 0		
		East-West: 830			East-West: 0		
		SUM: 1492			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		1.085			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.085			0.000		
LEVEL OF SERVICE (LOS):		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	1390	2	493	0	0	0
	Through	90	1	90	0	0	0
	Through-Right						
	Right						
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through	620	2	237	0	0	0
	Through	90	1	90	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through	1280	2	450	0	0	0
	Through	70	1	70	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	70	1	70	0	0	0
	Left-Through	1190	2	440	0	0	0
	Through	130	1	130	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 623			North-South: 0		
		East-West: 540			East-West: 0		
		SUM: 1163			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.846			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.846			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through	490	2	217	0	0	0
	Through	160	1	160	0	0	0
	Through-Right						
	Right						
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	530	2	217	0	0	0
	Through	120	1	120	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through	1120	2	403	0	0	0
	Through	90	1	90	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through	930	2	350	0	0	0
	Through	120	1	120	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 347			North-South: 0		
		East-West: 503			East-West: 0		
		SUM: 850			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.618			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.618			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through	750	2	290	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	180	1	180	0	0	0
	Through	1170	2	447	0	0	0
	Through-Right	170	1	170	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	80	1	80	0	0	0
	Through	1410	2	510	0	0	0
	Through-Right	120	1	120	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	120	1	120	0	0	0
	Through	1280	2	457	0	0	0
	Through-Right	90	1	90	0	0	0
CRITICAL VOLUMES		North-South: 557			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 630			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1187			SUM: 0		
LEVEL OF SERVICE (LOS):		0.863			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	240	0	0	0
	Left-Through	1170	2	437	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	200	1	200	0	0	0
	Through	620	2	230	0	0	0
	Through-Right	70	1	70	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	120	1	120	0	0	0
	Through	1540	2	533	0	0	0
	Through-Right	60	1	60	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	180	1	180	0	0	0
	Through	1410	2	470	0	0	0
	Through-Right	370	1	170	0	0	0
CRITICAL VOLUMES		North-South: 637			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 713			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1350			SUM: 0		
LEVEL OF SERVICE (LOS):		0.982			0.000		
		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through	410	2	190	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	190	1	190	0	0	0
	Through	470	2	203	0	0	0
	Through-Right	140	1	140	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	130	1	130	0	0	0
	Through	1220	2	437	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	200	1	200	0	0	0
	Through	1150	2	383	0	0	0
	Through-Right	220	1	30	0	0	0
CRITICAL VOLUMES		North-South: 380			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 637			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1017			SUM: 0		
LEVEL OF SERVICE (LOS):		0.740			0.000		
		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	0
	Left-Through	830	2	320	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	240	1	240	0	0	0
	Through	1100	2	417	0	0	0
	Through-Right	150	1	150	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	110	1	110	0	0	0
	Through	1710	2	610	0	0	0
	Through-Right	120	1	120	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	180	1	180	0	0	0
	Through	1430	2	477	0	0	0
	Through-Right	260	1	20	0	0	0
CRITICAL VOLUMES		North-South: 637			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 790			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1427			SUM: 0		
LEVEL OF SERVICE (LOS):		1.038			0.000		
		F			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	1040	1	555	0	0	0
	Through-Right						
	Right	70	0	70	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	820	2	410	0	0	0
	Through-Right	170	1	0	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	190	1	190	0	0	0
	Through	990	2	350	0	0	0
	Through-Right	60	0	60	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	180	1	180	0	0	0
	Through	1260	2	503	0	0	0
	Through-Right	250	0	250	0	0	0
CRITICAL VOLUMES		North-South: 685			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 693			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1378			SUM: 0		
LEVEL OF SERVICE (LOS):		1.002			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through						
	Through	440	1	275	0	0	0
	Through-Right						
	Right	110	0	110	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	150	1	150	0	0	0
	Through	440	2	220	0	0	0
	Through-Right	110	1	30	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	930	2	333	0	0	0
	Through-Right	70	0	70	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	950	2	360	0	0	0
	Through-Right	130	0	130	0	0	0
CRITICAL VOLUMES		North-South: 425			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 443			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 865			SUM: 0		
LEVEL OF SERVICE (LOS):		0.631			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: CENTURY BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	780	1	435	0	0	0
	Through-Right						
	Right	90	0	90	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	940	2	470	0	0	0
	Through-Right	190	1	70	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	120	1	120	0	0	0
	Through	1320	2	477	0	0	0
	Through-Right	110	0	110	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	1220	2	460	0	0	0
	Through-Right	160	0	160	0	0	0
CRITICAL VOLUMES		North-South: 605			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 607			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1212			SUM: 0		
LEVEL OF SERVICE (LOS):		0.881			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	570	2	285	0	0	0
	Through-Right						
	Right	110	1	20	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	240	1	240	0	0	0
	Through	470	1	300	0	0	0
	Through-Right	130	1	130	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	1030	2	383	0	0	0
	Through-Right	120	1	120	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	90	1	90	0	0	0
	Through	1690	2	670	0	0	0
	Through-Right	320	0	320	0	0	0
CRITICAL VOLUMES		North-South: 525			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 770			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1295			SUM: 0		
LEVEL OF SERVICE (LOS):		0.942			0.000		
		E			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	0
	Left-Through	300	2	150	0	0	0
	Through						
	Through-Right	110	1	20	0	0	0
	Right						
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through	310	1	195	0	0	0
	Through						
	Through-Right	80	1	80	0	0	0
	Right						
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through	770	2	273	0	0	0
	Through						
	Through-Right	50	1	50	0	0	0
	Right						
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through	710	2	290	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 290			North-South: 0		
		East-West: 380			East-West: 0		
		SUM: 670			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.487			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.487			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: IMPERIAL HIGHWAY
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through	630	2	315	0	0	0
	Through						
	Through-Right	110	1	0	0	0	0
	Right						
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through	490	1	310	0	0	0
	Through						
	Through-Right	130	1	130	0	0	0
	Right						
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through	1800	2	627	0	0	0
	Through						
	Through-Right	80	1	80	0	0	0
	Right						
WESTBOUND	Left	120	1	120	0	0	0
	Left-Through	1090	2	447	0	0	0
	Through						
	Through-Right	250	1	250	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 535			North-South: 0		
		East-West: 747			East-West: 0		
		SUM: 1282			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.932			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.932			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: ROSECRANS AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through	580	2	233	0	0	0
	Through						
	Through-Right	120	1	120	0	0	0
	Right						
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through	670	3	223	0	0	0
	Through						
	Through-Right	110	1	55	0	0	0
	Right						
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through	1220	2	453	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	1530	2	570	0	0	0
	Through						
	Through-Right	180	1	180	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 473			North-South: 0		
		East-West: 680			East-West: 0		
		SUM: 1153			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.839			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.839			0.000		
LEVEL OF SERVICE (LOS):		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: ROSECRANS AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through	360	2	167	0	0	0
	Through						
	Through-Right	140	1	140	0	0	0
	Right						
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through	400	3	133	0	0	0
	Through						
	Through-Right	100	1	45	0	0	0
	Right						
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through	1070	2	390	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through	1090	2	417	0	0	0
	Through						
	Through-Right	160	1	160	0	0	0
	Right						
CRITICAL VOLUMES		North-South: 387			North-South: 0		
		East-West: 540			East-West: 0		
		SUM: 927			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.674			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.674			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: ROSECRANS AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	0
	Left-Through	930	2	377	0	0	0
	Through						
	Through-Right	200	1	200	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	250	1	250	0	0	0
	Through	840	3	280	0	0	0
	Through-Right	120	1	45	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	150	1	150	0	0	0
	Through	1400	2	523	0	0	0
	Through-Right	170	1	170	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	150	1	150	0	0	0
	Through	1360	2	533	0	0	0
	Through-Right	240	1	240	0	0	0
CRITICAL VOLUMES		North-South: 627			North-South: 0		
		East-West: 683			East-West: 0		
		SUM: 1310			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.953			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.953			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: EL SEGUNDO BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through	460	3	153	0	0	0
	Through						
	Through-Right	110	1	50	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	180	1	180	0	0	0
	Through	570	3	190	0	0	0
	Through-Right	120	1	80	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	80	1	80	0	0	0
	Through	920	2	330	0	0	0
	Through-Right	70	1	70	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	120	1	120	0	0	0
	Through	1800	2	643	0	0	0
	Through-Right	130	1	130	0	0	0
CRITICAL VOLUMES		North-South: 333			North-South: 0		
		East-West: 723			East-West: 0		
		SUM: 1056			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.768			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.768			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: EL SEGUNDO BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through	330	3	110	0	0	0
	Through						
	Through-Right	60	1	20	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	180	1	180	0	0	0
	Through	390	3	130	0	0	0
	Through-Right	190	1	165	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	50	1	50	0	0	0
	Through	800	2	290	0	0	0
	Through-Right	70	1	70	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	80	1	80	0	0	0
	Through	750	2	293	0	0	0
	Through-Right	130	1	130	0	0	0
CRITICAL VOLUMES		North-South: 290			North-South: 0		
		East-West: 370			East-West: 0		
		SUM: 660			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.480			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.480			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE East-West Street: EL SEGUNDO BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		4			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through	710	3	237	0	0	0
	Through						
	Through-Right	80	1	10	0	0	0
	Right						
SOUTHBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	140	1	140	0	0	0
	Through	550	3	183	0	0	0
	Through-Right	90	1	20	0	0	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	140	1	140	0	0	0
	Through	1520	2	537	0	0	0
	Through-Right	90	1	90	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	Left-Through-Right		0			0	
	Left-Through	140	1	140	0	0	0
	Through	910	2	360	0	0	0
	Through-Right	170	1	170	0	0	0
CRITICAL VOLUMES		North-South: 377			North-South: 0		
		East-West: 677			East-West: 0		
		SUM: 1054			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.767			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.767			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD East-West Street: PALMS BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	0
	Left-Through						
	Through	1290	2	645	0	0	0
	Through-Right						
	Right	170	1	105	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	450	1	270	0	0	0
	Through-Right	90	1	90	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	110	1	110	0	0	0
	Through	830	1	450	0	0	0
	Through-Right	70	1	70	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	950	2	475	0	0	0
	Through-Right	210	1	170	0	0	0
CRITICAL VOLUMES		North-South: 725			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 585			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1310			SUM: 0		
LEVEL OF SERVICE (LOS):		0.873			0.000		
		0.873			0.000		
		D			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD East-West Street: PALMS BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	1020	2	510	0	0	0
	Through-Right						
	Right	120	1	50	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	100	1	100	0	0	0
	Through	560	1	330	0	0	0
	Through-Right	100	1	100	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	510	1	290	0	0	0
	Through-Right	70	1	70	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	140	1	140	0	0	0
	Through	540	2	270	0	0	0
	Through-Right	120	1	70	0	0	0
CRITICAL VOLUMES		North-South: 610			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 430			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1040			SUM: 0		
LEVEL OF SERVICE (LOS):		0.693			0.000		
		0.693			0.000		
		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD East-West Street: PALMS BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through						
	Through	1450	2	725	0	0	0
	Through-Right						
	Right	220	1	155	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	1110	1	640	0	0	0
	Through-Right	170	1	170	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	150	1	150	0	0	0
	Through	1140	1	645	0	0	0
	Through-Right	150	1	150	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	130	1	130	0	0	0
	Through	880	2	440	0	0	0
	Through-Right	190	1	125	0	0	0
CRITICAL VOLUMES		North-South: 855			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 775			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1630			SUM: 0		
LEVEL OF SERVICE (LOS):		1.087			0.000		
		1.087			0.000		
		F			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: PALMS
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through						
	Through	980	1	635	0	0	0
	Through-Right						
	Right	290	1	290	0	0	0
SOUTHBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	150	1	150	0	0	0
	Through	350	1	200	0	0	0
	Through-Right	50	1	50	0	0	0
EASTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	80	1	80	0	0	0
	Through	640	1	375	0	0	0
	Through-Right	110	1	110	0	0	0
WESTBOUND	Left-Through-Right						
	Left-Through-Right						
	Left-Through	170	1	170	0	0	0
	Through	780	2	390	0	0	0
	Through-Right	420	1	345	0	0	0
CRITICAL VOLUMES		North-South: 785			North-South: 0		
VOLUME/CAPACITY (V/C) RATIO:		East-West: 545			East-West: 0		
V/C LESS ATSAC/ATCS ADJUSTMENT:		SUM: 1330			SUM: 0		
LEVEL OF SERVICE (LOS):		0.887			0.000		
		0.887			0.000		
		D			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: PALMS
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through	400	1	250	0	0	0
	Through						
	Through-Right	100	1	100	0	0	0
	Right						
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through	330	1	185	0	0	0
	Through	40	1	40	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through	500	1	275	0	0	0
	Through						
	Through-Right	50	1	50	0	0	0
	Right						
WESTBOUND	Left	120	1	120	0	0	0
	Left-Through	500	2	250	0	0	0
	Through	230	1	170	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 370			North-South: 0		
		East-West: 395			East-West: 0		
		SUM: 765			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.510			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.510			0.000		
LEVEL OF SERVICE (LOS):		A			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: PALMS
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through	670	1	430	0	0	0
	Through						
	Through-Right	190	1	190	0	0	0
	Right						
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through	870	1	465	0	0	0
	Through	60	1	60	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through	1000	1	545	0	0	0
	Through						
	Through-Right	90	1	90	0	0	0
	Right						
WESTBOUND	Left	210	1	210	0	0	0
	Left-Through	860	2	430	0	0	0
	Through	260	1	135	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 680			North-South: 0		
		East-West: 755			East-West: 0		
		SUM: 1435			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.957			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.957			0.000		
LEVEL OF SERVICE (LOS):		E			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right						
SOUTHBOUND	Left	250	1	193	0	0	0
	Left-Through	60	0	0	0	0	0
	Through	330	1	193	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	1230	2	517	0	0	0
	Through	320	1	320	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	240	1	240	0	0	0
	Left-Through	1100	3	367	0	0	0
	Through	0	0	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 193			North-South: 0		
		East-West: 757			East-West: 0		
		SUM: 950			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.633			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right						
SOUTHBOUND	Left	310	1	220	0	0	0
	Left-Through	70	0	0	0	0	0
	Through	350	1	220	0	0	0
	Through-Right						
	Right						
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	1210	2	480	0	0	0
	Through	230	1	230	0	0	0
	Through-Right						
	Right						
WESTBOUND	Left	250	1	250	0	0	0
	Left-Through	840	3	280	0	0	0
	Through	0	0	0	0	0	0
	Through-Right						
	Right						
CRITICAL VOLUMES		North-South: 220			North-South: 0		
		East-West: 730			East-West: 0		
		SUM: 950			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.633			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		2			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	240	1	170	0	0	0
	Left-Through	80	0	0	0	0	0
	Through	270	1	170	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through	1490	2	590	0	0	0
	Through	280	1	280	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through	1240	3	413	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 170 East-West: 810 SUM: 980			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.653			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653			0.000		
LEVEL OF SERVICE (LOS):		B			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		AM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	0
	Left-Through	180	1	230	0	0	0
	Through	150	1	230	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	300	1	300	0	0	0
	Left-Through	1150	3	383	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	1250	2	503	0	0	0
	Through	260	1	260	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 230 East-West: 803 SUM: 1033			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.725			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.725			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		MD					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	0	120	0	0	0
	Left-Through	70	1	190	0	0	0
	Through	200	1	200	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	390	1	390	0	0	0
	Left-Through	1220	3	407	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	990	2	437	0	0	0
	Through	320	1	320	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 200 East-West: 827 SUM: 1027			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.721			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.721			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

		PM					
No. of Phases		3			0		
Opposed 0'ing: N/S-1, EW-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	0	230	0	0	0
	Left-Through	90	1	270	0	0	0
	Through	220	1	270	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
EASTBOUND	Left	330	1	330	0	0	0
	Left-Through	1440	3	480	0	0	0
	Through	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through	1280	2	520	0	0	0
	Through	280	1	280	0	0	0
	Through-Right	0	0	0	0	0	0
	Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 270 East-West: 850 SUM: 1120			North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:		0.786			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.786			0.000		
LEVEL OF SERVICE (LOS):		C			A		

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

AM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	340	1	233	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	360	1	233	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	10	0	0	0	0	0
Left-Through	1230	2	615	0	0	0
Through	0	0	0	0	0	0
Through-Right	650	1	650	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	1530	3	510	0	0	0
Through	0	0	0	0	0	0
Through-Right	600	1	367	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 233		North-South: 0		0
		East-West: 650		East-West: 0		0
		SUM: 883		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.589		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

MD						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	420	1	283	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	430	1	283	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	10	0	0	0	0	0
Left-Through	1140	2	540	0	0	0
Through	0	0	0	0	0	0
Through-Right	480	1	480	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	1110	3	370	0	0	0
Through	0	0	0	0	0	0
Through-Right	390	1	107	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 283		North-South: 0		0
		East-West: 540		East-West: 0		0
		SUM: 823		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.549		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.549		0.000		0.000
LEVEL OF SERVICE (LOS):		A		A		A

Version: 11 Beta; 8/4/2011



PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: "FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)
Count Date: Analyst: Date:

PM						
No. of Phases						
Opposed 0'ing: N/S-1, EW-2 or Both-3?						
Right Turns: FREE-1, NRTOR-2 or OLA-3?						
ATSAC-1 or ATSAC+ATCS-2?						
Override Capacity						
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND						
Left	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
SOUTHBOUND						
Left	460	1	263	0	0	0
Left-Through	0	0	0	0	0	0
Through	0	0	0	0	0	0
Through-Right	330	1	263	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
EASTBOUND						
Left	0	0	0	0	0	0
Left-Through	1560	2	690	0	0	0
Through	0	0	0	0	0	0
Through-Right	510	1	510	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
WESTBOUND						
Left	0	0	0	0	0	0
Left-Through	1430	3	477	0	0	0
Through	0	0	0	0	0	0
Through-Right	400	1	137	0	0	0
Right	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 263		North-South: 0		0
		East-West: 690		East-West: 0		0
		SUM: 953		SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:		0.635		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.635		0.000		0.000
LEVEL OF SERVICE (LOS):		B		A		A

Version: 11 Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

Intersection Capacity Utilization

Project Title:	LAX SPAS				
Intersection:	1 - ADMIRALTY WAY & BALI WAY				
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:	AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N
Left Lane:	1600 vph			E-W Split Phase :	N
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10
ITS:	0 %			VIC Round Off (decs.) :	3
OLA Movements :	WBR,				
FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	20	0	0.000
	TH	2.00	1,030	3,200	0.328
	LT	2.00	540	2,880	0.188 *
Westbound	RT	1.92	470	3,069	0.000
	TH	0.08	20	131	0.153 *
	LT	1.00	80	1,600	0.050
Northbound	RT	0.00	90	0	0.000
	TH	2.00	870	3,200	0.300 *
	LT	1.00	20	1,600	0.013
Eastbound	RT	0.00	20	0	0.000
	TH	2.00	30	3,200	0.025
	LT	0.00	30	1,600	0.019 *
N-S(1): 0.488 * N-S(2): 0.341 E-W(1): 0.075 E-W(2): 0.172 * VIC: 0.660 Lost Time: 0.100 ITS: 0.000 ICU: 0.760 LOS: C					
Date/Time:	MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	30	0	0.000
	TH	2.00	690	3,200	0.225
	LT	2.00	380	2,880	0.132 *
Westbound	RT	1.87	440	2,996	0.015
	TH	1.13	30	204	0.147 *
	LT	1.00	120	1,600	0.075
Northbound	RT	0.00	190	0	0.000
	TH	2.00	830	3,200	0.319 *
	LT	1.00	40	1,600	0.025
Eastbound	RT	0.00	30	0	0.000
	TH	2.00	40	3,200	0.031
	LT	0.00	30	1,600	0.019 *
N-S(1): 0.451 * N-S(2): 0.225 E-W(1): 0.106 E-W(2): 0.166 * VIC: 0.617 Lost Time: 0.100 ITS: 0.000 ICU: 0.717 LOS: C					
Date/Time:	PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	30	0	0.000
	TH	2.00	1,170	3,200	0.375
	LT	2.00	500	2,880	0.174 *
Westbound	RT	1.92	710	3,070	0.058 *
	TH	0.08	30	130	0.231 *
	LT	1.00	130	1,600	0.081
Northbound	RT	0.00	210	0	0.000
	TH	2.00	1,080	3,200	0.463 *
	LT	1.00	20	1,600	0.013
Eastbound	RT	0.00	20	0	0.000
	TH	2.00	30	3,200	0.025
	LT	0.00	30	1,600	0.019 *
N-S(1): 0.577 * N-S(2): 0.388 E-W(1): 0.106 E-W(2): 0.250 * VIC: 0.827 Lost Time: 0.100 ITS: 0.000 ICU: 0.927 LOS: E					

* - Denotes critical movement

Project Title:	LAX SPAS				
Intersection:	2 - ADMIRALTY WAY & FLJI WAY				
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:	AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N
Left Lane:	1600 vph			E-W Split Phase :	N
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10
ITS:	0 %			VIC Round Off (decs.) :	3
OLA Movements :	SBR,				
FF Movements:	WBR,				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	1.00	190	1,600	0.000
	TH	0.00	0	0	0.000
	LT	2.00	560	2,880	0.194 *
Westbound	RT	1.00	470	1,600	0.000
	TH	1.00	110	1,600	0.069 *
	LT	0.00	0	0	0.000
Northbound	RT	0.00	0	0	0.000
	TH	0.00	0	0	0.000 *
	LT	0.00	0	0	0.000
Eastbound	RT	0.00	0	0	0.000
	TH	2.00	170	3,200	0.053
	LT	1.00	320	1,600	0.200 *
N-S(1): 0.194 * N-S(2): 0.000 E-W(1): 0.053 E-W(2): 0.269 * VIC: 0.463 Lost Time: 0.100 ITS: 0.000 ICU: 0.563 LOS: A					
Date/Time:	MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	1.00	190	1,600	0.019
	TH	0.00	0	0	0.000
	LT	2.00	370	2,880	0.128 *
Westbound	RT	1.00	390	1,600	0.000
	TH	1.00	230	1,600	0.144 *
	LT	0.00	0	0	0.000
Northbound	RT	0.00	0	0	0.000
	TH	0.00	0	0	0.000 *
	LT	0.00	0	0	0.000
Eastbound	RT	0.00	0	0	0.000
	TH	2.00	320	3,200	0.100
	LT	1.00	160	1,600	0.100 *
N-S(1): 0.128 * N-S(2): 0.019 E-W(1): 0.100 E-W(2): 0.244 * VIC: 0.372 Lost Time: 0.100 ITS: 0.000 ICU: 0.472 LOS: A					
Date/Time:	PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	1.00	290	1,600	0.063
	TH	0.00	0	0	0.000
	LT	2.00	650	2,880	0.226 *
Westbound	RT	1.00	570	1,600	0.000
	TH	1.00	400	1,600	0.250 *
	LT	0.00	0	0	0.000
Northbound	RT	0.00	0	0	0.000
	TH	0.00	0	0	0.000 *
	LT	0.00	0	0	0.000
Eastbound	RT	0.00	0	0	0.000
	TH	2.00	300	3,200	0.094
	LT	1.00	190	1,600	0.119 *
N-S(1): 0.226 * N-S(2): 0.063 E-W(1): 0.094 E-W(2): 0.369 * VIC: 0.595 Lost Time: 0.100 ITS: 0.000 ICU: 0.695 LOS: B					

* - Denotes critical movement

Project Title:	LAX SPAS				
Intersection:	3 - ADMIRALTY WAY & MINDANAO WAY				
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:	AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N
Left Lane:	1600 vph			E-W Split Phase :	Y
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10
ITS:	0 %			VIC Round Off (decs.) :	3
OLA Movements :	WBR,				
FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	20	0	0.000
	TH	2.00	600	3,200	0.194
	LT	2.00	500	2,880	0.174 *
Westbound	RT	1.00	400	1,600	0.076
	TH	0.15	20	246	0.081
	LT	1.85	240	2,658	0.090 *
Northbound	RT	0.00	240	0	0.000
	TH	2.00	470	3,200	0.222 *
	LT	1.00	20	1,600	0.013
Eastbound	RT	0.00	20	0	0.000
	TH	2.00	20	3,200	0.022 *
	LT	0.00	30	1,600	0.019
N-S(1): 0.396 * N-S(2): 0.207 E-W(1): 0.112 * E-W(2): 0.000 VIC: 0.508 Lost Time: 0.100 ITS: 0.000 ICU: 0.608 LOS: B					
Date/Time:	MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	20	0	0.000
	TH	2.00	480	3,200	0.156
	LT	2.00	250	2,880	0.087 *
Westbound	RT	1.00	360	1,600	0.138 *
	TH	1.33	60	533	0.113
	LT	1.67	300	2,400	0.125
Northbound	RT	0.00	230	0	0.000
	TH	2.00	670	3,200	0.281 *
	LT	1.00	20	1,600	0.013
Eastbound	RT	0.00	20	0	0.000
	TH	2.00	30	3,200	0.028 *
	LT	0.00	40	1,600	0.025
N-S(1): 0.368 * N-S(2): 0.169 E-W(1): 0.166 * E-W(2): 0.000 VIC: 0.534 Lost Time: 0.100 ITS: 0.000 ICU: 0.634 LOS: B					
Date/Time:	PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C
Southbound	RT	0.00	30	0	0.000
	TH	2.00	900	3,200	0.291
	LT	2.00	300	2,880	0.104 *
Westbound	RT	1.00	550	1,600	0.227 *
	TH	0.42	80	674	0.119
	LT	1.58	300	2,274	0.132
Northbound	RT	0.00	120	0	0.000
	TH	2.00	870	3,200	0.309 *
	LT	1.00	50	1,600	0.031
Eastbound	RT	0.00	30	0	0.000
	TH	2.00	40	3,200	0.031 *
	LT	0.00	30	1,600	0.019
N-S(1): 0.413 * N-S(2): 0.322 E-W(1): 0.258 * E-W(2): 0.000 VIC: 0.671 Lost Time: 0.100 ITS: 0.000 ICU: 0.771 LOS: C					

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	4 - PALAWAN WAY & ADMIRALTY WAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.006	N-S(1): 0.213 *
	TH	1.00	50	1,600	0.031	N-S(2): 0.062
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.391 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2): 0.319
	TH	2.00	860	3,200	0.269	
	LT	1.00	60	1,600	0.038 *	VIC: 0.604
Northbound	RT	0.00	80	0	0.000	Lost Time: 0.100
	TH	1.00	60	1,600	0.088 *	ITS: 0.000
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.704
	TH	2.00	1,100	3,200	0.353 *	
	LT	1.00	80	1,600	0.050	LOS: C
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,600	0.047	N-S(1): 0.163 *
	TH	1.00	40	1,600	0.025	N-S(2): 0.072
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.257
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.281 *
	TH	2.00	800	3,200	0.250 *	
	LT	1.00	70	1,600	0.044	VIC: 0.444
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	1.00	70	1,600	0.069 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.544
	TH	2.00	630	3,200	0.213	
	LT	1.00	50	1,600	0.031	LOS: A
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.078	N-S(1): 0.244 *
	TH	1.00	120	1,600	0.075	N-S(2): 0.103
	LT	1.00	260	1,600	0.163 *	E-W(1): 0.379
Westbound	RT	1.00	80	1,600	0.000	E-W(2): 0.390 *
	TH	2.00	1,150	3,200	0.359 *	
	LT	1.00	100	1,600	0.063	VIC: 0.634
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	1.00	30	1,600	0.081 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.734
	TH	2.00	980	3,200	0.316	
	LT	1.00	50	1,600	0.031 *	LOS: C

Project Title:	LAX SPAS					
Intersection:	5 - VIA MARINA & ADMIRALTY WAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :	WBR,					
FF Movements:	NBR,					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.497 * N-S(2): 0.046 E-W(1): 0.101 * E-W(2): 0.000
	TH	3.00	220	4,800	0.046	
	LT	1.00	500	1,600	0.313 *	
Westbound	RT	2.00	790	3,200	0.000	V/C: 0.598 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	290	2,880	0.101 *	
Northbound	RT	1.00	700	1,600	0.000	ICU: 0.698 LOS: B
	TH	2.00	590	3,200	0.184 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000 *	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.441 * N-S(2): 0.067 E-W(1): 0.160 * E-W(2): 0.000
	TH	3.00	320	4,800	0.067	
	LT	1.00	440	1,600	0.275 *	
Westbound	RT	2.00	510	3,200	0.000	V/C: 0.601 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	460	2,880	0.160 *	
Northbound	RT	1.00	390	1,600	0.000	ICU: 0.701 LOS: C
	TH	2.00	530	3,200	0.166 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000 *	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.603 * N-S(2): 0.081 E-W(1): 0.236 * E-W(2): 0.000
	TH	3.00	390	4,800	0.081	
	LT	1.00	750	1,600	0.469 *	
Westbound	RT	2.00	690	3,200	0.000	V/C: 0.839 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	680	2,880	0.236 *	
Northbound	RT	1.00	470	1,600	0.000	ICU: 0.939 LOS: E
	TH	2.00	430	3,200	0.134 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	10 - AVIATIO BOULEVARD & ARBOR VITAE STREET					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.169 N-S(2): 0.297 * E-W(1): 0.297 * E-W(2): 0.284
	TH	2.00	350	3,200	0.147 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.00	50	0	0.000	V/C: 0.594 Lost Time: 0.100 ITS: 0.000
	TH	2.00	780	3,200	0.259	
	LT	1.00	220	1,600	0.138 *	
Northbound	RT	1.00	150	1,600	0.025	ICU: 0.694 LOS: B
	TH	2.00	460	3,200	0.144	
	LT	1.00	240	1,600	0.150 *	
Eastbound	RT	0.00	90	0	0.000 *	
	TH	2.00	420	3,200	0.159 *	
	LT	1.00	40	1,600	0.025	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.200 N-S(2): 0.260 * E-W(1): 0.369 * E-W(2): 0.250
	TH	2.00	300	3,200	0.147 *	
	LT	1.00	70	1,600	0.044	
Westbound	RT	0.00	80	0	0.000	V/C: 0.629 Lost Time: 0.100 ITS: 0.000
	TH	2.00	560	3,200	0.200	
	LT	1.00	180	1,600	0.113 *	
Northbound	RT	1.00	250	1,600	0.100	ICU: 0.729 LOS: C
	TH	2.00	500	3,200	0.156	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	0.00	150	0	0.000	
	TH	2.00	670	3,200	0.256 *	
	LT	1.00	80	1,600	0.050	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	270	0	0.000	N-S(1): 0.210 N-S(2): 0.357 * E-W(1): 0.494 * E-W(2): 0.282
	TH	2.00	430	3,200	0.219 *	
	LT	1.00	70	1,600	0.044	
Westbound	RT	0.00	40	0	0.000	V/C: 0.851 Lost Time: 0.100 ITS: 0.000
	TH	2.00	660	3,200	0.219	
	LT	1.00	210	1,600	0.131 *	
Northbound	RT	1.00	200	1,600	0.059	ICU: 0.951 LOS: E
	TH	2.00	530	3,200	0.166	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	190	0	0.000	
	TH	2.00	970	3,200	0.363 *	
	LT	1.00	100	1,600	0.063	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	11 - INGLEWOOD AVENUE & ARBOR VITAE STREET					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.219 * N-S(2): 0.000 E-W(1): 0.144 E-W(2): 0.225 *
	TH	1.00	110	1,600	0.100 *	
	LT	1.00	20	1,600	0.013	
Westbound	RT	0.00	40	0	0.000	V/C: 0.444 Lost Time: 0.100 ITS: 0.000
	TH	2.00	580	3,200	0.194 *	
	LT	1.00	60	1,600	0.038	
Northbound	RT	0.00	60	0	0.000	ICU: 0.544 LOS: A
	TH	1.00	130	1,600	0.119 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	290	3,200	0.106	
	LT	1.00	50	1,600	0.031 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.287 * N-S(2): 0.000 E-W(1): 0.222 * E-W(2): 0.162
	TH	1.00	140	1,600	0.131 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.00	40	0	0.000	V/C: 0.509 Lost Time: 0.100 ITS: 0.000
	TH	2.00	380	3,200	0.113	
	LT	1.00	80	1,600	0.050 *	
Northbound	RT	0.00	90	0	0.000	ICU: 0.609 LOS: B
	TH	1.00	160	1,600	0.156 *	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	90	0	0.000	
	TH	2.00	460	3,200	0.172 *	
	LT	1.00	50	1,600	0.031	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.406 * N-S(2): 0.000 E-W(1): 0.309 * E-W(2): 0.182
	TH	1.00	260	1,600	0.200 *	
	LT	1.00	70	1,600	0.044	
Westbound	RT	0.00	30	0	0.000	V/C: 0.715 Lost Time: 0.100 ITS: 0.000
	TH	2.00	430	3,200	0.144	
	LT	1.00	90	1,600	0.056 *	
Northbound	RT	0.00	120	0	0.000	ICU: 0.815 LOS: D
	TH	1.00	210	1,600	0.206 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	700	3,200	0.253 *	
	LT	1.00	60	1,600	0.038	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	12 - LA BREA AVENUE & ARBOR VITAE STREET					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.013	N-S(1): 0.186 N-S(2): 0.211 * E-W(1): 0.150 * E-W(2): 0.132
	TH	3.00	470	4,800	0.098 *	
	LT	1.00	60	1,600	0.038	
Westbound	RT	1.00	70	1,600	0.025	V/C: 0.361 Lost Time: 0.100 ITS: 0.000
	TH	2.00	300	3,200	0.094	
	LT	1.00	50	1,600	0.031 *	
Northbound	RT	0.00	20	0	0.000	ICU: 0.461 LOS: A
	TH	3.00	690	4,800	0.148	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	1.00	100	1,600	0.006 *	
	TH	1.00	190	1,600	0.119 *	
	LT	1.00	60	1,600	0.038	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.009	N-S(1): 0.215 N-S(2): 0.240 * E-W(1): 0.213 * E-W(2): 0.175
	TH	3.00	730	4,800	0.152 *	
	LT	1.00	120	1,600	0.075	
Westbound	RT	1.00	90	1,600	0.019	V/C: 0.453 Lost Time: 0.100 ITS: 0.000
	TH	2.00	340	3,200	0.106	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	0.00	50	0	0.000	ICU: 0.553
	TH	3.00	670	4,800	0.140	
	LT	1.00	140	1,600	0.088	
Eastbound	RT	1.00	130	1,600	0.038	
	TH	1.00	270	1,600	0.169 *	
	LT	1.00	110	1,600	0.069	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.006	N-S(1): 0.229 N-S(2): 0.400 * E-W(1): 0.294 * E-W(2): 0.157
	TH	3.00	1,050	4,800	0.219 *	
	LT	1.00	120	1,600	0.075	
Westbound	RT	1.00	90	1,600	0.019	V/C: 0.694 Lost Time: 0.100 ITS: 0.000
	TH	2.00	300	3,200	0.094	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	0.00	70	0	0.000	ICU: 0.794
	TH	3.00	670	4,800	0.154	
	LT	1.00	290	1,600	0.181 *	
Eastbound	RT	1.00	290	1,600	0.091	
	TH	1.00	400	1,600	0.250 *	
	LT	1.00	100	1,600	0.063	

Project Title: LAX SPAS		Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10			
ITS:	0 %	VIC Round Off (decs.) :	3			
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.228 N-S(2): 0.353 * E-W(1): 0.219 * E-W(2): 0.210
	TH	2.00	400	3,200	0.159 *	
	LT	1.00	70	1,600	0.044	
Westbound	RT	1.00	160	1,600	0.100	VIC: 0.572 ITS: 0.000
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Northbound	RT	0.00	50	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	2.00	540	3,200	0.184	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	0.00	240	0	0.000	ICU: 0.672 LOS: B
	TH	2.00	260	3,200	0.156 *	
	LT	1.00	60	1,600	0.038	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.257 * N-S(2): 0.272 * E-W(1): 0.272 * E-W(2): 0.163
	TH	2.00	360	3,200	0.141 *	
	LT	1.00	100	1,600	0.063	
Westbound	RT	1.00	90	1,600	0.056	VIC: 0.544 ITS: 0.000
	TH	2.00	380	3,200	0.119	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	0.00	110	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	2.00	510	3,200	0.194	
	LT	1.00	210	1,600	0.131 *	
Eastbound	RT	0.00	300	0	0.000	ICU: 0.644 LOS: B
	TH	2.00	430	3,200	0.228 *	
	LT	1.00	70	1,600	0.044	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.313 N-S(2): 0.322 * E-W(1): 0.388 * E-W(2): 0.166
	TH	2.00	630	3,200	0.222 *	
	LT	1.00	150	1,600	0.094	
Westbound	RT	1.00	80	1,600	0.050	VIC: 0.710 Lost Time: 0.100 ITS: 0.000
	TH	2.00	410	3,200	0.128	
	LT	1.00	60	1,600	0.038 *	
Northbound	RT	0.00	230	0	0.000	ICU: 0.810 LOS: D
	TH	2.00	470	3,200	0.219	
	LT	1.00	160	1,600	0.100 *	
Eastbound	RT	0.00	440	0	0.000	
	TH	2.00	680	3,200	0.350 *	
	LT	1.00	60	1,600	0.038	

* - Denotes critical movement

* - Denotes critical movement

Project Title: LAX SPAS		15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD				
Intersection:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Description:						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10			
ITS:	0 %	VIC Round Off (decs.) :	3			
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	270	1,600	0.169	N-S(1): 0.325 N-S(2): 0.352 * E-W(1): 0.205 E-W(2): 0.504 *
	TH	2.00	750	3,200	0.234 *	
	LT	1.00	110	1,600	0.069	
Westbound	RT	0.00	70	0	0.000	VIC: 0.856 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,960	4,800	0.423 *	
	LT	2.00	400	2,880	0.139	
Northbound	RT	1.00	170	1,600	0.000	ICU: 0.956 LOS: E
	TH	2.00	820	3,200	0.256	
	LT	2.00	340	2,880	0.118 *	
Eastbound	RT	0.00	70	0	0.000	
	TH	4.00	350	6,400	0.066	
	LT	1.00	130	1,600	0.081 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.131	N-S(1): 0.197 N-S(2): 0.229 * E-W(1): 0.332 E-W(2): 0.356 *
	TH	2.00	530	3,200	0.166 *	
	LT	1.00	90	1,600	0.056	
Westbound	RT	0.00	150	0	0.000	VIC: 0.585 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,050	4,800	0.250 *	
	LT	2.00	430	2,880	0.149	
Northbound	RT	1.00	210	1,600	0.000	ICU: 0.685 LOS: B
	TH	2.00	450	3,200	0.141	
	LT	2.00	180	2,880	0.063 *	
Eastbound	RT	0.00	230	0	0.000	
	TH	4.00	940	6,400	0.183	
	LT	1.00	170	1,600	0.106 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.069	N-S(1): 0.257 * N-S(2): 0.164 E-W(1): 0.496 * E-W(2): 0.377
	TH	2.00	280	3,200	0.088	
	LT	1.00	70	1,600	0.044 *	
Westbound	RT	0.00	80	0	0.000	VIC: 0.753 Lost Time: 0.100 ITS: 0.000
	TH	3.00	770	4,800	0.177	
	LT	2.00	250	2,880	0.087 *	
Northbound	RT	1.00	330	1,600	0.119	ICU: 0.853 LOS: D
	TH	2.00	680	3,200	0.213 *	
	LT	2.00	220	2,880	0.076	
Eastbound	RT	0.00	500	0	0.000	
	TH	4.00	2,120	6,400	0.409 *	
	LT	1.00	320	1,600	0.200	

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph	N-S Split Phase :		N	
Left Lane:		1600 vph	E-W Split Phase :		N	
Double Lt Penalty:		10 %	Lost Time (% of cycle) :		10	
ITS:		0 %	VIC Round Off (decs.) :		3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	520	1,600	0.231 *	N-S(1): 0.115 N-S(2): 0.400 * E-W(1): 0.184 E-W(2): 0.469 *
	TH	2.00	410	3,200	0.129	
	LT	0.00	3	1,600	0.002	
Westbound	RT	1.00	10	1,600	0.005	VIC: 0.869 Lost Time: 0.100 ITS: 0.000
	TH	2.00	900	3,200	0.281 *	
	LT	1.00	40	1,600	0.025	
Northbound	RT	0.00	80	0	0.000	ICU: 0.969 LOS: E
	TH	2.00	280	3,200	0.113	
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	1.00	130	1,600	0.000	
	TH	2.00	510	3,200	0.159	
	LT	1.00	300	1,600	0.188 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	490	1,600	0.163 *	N-S(1): 0.149 N-S(2): 0.351 * E-W(1): 0.379 E-W(2): 0.582 *
	TH	2.00	400	3,200	0.126	
	LT	0.00	3	1,600	0.002	
Westbound	RT	1.00	10	1,600	0.005	VIC: 0.933 Lost Time: 0.100 ITS: 0.000
	TH	2.00	940	3,200	0.294 *	
	LT	1.00	60	1,600	0.038	
Northbound	RT	0.00	140	0	0.000	ICU: 1.033 LOS: F
	TH	2.00	330	3,200	0.147	
	LT	1.00	300	1,600	0.188 *	
Eastbound	RT	1.00	170	1,600	0.013	
	TH	2.00	1,090	3,200	0.341	
	LT	1.00	460	1,600	0.288 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.238 *	N-S(1): 0.172 N-S(2): 0.388 * E-W(1): 0.366 E-W(2): 0.585 *
	TH	2.00	640	3,200	0.200	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	20	1,600	0.013	VIC: 0.973 Lost Time: 0.100 ITS: 0.000
	TH	2.00	770	3,200	0.241 *	
	LT	1.00	80	1,600	0.050	
Northbound	RT	0.00	150	0	0.000	ICU: 1.073 LOS: F
	TH	2.00	400	3,200	0.172	
	LT	1.00	240	1,600	0.150 *	
Eastbound	RT	1.00	290	1,600	0.106	
	TH	2.00	1,010	3,200	0.316	
	LT	1.00	550	1,600	0.344 *	

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		18 - AVIATION BOULEVARD & ROSECRANS AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph		N-S Split Phase : N		
Left Lane:		1600 vph		E-W Split Phase : N		
Double Lt Penalty:		10 %		Lost Time (% of cycle) : 10		
ITS:		0 %		VIC Round Off (decs.) : 3		
OLA Movements :		NBR, SBR, EBR, WBR,				
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.066	N-S(1): 0.326 * N-S(2): 0.218 E-W(1): 0.315 E-W(2): 0.328 *
	TH	4.00	440	6,400	0.069	
	LT	2.00	130	2,880	0.045 *	
Westbound	RT	1.00	520	1,600	0.280	VIC: 0.654 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,920	6,400	0.300 *	
	LT	2.00	510	2,880	0.177	
Northbound	RT	1.00	580	1,600	0.185	ICU: 0.754 LOS: C
	TH	3.00	1,350	4,800	0.281 *	
	LT	2.00	430	2,880	0.149	
Eastbound	RT	1.00	90	1,600	0.000	
	TH	4.00	890	6,400	0.138	
	LT	2.00	80	2,880	0.028 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	230	1,600	0.081	N-S(1): 0.343 * N-S(2): 0.193 * E-W(1): 0.394 * E-W(2): 0.308
	TH	4.00	590	6,400	0.092	
	LT	2.00	430	2,880	0.149 *	
Westbound	RT	1.00	320	1,600	0.051	VIC: 0.737 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,570	6,400	0.245	
	LT	2.00	430	2,880	0.149 *	
Northbound	RT	1.00	550	1,600	0.194 *	ICU: 0.837
	TH	3.00	600	4,800	0.125	
	LT	2.00	290	2,880	0.101 *	
Eastbound	RT	1.00	240	1,600	0.049	LOS: D
	TH	4.00	1,570	6,400	0.245 *	
	LT	2.00	180	2,880	0.063	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.054	N-S(1): 0.343 * N-S(2): 0.282 E-W(1): 0.490 * E-W(2): 0.299
	TH	4.00	1,200	6,400	0.188	
	LT	2.00	530	2,880	0.184 *	
Westbound	RT	1.00	280	1,600	0.000	VIC: 0.833 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,380	6,400	0.216	
	LT	2.00	450	2,880	0.160 *	
Northbound	RT	1.00	460	1,600	0.159 *	ICU: 0.933
	TH	3.00	610	4,800	0.127	
	LT	2.00	270	2,880	0.094	
Eastbound	RT	1.00	360	1,600	0.131	LOS: E
	TH	4.00	2,110	6,400	0.330 *	
	LT	2.00	240	2,880	0.083	

Project Title:	LAX SPAS					
Intersection:	20 - AVIATION BOULEVARD & WEST 120TH STREET					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.272 * N-S(2): 0.212 E-W(1): 0.172 * E-W(2): 0.169
	TH	2.00	560	3,200	0.181	
	LT	1.00	90	1,600	0.056 *	
Westbound	RT	0.00	210	0	0.000	VIC: 0.444 Lost Time: 0.100 ITS: 0.000
	TH	2.00	50	3,200	0.163	
	LT	0.00	260	1,600	0.163 *	
Northbound	RT	1.00	60	1,600	0.000	ICU: 0.544 LOS: A
	TH	2.00	690	3,200	0.216 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	10	0	0.000	
	TH	2.00	10	3,200	0.009 *	
	LT	0.00	10	1,600	0.006	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.250 * N-S(2): 0.197 E-W(1): 0.100 E-W(2): 0.132 *
	TH	2.00	470	3,200	0.153	
	LT	1.00	110	1,600	0.069 *	
Westbound	RT	0.00	50	0	0.000	VIC: 0.382 Lost Time: 0.100 ITS: 0.000
	TH	2.00	20	1,600	0.119 *	
	LT	0.00	120	1,600	0.075	
Northbound	RT	1.00	120	1,600	0.038	ICU: 0.482 LOS: A
	TH	2.00	580	3,200	0.181 *	
	LT	1.00	70	1,600	0.044	
Eastbound	RT	0.00	40	1,600	0.025	
	TH	2.00	10	1,600	0.019	
	LT	0.00	20	1,600	0.013 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.341 * N-S(2): 0.279 E-W(1): 0.150 E-W(2): 0.200 *
	TH	2.00	840	3,200	0.266	
	LT	1.00	200	1,600	0.125 *	
Westbound	RT	0.00	110	0	0.000	VIC: 0.541 Lost Time: 0.100 ITS: 0.000
	TH	2.00	10	1,600	0.181 *	
	LT	0.00	170	1,600	0.106	
Northbound	RT	1.00	290	1,600	0.128	ICU: 0.641 LOS: B
	TH	2.00	690	3,200	0.216 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	60	3,200	0.044	
	LT	0.00	30	1,600	0.019 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	21 - LINCOLN BOULEVARD & BAILI WAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	460	0	0.000	N-S(1): 0.311 N-S(2): 0.429 * E-W(1): 0.151 * E-W(2): 0.000
	TH	3.00	1,270	4,800	0.360 *	
	LT	1.00	30	1,600	0.019	
Westbound	RT	0.00	10	0	0.000	VIC: 0.580 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	30	0	0.000	ICU: 0.680 LOS: B
	TH	3.00	1,370	4,800	0.292	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	1.00	260	1,600	0.128	
	TH	0.05	10	84	0.119	
	LT	1.95	370	2,804	0.132 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	540	0	0.000	N-S(1): 0.354 N-S(2): 0.421 * E-W(1): 0.165 * E-W(2): 0.000
	TH	3.00	1,270	4,800	0.377 *	
	LT	1.00	50	1,600	0.031	
Westbound	RT	0.00	30	0	0.000	VIC: 0.586 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.031 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	20	0	0.000	ICU: 0.686 LOS: B
	TH	3.00	1,530	4,800	0.323	
	LT	1.00	70	1,600	0.044 *	
Eastbound	RT	1.00	250	1,600	0.134 *	
	TH	0.05	10	84	0.119	
	LT	1.95	370	2,804	0.132	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	690	0	0.000	N-S(1): 0.358 N-S(2): 0.623 * E-W(1): 0.201 * E-W(2): 0.000
	TH	3.00	1,730	4,800	0.504 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.00	40	0	0.000	VIC: 0.824 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.038 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	10	0	0.000	ICU: 0.924 LOS: E
	TH	3.00	1,590	4,800	0.333	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	1.00	300	1,600	0.128	
	TH	0.00	0	0	0.000	
	LT	2.00	470	2,880	0.163 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	23 - CENTINELA AVENUE & JEFFERSON BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	SBR, EBR, WBR, FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1): 0.164 N-S(2): 0.257 * E-W(1): 0.207 E-W(2): 0.401 *
	TH	2.00	20	3,200	0.006	
	LT	2.00	460	2,880	0.160	
Westbound	RT	1.00	370	1,600	0.072	VIC: 0.658 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,020	4,800	0.213 *	
	LT	2.00	20	2,880	0.007	
Northbound	RT	1.00	10	1,600	0.003	ICU: 0.758 LOS: C
	TH	3.00	20	4,800	0.004	
	LT	2.00	20	2,880	0.007 *	
Eastbound	RT	1.00	10	1,600	0.000	
	TH	3.00	960	4,800	0.200	
	LT	2.00	540	2,880	0.188 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	480	1,600	0.154 *	N-S(1): 0.161 N-S(2): 0.164 * E-W(1): 0.211 E-W(2): 0.348 *
	TH	2.00	20	3,200	0.006	
	LT	2.00	420	2,880	0.146	
Westbound	RT	1.00	300	1,600	0.042	VIC: 0.512 Lost Time: 0.100 ITS: 0.000
	TH	3.00	970	4,800	0.202 *	
	LT	2.00	20	2,880	0.007	
Northbound	RT	1.00	30	1,600	0.015	ICU: 0.612 LOS: B
	TH	3.00	20	4,800	0.004	
	LT	2.00	30	2,880	0.010 *	
Eastbound	RT	1.00	20	1,600	0.002	
	TH	3.00	980	4,800	0.204	
	LT	2.00	420	2,880	0.146 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	510	1,600	0.062	N-S(1): 0.324 * N-S(2): 0.069 E-W(1): 0.228 E-W(2): 0.495 *
	TH	2.00	10	3,200	0.003	
	LT	2.00	900	2,880	0.313 *	
Westbound	RT	1.00	450	1,600	0.000	VIC: 0.819 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,140	4,800	0.238 *	
	LT	2.00	10	2,880	0.003	
Northbound	RT	1.00	20	1,600	0.011 *	ICU: 0.919 LOS: E
	TH	3.00	20	4,800	0.004	
	LT	2.00	20	2,880	0.007	
Eastbound	RT	1.00	10	1,600	0.000	
	TH	3.00	1,080	4,800	0.225	
	LT	2.00	740	2,880	0.257 *	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	25 - LA BREA AVENUE & CENTINELA AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.310
	LT	2.00	730	3,200	0.278 *	N-S(2): 0.447 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.138
Westbound	RT	1.00	290	1,600	0.131	E-W(2): 0.372 *
	TH	2.00	930	3,200	0.291 *	
	LT	1.00	40	1,600	0.025	VIC: 0.819
Northbound	RT	0.00	20	0	0.000	Lost Time: 0.100
	TH	2.00	690	3,200	0.222	ITS: 0.000
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	1.00	110	1,600	0.000	ICU: 0.919
	TH	2.00	360	3,200	0.113	
	LT	1.00	130	1,600	0.081 *	LOS: E
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.338
	TH	2.00	740	3,200	0.284 *	N-S(2): 0.409 *
	LT	1.00	220	1,600	0.138	E-W(1): 0.197
Westbound	RT	1.00	150	1,600	0.025	E-W(2): 0.315 *
	TH	2.00	590	3,200	0.184 *	
	LT	1.00	60	1,600	0.038	VIC: 0.724
Northbound	RT	0.00	50	0	0.000	Lost Time: 0.100
	TH	2.00	590	3,200	0.200	ITS: 0.000
	LT	1.00	200	1,600	0.125	
Eastbound	RT	1.00	200	1,600	0.063	ICU: 0.824
	TH	2.00	510	3,200	0.159	
	LT	1.00	210	1,600	0.131 *	LOS: D
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.519 *
	TH	2.00	1,010	3,200	0.353	N-S(2): 0.472
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.366 *
Westbound	RT	1.00	220	1,600	0.053	E-W(2): 0.316
	TH	2.00	630	3,200	0.197	
	LT	1.00	70	1,600	0.044 *	VIC: 0.885
Northbound	RT	0.00	50	0	0.000	Lost Time: 0.100
	TH	2.00	1,070	3,200	0.350 *	ITS: 0.000
	LT	1.00	190	1,600	0.119	
Eastbound	RT	1.00	240	1,600	0.091 *	ICU: 0.985
	TH	2.00	1,030	3,200	0.322 *	
	LT	1.00	190	1,600	0.119	LOS: E

Project Title:	LAX SPAS					
Intersection:	26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.604 * N-S(2): 0.472 * E-W(1): 0.288 * E-W(2): 0.252
	TH	3.00	2,180	4,800	0.456	
	LT	1.00	150	1,600	0.094 *	
Westbound	RT	1.00	260	1,600	0.116	V/C: 0.892 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,210	4,800	0.252	
	LT	1.00	260	1,600	0.163 *	
Northbound	RT	0.00	50	0	0.000	ICU: 0.992 LOS: E
	TH	3.00	2,400	4,800	0.510 *	
	LT	2.00	40	2,880	0.014	
Eastbound	RT	0.00	200	1,600	0.125 *	
	TH	3.00	390	3,200	0.122	
	LT	0.00	0	0	0.000	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.425 * N-S(2): 0.374 E-W(1): 0.271 * E-W(2): 0.169
	TH	3.00	1,470	4,800	0.315	
	LT	1.00	160	1,600	0.100 *	
Westbound	RT	1.00	180	1,600	0.063	V/C: 0.696 Lost Time: 0.100 ITS: 0.000
	TH	3.00	810	4,800	0.169	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	0.00	90	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,470	4,800	0.325 *	
	LT	2.00	170	2,880	0.059	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.796 LOS: C
	TH	3.00	630	4,800	0.165 *	
	LT	0.00	0	0	0.000	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.679 * N-S(2): 0.500 E-W(1): 0.375 * E-W(2): 0.194
	TH	3.00	2,110	4,800	0.444	
	LT	1.00	330	1,600	0.206 *	
Westbound	RT	1.00	150	1,600	0.090	V/C: 1.054 Lost Time: 0.100 ITS: 0.000
	TH	3.00	930	4,800	0.194	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	0.00	140	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	3.00	2,130	4,800	0.473 *	
	LT	2.00	160	2,880	0.056	
Eastbound	RT	0.00	210	0	0.000	ICU: 1.154 LOS: F
	TH	3.00	1,080	4,800	0.269 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.227 N-S(2): 0.348 * E-W(1): 0.175 E-W(2): 0.311 *
	TH	3.00	1,200	4,800	0.292 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.00	10	0	0.000	V/C: 0.659 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,060	4,800	0.223 *	
	LT	2.00	200	2,880	0.069	
Northbound	RT	0.00	120	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	3.00	850	4,800	0.202	
	LT	2.00	160	2,880	0.056 *	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.759 LOS: C
	TH	3.00	450	4,800	0.106	
	LT	1.00	140	1,600	0.088 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.283 N-S(2): 0.284 * E-W(1): 0.212 E-W(2): 0.251 *
	TH	3.00	930	4,800	0.221 *	
	LT	1.00	80	1,600	0.050	
Westbound	RT	0.00	20	0	0.000	V/C: 0.535 Lost Time: 0.100 ITS: 0.000
	TH	3.00	760	4,800	0.163 *	
	LT	2.00	190	2,880	0.066	
Northbound	RT	0.00	200	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	3.00	920	4,800	0.233	
	LT	2.00	180	2,880	0.063 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.635 LOS: B
	TH	3.00	610	4,800	0.146	
	LT	1.00	140	1,600	0.088 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.485 * N-S(2): 0.327 E-W(1): 0.267 E-W(2): 0.340 *
	TH	3.00	1,110	4,800	0.258	
	LT	1.00	130	1,600	0.081 *	
Westbound	RT	0.00	10	0	0.000	V/C: 0.825 Lost Time: 0.100 ITS: 0.000
	TH	3.00	960	4,800	0.202 *	
	LT	2.00	200	2,880	0.069	
Northbound	RT	0.00	320	0	0.000	Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,620	4,800	0.404 *	
	LT	2.00	200	2,880	0.069	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.925 LOS: E
	TH	3.00	900	4,800	0.198	
	LT	1.00	220	1,600	0.138 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.028	N-S(1): 0.210 N-S(2): 0.321 * E-W(1): 0.275 E-W(2): 0.356 *
	TH	3.00	550	4,800	0.115 *	
	LT	1.00	80	1,600	0.050	
Westbound	RT	0.00	170	0	0.000	V/C: 0.677 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,150	4,800	0.275 *	
	LT	1.00	90	1,600	0.056	
Northbound	RT	1.00	60	1,600	0.009	Lost Time: 0.100 ITS: 0.000
	TH	3.00	770	4,800	0.160	
	LT	1.00	330	1,600	0.206 *	
Eastbound	RT	0.00	350	1,600	0.219	ICU: 0.777 LOS: C
	TH	3.00	680	3,200	0.213	
	LT	1.00	130	1,600	0.081 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.038	N-S(1): 0.271 N-S(2): 0.430 * E-W(1): 0.373 * E-W(2): 0.307
	TH	3.00	680	4,800	0.142 *	
	LT	1.00	220	1,600	0.138	
Westbound	RT	0.00	120	0	0.000	V/C: 0.803 Lost Time: 0.100 ITS: 0.000
	TH	3.00	930	4,800	0.219	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	1.00	160	1,600	0.059	Lost Time: 0.100 ITS: 0.000
	TH	3.00	640	4,800	0.133	
	LT	1.00	460	1,600	0.288 *	
Eastbound	RT	0.00	390	0	0.000	ICU: 0.903 LOS: E
	TH	3.00	1,010	4,800	0.292 *	
	LT	1.00	140	1,600	0.088	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.016	N-S(1): 0.336 N-S(2): 0.508 * E-W(1): 0.466 * E-W(2): 0.366
	TH	3.00	1,090	4,800	0.227 *	
	LT	1.00	230	1,600	0.144	
Westbound	RT	0.00	170	0	0.000	V/C: 0.974 Lost Time: 0.100 ITS: 0.000
	TH	3.00	930	4,800	0.219	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	1.00	140	1,600	0.047	Lost Time: 0.100 ITS: 0.000
	TH	3.00	920	4,800	0.192	
	LT	1.00	450	1,600	0.281 *	
Eastbound	RT	0.00	380	0	0.000	ICU: 1.074 LOS: F
	TH	3.00	1,470	4,800	0.385 *	
	LT	1.00	170	1,600	0.106	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	35 - INGLEWOOD AVENUE & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
OLA Movements:	0 %				VIC Round Off (decs.) :	3
FF Movements:						
APPROACH	MM/MT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.181
	TH	1.00	200	1,600	0.181 *	N-S(2): 0.269 *
	LT	1.00	50	1,600	0.0531	E-W(1): 0.198
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.365 *
	TH	3.00	1,480	4,800	0.327 *	VIC: 0.634
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	1.00	180	1,600	0.150	ICU: 0.734
	LT	1.00	140	1,600	0.088 *	
Eastbound	RT	0.00	50	0	0.000	
	TH	3.00	780	4,800	0.173	LOS: C
	LT	1.00	60	1,600	0.038 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MM/MT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.275 *
	TH	1.00	220	1,600	0.206	N-S(2): 0.269
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.332
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.342 *
	TH	3.00	1,270	4,800	0.279 *	VIC: 0.617
	LT	1.00	100	1,600	0.063	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	1.00	240	1,600	0.225 *	ICU: 0.717
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	80	0	0.000	
	TH	3.00	1,210	4,800	0.269	LOS: C
	LT	1.00	100	1,600	0.063 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MM/MT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.350 *
	TH	1.00	390	1,600	0.300	N-S(2): 0.350 *
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.482 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.384
	TH	3.00	1,340	4,800	0.296	VIC: 0.832
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.281 *	ICU: 0.932
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	210	0	0.000	
	TH	3.00	1,800	4,800	0.419 *	LOS: E
	LT	1.00	140	1,600	0.088	

Project Title:	LAX SPAS					
Intersection:	36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	NBR, SBR, EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	760	3,200	0.156	N-S(1): 0.191 N-S(2): 0.384 * E-W(1): 0.360 E-W(2): 0.373 * VIC: 0.757 Lost Time: 0.100 ITS: 0.000
	TH	2.00	510	3,200	0.159 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	0.00	390	0	0.000	VIC: 0.757 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,480	6,400	0.292 *	
	LT	1.00	250	1,600	0.156	
Northbound	RT	2.00	160	3,200	0.000	ICU: 0.857 LOS: D
	TH	2.00	330	3,200	0.103	
	LT	1.00	360	1,600	0.225 *	
Eastbound	RT	1.00	560	1,600	0.125	ICU: 0.857 LOS: D
	TH	3.00	1,960	4,800	0.204	
	LT	1.00	130	1,600	0.081 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	880	3,200	0.144 *	N-S(1): 0.269 N-S(2): 0.369 * E-W(1): 0.419 * E-W(2): 0.356 VIC: 0.788 Lost Time: 0.100 ITS: 0.000
	TH	2.00	370	3,200	0.116	
	LT	1.00	230	1,600	0.144	
Westbound	RT	0.00	250	0	0.000	VIC: 0.788 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,190	6,400	0.225	
	LT	1.00	110	1,600	0.069 *	
Northbound	RT	2.00	250	3,200	0.009	ICU: 0.888 LOS: D
	TH	2.00	400	3,200	0.125	
	LT	1.00	360	1,600	0.225 *	
Eastbound	RT	1.00	590	1,600	0.144	ICU: 0.888 LOS: D
	TH	3.00	1,680	4,800	0.350 *	
	LT	1.00	210	1,600	0.131	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	450	3,200	0.000	N-S(1): 0.419 N-S(2): 0.572 * E-W(1): 0.371 E-W(2): 0.443 * VIC: 1.015 Lost Time: 0.100 ITS: 0.000
	TH	2.00	890	3,200	0.278 *	
	LT	1.00	470	1,600	0.294	
Westbound	RT	0.00	170	0	0.000	VIC: 1.015 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,140	6,400	0.205 *	
	LT	1.00	70	1,600	0.044	
Northbound	RT	2.00	540	3,200	0.125	ICU: 1.115 LOS: F
	TH	2.00	310	3,200	0.097	
	LT	1.00	470	1,600	0.294 *	
Eastbound	RT	1.00	520	1,600	0.031	ICU: 1.115 LOS: F
	TH	3.00	1,570	4,800	0.327	
	LT	1.00	380	1,600	0.238 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	37 - PRAIRIE AVENUE & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.271 N-S(2): 0.288 * E-W(1): 0.171 E-W(2): 0.323 * VIC: 0.611 Lost Time: 0.100 ITS: 0.000
	TH	3.00	750	4,800	0.175 *	
	LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	190	0	0.000	VIC: 0.611 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,150	4,800	0.279 *	
	LT	1.00	50	1,600	0.031	
Northbound	RT	0.00	90	0	0.000	ICU: 0.711 LOS: C
	TH	3.00	760	4,800	0.177	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.711 LOS: C
	TH	3.00	590	4,800	0.140	
	LT	1.00	70	1,600	0.044 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.335 * N-S(2): 0.255 E-W(1): 0.354 * E-W(2): 0.314 VIC: 0.689 Lost Time: 0.100 ITS: 0.000
	TH	3.00	720	4,800	0.167	
	LT	1.00	280	1,600	0.175 *	
Westbound	RT	0.00	300	0	0.000	VIC: 0.689 Lost Time: 0.100 ITS: 0.000
	TH	3.00	940	4,800	0.258	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	0.00	110	0	0.000	ICU: 0.789 LOS: C
	TH	3.00	660	4,800	0.160 *	
	LT	1.00	140	1,600	0.088	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.789 LOS: C
	TH	3.00	1,160	4,800	0.273 *	
	LT	1.00	90	1,600	0.056	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.415 N-S(2): 0.446 * E-W(1): 0.406 * E-W(2): 0.369 VIC: 0.852 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,120	4,800	0.252 *	
	LT	1.00	280	1,600	0.175	
Westbound	RT	0.00	390	0	0.000	VIC: 0.852 Lost Time: 0.100 ITS: 0.000
	TH	3.00	930	4,800	0.275	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	0.00	210	0	0.000	ICU: 0.952 LOS: E
	TH	3.00	940	4,800	0.240	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.952 LOS: E
	TH	3.00	1,400	4,800	0.325 *	
	LT	1.00	150	1,600	0.094	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	39 - NB I-405 RAMPS & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	0	1,600	0.000	N-S(1): 0.081 N-S(2): 0.285 * E-W(1): 0.205 E-W(2): 0.369 * VIC: 0.654 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	30	0	0.000	VIC: 0.654 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,740	4,800	0.369 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	130	1,600	0.081	ICU: 0.754 LOS: C
	TH	0.00	0	0	0.000	
	LT	2.00	820	2,880	0.285 *	
Eastbound	RT	1.59	520	2,540	0.000	ICU: 0.754 LOS: C
	TH	2.41	790	3,860	0.205	
	LT	1.00	0	1,600	0.000 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	0	1,600	0.000	N-S(1): 0.106 N-S(2): 0.188 * E-W(1): 0.334 * E-W(2): 0.296 VIC: 0.522 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	10	0	0.000	VIC: 0.522 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,410	4,800	0.296	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	170	1,600	0.106	ICU: 0.622 LOS: B
	TH	0.00	0	0	0.000	
	LT	2.00	540	2,880	0.188 *	
Eastbound	RT	1.76	940	2,811	0.000	ICU: 0.622 LOS: B
	TH	2.24	1,200	3,589	0.334 *	
	LT	1.00	0	1,600	0.000	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	0	1,600	0.000	N-S(1): 0.231 * N-S(2): 0.128 E-W(1): 0.388 * E-W(2): 0.313 VIC: 0.619 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Westbound	RT	0.00	10	0	0.000	VIC: 0.619 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,490	4,800	0.313	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	370	1,600	0.231 *	ICU: 0.719 LOS: C
	TH	0.00	0	0	0.000	
	LT	2.00	370	2,880	0.128	
Eastbound	RT	1.15	710	1,832	0.000	ICU: 0.719 LOS: C
	TH	2.85	1,770	4,568	0.388 *	
	LT	1.00	0	1,600	0.000	

* - Denotes critical movement

Project Title:	LAX SPAS						
Intersection:	46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD						
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time:	AM PEAK HOUR						
Thru Lane:	1600 vph				N-S Split Phase :	N	N
Left Lane:	1600 vph				E-W Split Phase :	N	N
Double LT Penalty:	10 %				Lost Time (% of cycle) :	10	3
ITS:	0 %				VIC Round Off (decs.) :		
OLA Movements:							
FF Movements:							
APPROACH	MMVT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.205
	TH	2.00	220	3,200	0.069 *	N-S(2):	0.218 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.204
Westbound	RT	1.00	520	1,600	0.301	E-W(2):	0.469 *
	TH	3.00	1,740	4,800	0.363 *		
	LT	2.00	240	2,880	0.083	VIC:	0.687
Northbound	RT	1.00	100	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.787
	TH	3.00	410	4,800	0.121		
	LT	1.00	170	1,600	0.106 *	LOS:	C
Date/Time:	MD PEAK HOUR						
APPROACH	MMVT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	80	1,600	0.000	N-S(1):	0.220 *
	TH	2.00	300	3,200	0.094	N-S(2):	0.167
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.273
Westbound	RT	1.00	390	1,600	0.188	E-W(2):	0.327 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	120	2,880	0.042	VIC:	0.547
Northbound	RT	1.00	140	1,600	0.067	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.647
	TH	3.00	850	4,800	0.231		
	LT	1.00	170	1,600	0.108 *	LOS:	B
Date/Time:	PM PEAK HOUR						
APPROACH	MMVT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.340 *
	TH	2.00	780	3,200	0.244	N-S(2):	0.293
	LT	2.00	450	2,880	0.156 *	E-W(1):	0.539 *
Westbound	RT	1.00	180	1,600	0.034	E-W(2):	0.200
	TH	3.00	750	4,800	0.156		
	LT	2.00	130	2,880	0.045 *	VIC:	0.879
Northbound	RT	1.00	330	1,600	0.184	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	400	0	0.000	ICU:	0.979
	TH	3.00	1,970	4,800	0.494 *		
	LT	1.00	70	1,600	0.044	LOS:	E

Project Title:	LAX SPAS					
Intersection:	47 - DOUGLAS STREET & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	20	1,600	0.000	N-S(1): 0.082 * N-S(2): 0.000 E-W(1): 0.267 E-W(2): 0.334 *
	TH	1.00	30	1,600	0.019	
	LT	1.00	30	1,600	0.019 *	
Westbound	RT	0.00	90	0	0.000	VIC: 0.416 Lost Time: 0.100 ITS: 0.000 ICU: 0.516 LOS: A
	TH	3.00	1,330	4,800	0.296 *	
	LT	2.00	300	2,880	0.104	
Northbound	RT	2.00	150	3,200	0.000	VIC: 0.416 Lost Time: 0.100 ITS: 0.000 ICU: 0.516 LOS: A
	TH	1.00	30	1,600	0.019	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	260	0	0.000	VIC: 0.416 Lost Time: 0.100 ITS: 0.000 ICU: 0.516 LOS: A
	TH	3.00	520	4,800	0.163	
	LT	1.00	60	1,600	0.038 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.006	N-S(1): 0.105 * N-S(2): 0.000 E-W(1): 0.209 * E-W(2): 0.206
	TH	0.67	40	1,067	0.038	
	LT	1.33	80	1,920	0.042 *	
Westbound	RT	0.00	50	0	0.000	VIC: 0.314 Lost Time: 0.100 ITS: 0.000 ICU: 0.414 LOS: A
	TH	3.00	700	4,800	0.156	
	LT	2.00	120	2,880	0.042 *	
Northbound	RT	2.00	240	3,200	0.033	VIC: 0.314 Lost Time: 0.100 ITS: 0.000 ICU: 0.414 LOS: A
	TH	1.00	30	1,600	0.019	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	130	0	0.000	VIC: 0.314 Lost Time: 0.100 ITS: 0.000 ICU: 0.414 LOS: A
	TH	3.00	670	4,800	0.167 *	
	LT	1.00	80	1,600	0.050	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.009	N-S(1): 0.176 * N-S(2): 0.000 E-W(1): 0.339 * E-W(2): 0.223
	TH	0.62	40	985	0.041	
	LT	1.38	90	1,994	0.045 *	
Westbound	RT	0.00	60	0	0.000	VIC: 0.515 Lost Time: 0.100 ITS: 0.000 ICU: 0.615 LOS: B
	TH	3.00	800	4,800	0.179	
	LT	2.00	90	2,880	0.031 *	
Northbound	RT	2.00	520	3,200	0.131	VIC: 0.515 Lost Time: 0.100 ITS: 0.000 ICU: 0.615 LOS: B
	TH	1.00	40	1,600	0.025	
	LT	1.00	210	1,600	0.131 *	
Eastbound	RT	0.00	140	0	0.000	VIC: 0.515 Lost Time: 0.100 ITS: 0.000 ICU: 0.615 LOS: B
	TH	3.00	1,340	4,800	0.308 *	
	LT	1.00	70	1,600	0.044	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	48 - DOUGLAS STREET & MARIPOSA AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.119 N-S(2): 0.294 * E-W(1): 0.040 * E-W(2): 0.000 VIC: 0.334 Lost Time: 0.100 ITS: 0.000 ICU: 0.434
	TH	3.00	290	4,800	0.081 *	
	LT	1.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	VIC: 0.334 Lost Time: 0.100 ITS: 0.000 ICU: 0.434
	TH	2.00	10	3,200	0.009 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	30	0	0.000	VIC: 0.334 Lost Time: 0.100 ITS: 0.000 ICU: 0.434
	TH	3.00	510	4,800	0.113	
	LT	1.00	340	1,600	0.213 *	
Eastbound	RT	1.00	160	1,600	0.000	VIC: 0.334 Lost Time: 0.100 ITS: 0.000 ICU: 0.434
	TH	0.22	10	356	0.028	
	LT	1.78	80	2,560	0.031 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.134 N-S(2): 0.225 * E-W(1): 0.162 * E-W(2): 0.000 VIC: 0.387 Lost Time: 0.100 ITS: 0.000 ICU: 0.487
	TH	3.00	350	4,800	0.094 *	
	LT	1.00	20	1,600	0.013	
Westbound	RT	0.00	10	0	0.000	VIC: 0.387 Lost Time: 0.100 ITS: 0.000 ICU: 0.487
	TH	2.00	10	3,200	0.009 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	40	0	0.000	VIC: 0.387 Lost Time: 0.100 ITS: 0.000 ICU: 0.487
	TH	3.00	540	4,800	0.121	
	LT	1.00	210	1,600	0.131 *	
Eastbound	RT	1.00	350	1,600	0.153 *	VIC: 0.387 Lost Time: 0.100 ITS: 0.000 ICU: 0.487
	TH	0.25	20	400	0.050	
	LT	1.75	140	2,520	0.056	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.135 N-S(2): 0.276 * E-W(1): 0.222 * E-W(2): 0.000 VIC: 0.498 Lost Time: 0.100 ITS: 0.000 ICU: 0.598
	TH	3.00	600	4,800	0.138 *	
	LT	1.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	VIC: 0.498 Lost Time: 0.100 ITS: 0.000 ICU: 0.598
	TH	2.00	10	3,200	0.009 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	10	0	0.000	VIC: 0.498 Lost Time: 0.100 ITS: 0.000 ICU: 0.598
	TH	3.00	610	4,800	0.129	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	1.00	450	1,600	0.213 *	VIC: 0.498 Lost Time: 0.100 ITS: 0.000 ICU: 0.598
	TH	0.06	10	103	0.097	
	LT	1.94	300	2,787	0.108	
* - Denotes critical movement						

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	49 - DOUGLAS STREET & ROSECRANS AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double LT Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	WBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.050	N-S(1): 0.142 * N-S(2): 0.088 E-W(1): 0.201 E-W(2): 0.432 * VIC: 0.574 Lost Time: 0.100 ITS: 0.000 ICU: 0.674 LOS: B
	TH	1.00	40	1,600	0.025	
	LT	2.00	120	2,880	0.042 *	
Westbound	RT	1.00	540	1,600	0.296	VIC: 0.574 Lost Time: 0.100 ITS: 0.000 ICU: 0.674 LOS: B
	TH	3.00	1,770	4,800	0.369 *	
	LT	2.00	80	2,880	0.028	
Northbound	RT	1.00	20	1,600	0.000	VIC: 0.574 Lost Time: 0.100 ITS: 0.000 ICU: 0.674 LOS: B
	TH	1.00	160	1,600	0.100 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	1.00	50	1,600	0.013	VIC: 0.574 Lost Time: 0.100 ITS: 0.000 ICU: 0.674 LOS: B
	TH	3.00	830	4,800	0.173	
	LT	2.00	180	2,880	0.063 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1): 0.141 N-S(2): 0.178 * E-W(1): 0.347 E-W(2): 0.456 * VIC: 0.634 Lost Time: 0.100 ITS: 0.000 ICU: 0.734 LOS: C
	TH	1.00	80	1,600	0.050	
	LT	2.00	280	2,880	0.097	
Westbound	RT	1.00	230	1,600	0.047	VIC: 0.634 Lost Time: 0.100 ITS: 0.000 ICU: 0.734 LOS: C
	TH	3.00	1,790	4,800	0.373 *	
	LT	2.00	40	2,880	0.014	
Northbound	RT	1.00	60	1,600	0.031	VIC: 0.634 Lost Time: 0.100 ITS: 0.000 ICU: 0.734 LOS: C
	TH	1.00	70	1,600	0.044	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	1.00	130	1,600	0.050	VIC: 0.634 Lost Time: 0.100 ITS: 0.000 ICU: 0.734 LOS: C
	TH	3.00	1,600	4,800	0.333	
	LT	2.00	240	2,880	0.083 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	260	1,600	0.140	N-S(1): 0.185 N-S(2): 0.306 * E-W(1): 0.398 * E-W(2): 0.380 VIC: 0.704 Lost Time: 0.100 ITS: 0.000 ICU: 0.804 LOS: D
	TH	1.00	370	1,600	0.231 *	
	LT	2.00	390	2,880	0.135	
Westbound	RT	1.00	190	1,600	0.000	VIC: 0.704 Lost Time: 0.100 ITS: 0.000 ICU: 0.804 LOS: D
	TH	3.00	1,610	4,800	0.335	
	LT	2.00	30	2,880	0.010 *	
Northbound	RT	1.00	60	1,600	0.032	VIC: 0.704 Lost Time: 0.100 ITS: 0.000 ICU: 0.804 LOS: D
	TH	1.00	80	1,600	0.050	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	1.00	140	1,600	0.050	VIC: 0.704 Lost Time: 0.100 ITS: 0.000 ICU: 0.804 LOS: D
	TH	3.00	1,860	4,800	0.388 *	
	LT	2.00	130	2,880	0.045	

Project Title:	LAX SPAS					
Intersection:	52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.181 N-S(2): 0.278 * E-W(1): 0.177 E-W(2): 0.311 *
	TH	2.00	390	3,200	0.153 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.00	100	0	0.000	VIC: 0.589 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,210	4,800	0.273 *	
	LT	1.00	110	1,600	0.069	
Northbound	RT	0.00	80	0	0.000	ICU: 0.689 LOS: B
	TH	2.00	420	3,200	0.156	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	100	0	0.000	
	TH	3.00	420	4,800	0.108	
	LT	1.00	60	1,600	0.038 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.251 N-S(2): 0.350 * E-W(1): 0.273 E-W(2): 0.283 *
	TH	2.00	520	3,200	0.200 *	
	LT	1.00	100	1,600	0.063	
Westbound	RT	0.00	160	0	0.000	VIC: 0.633 Lost Time: 0.100 ITS: 0.000
	TH	3.00	720	4,800	0.183 *	
	LT	1.00	140	1,600	0.088	
Northbound	RT	0.00	120	0	0.000	ICU: 0.733 LOS: C
	TH	2.00	480	3,200	0.188	
	LT	1.00	240	1,600	0.150 *	
Eastbound	RT	0.00	160	0	0.000	
	TH	3.00	730	4,800	0.185	
	LT	1.00	160	1,600	0.100 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.319 N-S(2): 0.359 * E-W(1): 0.627 * E-W(2): 0.323
	TH	2.00	800	3,200	0.278 *	
	LT	1.00	90	1,600	0.056	
Westbound	RT	0.00	160	0	0.000	VIC: 0.986 Lost Time: 0.100 ITS: 0.000
	TH	3.00	730	4,800	0.185	
	LT	1.00	210	1,600	0.131 *	
Northbound	RT	0.00	130	0	0.000	ICU: 1.086 LOS: F
	TH	2.00	710	3,200	0.263	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	290	0	0.000	
	TH	3.00	2,090	4,800	0.496 *	
	LT	1.00	220	1,600	0.138	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	SBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1): 0.080 N-S(2): 0.172 * E-W(1): 0.121 E-W(2): 0.461 *
	TH	0.00	0	0	0.000	
	LT	2.00	230	2,880	0.080	
Westbound	RT	0.00	400	0	0.000	VIC: 0.633 Lost Time: 0.100 ITS: 0.000 ICU: 0.733
	TH	3.00	1,630	4,800	0.423 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	LOS: C
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	
	TH	3.00	580	4,800	0.121	
	LT	1.00	60	1,600	0.038 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	450	3,200	0.097	N-S(1): 0.139 * N-S(2): 0.097 E-W(1): 0.227 E-W(2): 0.340 *
	TH	0.00	0	0	0.000	
	LT	2.00	400	2,880	0.139 *	
Westbound	RT	0.00	320	0	0.000	VIC: 0.479 Lost Time: 0.100 ITS: 0.000 ICU: 0.579
	TH	3.00	1,100	4,800	0.296 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	3.00	1,090	4,800	0.227	
	LT	1.00	70	1,600	0.044 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.106	N-S(1): 0.403 * N-S(2): 0.106 E-W(1): 0.527 * E-W(2): 0.325
	TH	0.00	0	0	0.000	
	LT	2.00	1,160	2,880	0.403 *	
Westbound	RT	0.00	400	1,600	0.250	VIC: 0.930 Lost Time: 0.100 ITS: 0.000 ICU: 1.030
	TH	3.00	570	3,200	0.178	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	LOS: F
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	3.00	2,530	4,800	0.527 *	
	LT	1.00	120	1,600	0.075	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	54 - NASH STREET & EL SEGUNDO BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,600	0.025	N-S(1): 0.072 * N-S(2): 0.000 E-W(1): 0.187 E-W(2): 0.429 * VIC: 0.501 Lost Time: 0.100 ITS: 0.000 ICU: 0.601
	TH	2.00	160	3,200	0.050	
	LT	1.00	80	1,600	0.050 *	
Westbound	RT	0.00	340	0	0.000	VIC: 0.501 Lost Time: 0.100 ITS: 0.000 ICU: 0.601
	TH	3.00	1,620	4,800	0.408 *	
	LT	2.00	150	2,880	0.052	
Northbound	RT	1.14	40	1,829	0.000	VIC: 0.501 Lost Time: 0.100 ITS: 0.000 ICU: 0.601
	TH	0.86	30	1,371	0.022 *	
	LT	2.00	10	2,880	0.003	
Eastbound	RT	1.00	50	1,600	0.030	VIC: 0.501 Lost Time: 0.100 ITS: 0.000 ICU: 0.601
	TH	3.00	650	4,800	0.135	
	LT	2.00	60	2,880	0.021 *	
LOS: B						
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.038	N-S(1): 0.091 * N-S(2): 0.000 E-W(1): 0.241 E-W(2): 0.277 * VIC: 0.368 Lost Time: 0.100 ITS: 0.000 ICU: 0.468
	TH	1.11	100	1,778	0.056	
	LT	1.89	170	2,720	0.063 *	
Westbound	RT	0.00	110	0	0.000	VIC: 0.368 Lost Time: 0.100 ITS: 0.000 ICU: 0.468
	TH	3.00	1,120	4,800	0.256 *	
	LT	2.00	70	2,880	0.024	
Northbound	RT	1.11	50	1,778	0.004	VIC: 0.368 Lost Time: 0.100 ITS: 0.000 ICU: 0.468
	TH	0.89	40	1,422	0.028 *	
	LT	2.00	10	2,880	0.003	
Eastbound	RT	1.00	40	1,600	0.023	VIC: 0.368 Lost Time: 0.100 ITS: 0.000 ICU: 0.468
	TH	3.00	1,040	4,800	0.217	
	LT	2.00	60	2,880	0.021 *	
LOS: A						
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.031	N-S(1): 0.257 * N-S(2): 0.000 E-W(1): 0.356 * E-W(2): 0.226 VIC: 0.613 Lost Time: 0.100 ITS: 0.000 ICU: 0.713
	TH	1.00	60	1,600	0.038	
	LT	2.00	540	2,880	0.188 *	
Westbound	RT	0.00	110	0	0.000	VIC: 0.613 Lost Time: 0.100 ITS: 0.000 ICU: 0.713
	TH	3.00	940	4,800	0.219	
	LT	2.00	30	2,880	0.010 *	
Northbound	RT	1.18	130	1,891	0.058	VIC: 0.613 Lost Time: 0.100 ITS: 0.000 ICU: 0.713
	TH	0.82	90	1,309	0.069 *	
	LT	2.00	20	2,880	0.007	
Eastbound	RT	1.00	10	1,600	0.003	VIC: 0.613 Lost Time: 0.100 ITS: 0.000 ICU: 0.713
	TH	3.00	1,660	4,800	0.346 *	
	LT	2.00	20	2,880	0.007	
LOS: C						

Project Title:	LAX SPAS					
Intersection:	56 - LINCOLN BOULEVARD & FIJI WAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :		
OLA Movements :						
FF Movements:	EBR,					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.503 N-S(2): 0.545 * E-W(1): 0.038 E-W(2): 0.084 * V/C: 0.629 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,550	4,800	0.340 *	
	LT	1.00	60	1,600	0.038	
Westbound	RT	0.00	50	0	0.000	V/C: 0.629 Lost Time: 0.100 ITS: 0.000
	TH	2.00	20	3,200	0.034 *	
	LT	0.00	40	1,600	0.025	
Northbound	RT	0.00	50	0	0.000	V/C: 0.629 Lost Time: 0.100 ITS: 0.000
	TH	3.00	2,180	4,800	0.465	
	LT	2.00	590	2,880	0.205 *	
Eastbound	RT	1.00	660	1,600	0.000	V/C: 0.629 Lost Time: 0.100 ITS: 0.000 ICU: 0.729 LOS: C
	TH	1.00	20	1,600	0.013	
	LT	1.00	80	1,600	0.050 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.463 N-S(2): 0.546 * E-W(1): 0.044 E-W(2): 0.100 * V/C: 0.646 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,490	4,800	0.338 *	
	LT	1.00	70	1,600	0.044	
Westbound	RT	0.00	30	0	0.000	V/C: 0.646 Lost Time: 0.100 ITS: 0.000
	TH	2.00	20	3,200	0.031 *	
	LT	0.00	50	1,600	0.031	
Northbound	RT	0.00	60	0	0.000	V/C: 0.646 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,950	4,800	0.419	
	LT	2.00	600	2,880	0.208 *	
Eastbound	RT	1.00	540	1,600	0.000	V/C: 0.646 Lost Time: 0.100 ITS: 0.000 ICU: 0.746 LOS: C
	TH	1.00	20	1,600	0.013	
	LT	1.00	110	1,600	0.069 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.496 N-S(2): 0.747 * E-W(1): 0.056 E-W(2): 0.109 * V/C: 0.856 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,930	4,800	0.438 *	
	LT	1.00	60	1,600	0.038	
Westbound	RT	0.00	30	0	0.000	V/C: 0.856 Lost Time: 0.100 ITS: 0.000
	TH	2.00	30	3,200	0.034 *	
	LT	0.00	50	1,600	0.031	
Northbound	RT	0.00	70	0	0.000	V/C: 0.856 Lost Time: 0.100 ITS: 0.000
	TH	3.00	2,130	4,800	0.458	
	LT	2.00	890	2,880	0.309 *	
Eastbound	RT	1.00	910	1,600	0.000	V/C: 0.856 Lost Time: 0.100 ITS: 0.000 ICU: 0.956 LOS: E
	TH	1.00	40	1,600	0.025	
	LT	1.00	120	1,600	0.075 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	57 - LA BREA AVENUE & FLORENCE AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.372 * N-S(2): 0.287 E-W(1): 0.307 E-W(2): 0.347 * V/C: 0.719 Lost Time: 0.100 ITS: 0.000 ICU: 0.819 LOS: D
	TH	2.00	730	3,200	0.256	
	LT	1.00	80	1,600	0.050 *	
Westbound	RT	0.00	110	0	0.000	V/C: 0.719 Lost Time: 0.100 ITS: 0.000 ICU: 0.819 LOS: D
	TH	2.00	860	3,200	0.303 *	
	LT	1.00	270	1,600	0.169	
Northbound	RT	0.00	180	0	0.000	V/C: 0.719 Lost Time: 0.100 ITS: 0.000 ICU: 0.819 LOS: D
	TH	2.00	850	3,200	0.322 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	70	0	0.000	V/C: 0.719 Lost Time: 0.100 ITS: 0.000 ICU: 0.819 LOS: D
	TH	2.00	370	3,200	0.138	
	LT	1.00	70	1,600	0.044 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.391 * N-S(2): 0.309 E-W(1): 0.359 * E-W(2): 0.307 V/C: 0.750 Lost Time: 0.100 ITS: 0.000 ICU: 0.850 LOS: D
	TH	2.00	810	3,200	0.278	
	LT	1.00	160	1,600	0.100 *	
Westbound	RT	0.00	220	0	0.000	V/C: 0.750 Lost Time: 0.100 ITS: 0.000 ICU: 0.850 LOS: D
	TH	2.00	540	3,200	0.238	
	LT	1.00	280	1,600	0.175 *	
Northbound	RT	0.00	190	0	0.000	V/C: 0.750 Lost Time: 0.100 ITS: 0.000 ICU: 0.850 LOS: D
	TH	2.00	740	3,200	0.291 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	60	0	0.000	V/C: 0.750 Lost Time: 0.100 ITS: 0.000 ICU: 0.850 LOS: D
	TH	2.00	530	3,200	0.184 *	
	LT	1.00	110	1,600	0.069	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.560 * N-S(2): 0.432 E-W(1): 0.475 * E-W(2): 0.347 V/C: 1.035 Lost Time: 0.100 ITS: 0.000 ICU: 1.135 LOS: F
	TH	2.00	1,240	3,200	0.419	
	LT	1.00	190	1,600	0.119 *	
Westbound	RT	0.00	190	0	0.000	V/C: 1.035 Lost Time: 0.100 ITS: 0.000 ICU: 1.135 LOS: F
	TH	2.00	660	3,200	0.266	
	LT	1.00	210	1,600	0.131 *	
Northbound	RT	0.00	340	0	0.000	V/C: 1.035 Lost Time: 0.100 ITS: 0.000 ICU: 1.135 LOS: F
	TH	2.00	1,070	3,200	0.441 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	70	0	0.000	V/C: 1.035 Lost Time: 0.100 ITS: 0.000 ICU: 1.135 LOS: F
	TH	2.00	1,030	3,200	0.344 *	
	LT	1.00	130	1,600	0.081	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.376 * N-S(2): 0.000 E-W(1): 0.316 E-W(2): 0.459 * V/C: 0.835 Lost Time: 0.100 ITS: 0.000 ICU: 0.935 LOS: E
	TH	3.00	870	4,800	0.229 *	
	LT	1.00	310	1,600	0.194	
Westbound	RT	0.00	40	0	0.000	V/C: 0.835 Lost Time: 0.100 ITS: 0.000 ICU: 0.935 LOS: E
	TH	2.00	930	3,200	0.303 *	
	LT	1.00	320	1,600	0.200	
Northbound	RT	0.00	90	0	0.000	V/C: 0.835 Lost Time: 0.100 ITS: 0.000 ICU: 0.935 LOS: E
	TH	2.00	380	3,200	0.147 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	0.00	20	0	0.000	V/C: 0.835 Lost Time: 0.100 ITS: 0.000 ICU: 0.935 LOS: E
	TH	2.00	350	3,200	0.116	
	LT	1.00	250	1,600	0.156 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	360	0	0.000	N-S(1): 0.435 * N-S(2): 0.000 E-W(1): 0.329 E-W(2): 0.459 * V/C: 0.894 Lost Time: 0.100 ITS: 0.000 ICU: 0.994 LOS: E
	TH	3.00	810	4,800	0.244 *	
	LT	1.00	300	1,600	0.188	
Westbound	RT	0.00	60	0	0.000	V/C: 0.894 Lost Time: 0.100 ITS: 0.000 ICU: 0.994 LOS: E
	TH	2.00	610	3,200	0.209 *	
	LT	1.00	260	1,600	0.163	
Northbound	RT	0.00	160	0	0.000	V/C: 0.894 Lost Time: 0.100 ITS: 0.000 ICU: 0.994 LOS: E
	TH	2.00	450	3,200	0.191 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	0.00	40	0	0.000	V/C: 0.894 Lost Time: 0.100 ITS: 0.000 ICU: 0.994 LOS: E
	TH	2.00	490	3,200	0.166	
	LT	1.00	400	1,600	0.250 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	310	0	0.000	N-S(1): 0.616 * N-S(2): 0.000 E-W(1): 0.444 * E-W(2): 0.375 V/C: 1.060 Lost Time: 0.100 ITS: 0.000 ICU: 1.160 LOS: F
	TH	2.90	1,220	4,641	0.330	
	LT	1.10	580	1,583	0.366 *	
Westbound	RT	0.00	70	0	0.000	V/C: 1.060 Lost Time: 0.100 ITS: 0.000 ICU: 1.160 LOS: F
	TH	2.00	630	3,200	0.219	
	LT	1.00	300	1,600	0.188 *	
Northbound	RT	0.00	170	0	0.000	V/C: 1.060 Lost Time: 0.100 ITS: 0.000 ICU: 1.160 LOS: F
	TH	2.00	630	3,200	0.250 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	0.00	20	0	0.000	V/C: 1.060 Lost Time: 0.100 ITS: 0.000 ICU: 1.160 LOS: F
	TH	2.00	800	3,200	0.256 *	
	LT	1.00	250	1,600	0.156	

Project Title:	LAX SPAS					
Intersection:	60 - SEPULVEDA BOULEVARD & GRAND AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.587 * N-S(2): 0.330 E-W(1): 0.126 * E-W(2): 0.000 VIC: 0.713 Lost Time: 0.100 ITS: 0.000 ICU: 0.813 LOS: D
	TH	4.00	1,310	6,400	0.242	
	LT	1.00	370	1,600	0.231 *	
Westbound	RT	1.00	110	1,600	0.000	
	TH	2.00	40	3,200	0.013	
	LT	2.00	70	2,880	0.024 *	
Northbound	RT	1.00	410	1,600	0.232	
	TH	4.00	2,280	6,400	0.356 *	
	LT	1.00	140	1,600	0.088	
Eastbound	RT	0.00	140	0	0.000	
	TH	1.91	140	3,055	0.092	
	LT	1.09	160	1,571	0.102 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.376 N-S(2): 0.425 * E-W(1): 0.225 * E-W(2): 0.000 VIC: 0.650 Lost Time: 0.100 ITS: 0.000 ICU: 0.750 LOS: C
	TH	4.00	1,600	6,400	0.281 *	
	LT	1.00	220	1,600	0.138	
Westbound	RT	1.00	140	1,600	0.019	
	TH	2.00	320	3,200	0.100 *	
	LT	2.00	270	2,880	0.094	
Northbound	RT	1.00	160	1,600	0.006	
	TH	4.00	1,520	6,400	0.238	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	200	1,600	0.125 *	
	TH	1.74	130	1,189	0.109	
	LT	1.26	220	1,810	0.122	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.455 N-S(2): 0.538 * E-W(1): 0.315 * E-W(2): 0.000 VIC: 0.853 Lost Time: 0.100 ITS: 0.000 ICU: 0.953 LOS: E
	TH	4.00	2,350	6,400	0.388 *	
	LT	1.00	200	1,600	0.125	
Westbound	RT	1.00	300	1,600	0.125	
	TH	2.00	240	3,200	0.075	
	LT	2.00	510	2,880	0.177 *	
Northbound	RT	1.00	140	1,600	0.000	
	TH	4.00	2,110	6,400	0.330	
	LT	1.00	240	1,600	0.150 *	
Eastbound	RT	0.00	220	1,600	0.138 *	
	TH	1.44	80	711	0.113	
	LT	1.56	280	2,240	0.125	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.236 N-S(2): 0.288 * E-W(1): 0.263 E-W(2): 0.288 * VIC: 0.576 Lost Time: 0.100 ITS: 0.000 ICU: 0.676 LOS: B
	TH	3.00	740	4,800	0.198 *	
	LT	1.00	180	1,600	0.113	
Westbound	RT	0.00	120	0	0.000	
	TH	3.00	930	4,800	0.219 *	
	LT	1.00	260	1,600	0.163	
Northbound	RT	1.00	200	1,600	0.044	
	TH	3.00	590	4,800	0.123	
	LT	2.00	260	2,880	0.090 *	
Eastbound	RT	0.00	110	0	0.000	
	TH	3.00	370	4,800	0.100	
	LT	1.00	110	1,600	0.069 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.300 N-S(2): 0.310 * E-W(1): 0.209 * E-W(2): 0.191 VIC: 0.519 Lost Time: 0.100 ITS: 0.000 ICU: 0.619 LOS: B
	TH	3.00	1,060	4,800	0.254 *	
	LT	1.00	210	1,600	0.131	
Westbound	RT	0.00	110	0	0.000	
	TH	3.00	420	4,800	0.110	
	LT	1.00	140	1,600	0.088 *	
Northbound	RT	1.00	310	1,600	0.150	
	TH	3.00	810	4,800	0.169	
	LT	2.00	160	2,880	0.056 *	
Eastbound	RT	0.00	90	0	0.000	
	TH	3.00	490	4,800	0.121 *	
	LT	1.00	130	1,600	0.081	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.319 N-S(2): 0.379 * E-W(1): 0.483 * E-W(2): 0.261 VIC: 0.862 Lost Time: 0.100 ITS: 0.000 ICU: 0.962 LOS: E
	TH	3.00	1,310	4,800	0.306 *	
	LT	1.00	210	1,600	0.131	
Westbound	RT	0.00	110	0	0.000	
	TH	3.00	480	4,800	0.123	
	LT	1.00	120	1,600	0.075 *	
Northbound	RT	1.00	300	1,600	0.150	
	TH	3.00	900	4,800	0.198	
	LT	2.00	210	2,880	0.073 *	
Eastbound	RT	0.00	240	0	0.000	
	TH	3.00	1,720	4,800	0.408 *	
	LT	1.00	220	1,600	0.138	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.244 N-S(2): 0.265 * E-W(1): 0.157 * E-W(2): 0.131 VIC: 0.422 Lost Time: 0.100 ITS: 0.000 ICU: 0.522 LOS: A
	TH	3.00	900	4,800	0.196 *	
	LT	1.00	110	1,600	0.069	
Westbound	RT	1.00	180	1,600	0.078	
	TH	1.00	160	1,600	0.100	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	1.00	60	1,600	0.016	
	TH	3.00	840	4,800	0.175	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	160	1,600	0.113 *	
	TH	2.00	110	1,600	0.069	
	LT	1.00	50	1,600	0.031	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.296 N-S(2): 0.361 * E-W(1): 0.165 E-W(2): 0.175 * VIC: 0.536 Lost Time: 0.100 ITS: 0.000 ICU: 0.636 LOS: B
	TH	3.00	1,040	4,800	0.242 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	1.00	100	1,600	0.019	
	TH	1.00	200	1,600	0.125 *	
	LT	1.00	90	1,600	0.056	
Northbound	RT	1.00	110	1,600	0.041	
	TH	3.00	1,000	4,800	0.208	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	130	0	0.000	
	TH	2.00	220	3,200	0.109	
	LT	1.00	80	1,600	0.050 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.429 N-S(2): 0.466 * E-W(1): 0.253 E-W(2): 0.256 * VIC: 0.722 Lost Time: 0.100 ITS: 0.000 ICU: 0.822 LOS: D
	TH	3.00	1,410	4,800	0.310 *	
	LT	1.00	210	1,600	0.131	
Westbound	RT	1.00	80	1,600	0.000	
	TH	1.00	290	1,600	0.181 *	
	LT	1.00	120	1,600	0.075	
Northbound	RT	1.00	130	1,600	0.044	
	TH	3.00	1,430	4,800	0.298	
	LT	1.00	250	1,600	0.156 *	
Eastbound	RT	0.00	200	0	0.000	
	TH	2.00	370	3,200	0.178	
	LT	1.00	120	1,600	0.075 *	

* - Denotes critical movement

Project Title:	LAX SPAS						
Intersection:	64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE						
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time:	AM PEAK HOUR						
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	10 %				Lost Time (% of cycle):	10	
ITS:	0 %				VIC Round Off (decs.):	3	
OLA Movements :	WBR,						
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT 1.00	40	1,600	0.000		N-S(1):	0.438 *
	TH 1.00	280	1,600	0.175		N-S(2):	0.181
	LT 1.00	270	1,600	0.169 * E-W(1):		E-W(2):	0.182
Westbound	RT 1.00	640	1,600	0.231 *		E-W(2):	0.306 *
	TH 1.00	50	1,600	0.031			
	LT 1.00	70	1,600	0.044			
Northbound	RT 0.00	90	0.000			VIC:	0.744
	TH 2.00	770	3,200	0.269 *		Lost Time:	0.100
	LT 1.00	10	1,600	0.006		ITS:	0.000
Eastbound	RT 0.00	20	0.000			ICU:	0.844
	TH 1.00	80	1,600	0.138			
	LT 0.00	120	1,600	0.075 *		LOS:	D
Date/Time:	MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT 1.00	30	1,600	0.013		N-S(1):	0.225
	TH 1.00	460	1,600	0.288 *		N-S(2):	0.307 *
	LT 1.00	90	1,600	0.056		E-W(1):	0.169 *
Westbound	RT 1.00	300	1,600	0.131		E-W(2):	0.144
	TH 1.00	70	1,600	0.044			
	LT 1.00	150	1,600	0.094 *		VIC:	0.476
Northbound	RT 0.00	160	0.000			Lost Time:	0.100
	TH 2.00	380	3,200	0.169		ITS:	0.000
	LT 1.00	30	1,600	0.019 *			
Eastbound	RT 0.00	30	0.000			ICU:	0.576
	TH 1.00	70	1,600	0.075 *			
	LT 0.00	20	1,600	0.013		LOS:	A
Date/Time:	PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT 1.00	40	1,600	0.013		N-S(1):	0.444
	TH 1.00	740	1,600	0.463 *		N-S(2):	0.469 *
	LT 1.00	430	1,600	0.269		E-W(1):	0.175 *
Westbound	RT 1.00	490	1,600	0.038		E-W(2):	0.094
	TH 1.00	110	1,600	0.069			
	LT 1.00	160	1,600	0.100 *		VIC:	0.644
Northbound	RT 0.00	130	0.000			Lost Time:	0.100
	TH 2.00	430	3,200	0.175		ITS:	0.000
	LT 1.00	10	1,600	0.006			
Eastbound	RT 0.00	20	0.000			ICU:	0.744
	TH 1.00	60	1,600	0.075 *			
	LT 0.00	40	1,600	0.025		LOS:	C

Project Title:	LAX SPAS					
Intersection:	66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.084	N-S(1): 0.213 N-S(2): 0.369 * E-W(1): 0.144 E-W(2): 0.327 * VIC: 0.696 Lost Time: 0.100 ITS: 0.000
	TH	1.00	320	1,600	0.200 *	
	LT	1.00	110	1,600	0.069	
Westbound	RT	0.00	120	0	0.000	
	TH	3.00	1,240	4,800	0.283 *	
	LT	1.00	90	1,600	0.056	
Northbound	RT	1.00	110	1,600	0.041	
	TH	1.00	230	1,600	0.144	
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.796 LOS: C
	TH	1.00	380	4,800	0.088	
	LT	1.00	70	1,600	0.044 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	100	1,600	0.019	N-S(1): 0.362 * N-S(2): 0.344 E-W(1): 0.233 * E-W(2): 0.232 VIC: 0.595 Lost Time: 0.100 ITS: 0.000
	TH	1.00	440	1,600	0.275	
	LT	1.00	130	1,600	0.081 *	
Westbound	RT	0.00	230	1,600	0.144	
	TH	3.00	430	3,200	0.134	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	1.00	180	1,600	0.059	
	TH	1.00	450	1,600	0.281 *	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.695 LOS: B
	TH	3.00	520	4,800	0.127 *	
	LT	1.00	140	1,600	0.088	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.444 N-S(2): 0.687 * E-W(1): 0.523 * E-W(2): 0.348 VIC: 1.210 Lost Time: 0.100 ITS: 0.000
	TH	1.00	970	1,600	0.606 *	
	LT	1.00	190	1,600	0.119	
Westbound	RT	0.00	240	0	0.000	
	TH	3.00	620	4,800	0.179	
	LT	1.00	150	1,600	0.094 *	
Northbound	RT	1.00	180	1,600	0.066	
	TH	1.00	520	1,600	0.325	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 1.310 LOS: F
	TH	3.00	1,900	4,800	0.429 *	
	LT	1.00	270	1,600	0.169	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	EBR, WBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.36	340	2,176	0.095	N-S(1): 0.127 N-S(2): 0.229 * E-W(1): 0.087 E-W(2): 0.294 * VIC: 0.523 Lost Time: 0.100 ITS: 0.000
	TH	1.64	410	2,624	0.156 *	
	LT	2.00	100	2,880	0.035	
Westbound	RT	2.00	660	3,200	0.172 *	
	TH	3.00	820	4,800	0.171	
	LT	2.00	100	2,880	0.035	
Northbound	RT	1.57	230	2,509	0.074	
	TH	1.43	210	2,291	0.092	
	LT	2.00	210	2,880	0.073 *	
Eastbound	RT	2.00	190	3,200	0.060	ICU: 0.623 LOS: B
	TH	3.00	250	4,800	0.052	
	LT	2.00	350	2,880	0.122 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.29	240	2,057	0.080	N-S(1): 0.149 N-S(2): 0.169 * E-W(1): 0.115 E-W(2): 0.146 * VIC: 0.315 Lost Time: 0.100 ITS: 0.000
	TH	1.71	320	2,743	0.117 *	
	LT	2.00	170	2,880	0.059	
Westbound	RT	2.00	400	3,200	0.066	
	TH	3.00	350	4,800	0.073 *	
	LT	2.00	60	2,880	0.021	
Northbound	RT	1.40	200	2,233	0.079	
	TH	1.60	230	2,567	0.090	
	LT	2.00	150	2,880	0.052 *	
Eastbound	RT	2.00	150	3,200	0.000	ICU: 0.415 LOS: A
	TH	3.00	450	4,800	0.094	
	LT	2.00	210	2,880	0.073 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.42	470	2,279	0.166	N-S(1): 0.354 * N-S(2): 0.237 E-W(1): 0.313 * E-W(2): 0.159 VIC: 0.667 Lost Time: 0.100 ITS: 0.000
	TH	1.58	520	2,521	0.206	
	LT	2.00	510	2,880	0.177 *	
Westbound	RT	2.00	400	3,200	0.000	
	TH	3.00	380	4,800	0.079	
	LT	2.00	60	2,880	0.021 *	
Northbound	RT	2.00	600	3,200	0.177 *	
	TH	1.00	270	1,600	0.059	
	LT	2.00	90	2,880	0.031	
Eastbound	RT	2.00	220	3,200	0.038	ICU: 0.767 LOS: C
	TH	3.00	1,400	4,800	0.292 *	
	LT	2.00	230	2,880	0.080	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	68 - MAIN STREET & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.318 * N-S(2): 0.000 E-W(1): 0.434 * E-W(2): 0.294 VIC: 0.752 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.013 *	
	LT	0.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	
	TH	2.00	930	3,200	0.294	
	LT	2.00	330	2,880	0.115 *	
Northbound	RT	1.00	580	1,600	0.305 *	
	TH	0.00	0	0	0.000	
	LT	2.00	280	2,880	0.097	
Eastbound	RT	1.00	180	1,600	0.113	ICU: 0.852
	TH	2.00	1,020	3,200	0.319 *	
	LT	0.00	0	0	0.000	
LOS:						D
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.131 * N-S(2): 0.000 E-W(1): 0.414 * E-W(2): 0.250 VIC: 0.545 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.013 *	
	LT	0.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	
	TH	2.00	790	3,200	0.250	
	LT	2.00	480	2,880	0.167 *	
Northbound	RT	1.00	310	1,600	0.110	
	TH	0.00	0	0	0.000	
	LT	2.00	340	2,880	0.118 *	
Eastbound	RT	1.00	110	1,600	0.069	ICU: 0.645
	TH	2.00	790	3,200	0.247 *	
	LT	0.00	0	0	0.000	
LOS:						B
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.176 * N-S(2): 0.000 E-W(1): 0.485 * E-W(2): 0.219 VIC: 0.661 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.013 *	
	LT	0.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	
	TH	2.00	690	3,200	0.219	
	LT	2.00	550	2,880	0.191 *	
Northbound	RT	1.00	330	1,600	0.111	
	TH	0.00	0	0	0.000	
	LT	2.00	470	2,880	0.163 *	
Eastbound	RT	1.00	360	1,600	0.225	ICU: 0.761
	TH	2.00	940	3,200	0.294 *	
	LT	0.00	0	0	0.000	
LOS:						C

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	SBR,					</

Project Title:	LAX SPAS					
Intersection:	71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :	WBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.540 * N-S(2): 0.456 E-W(1): 0.226 E-W(2): 0.256 * V/C: 0.796 Lost Time: 0.100 ITS: 0.000 ICU: 0.896 LOS: D
	TH	4.00	2,330	6,400	0.367	
	LT	2.00	630	2,880	0.219 *	
Westbound	RT	1.00	570	1,600	0.138 *	
	TH	3.00	220	4,800	0.046	
	LT	2.00	390	2,880	0.135	
Northbound	RT	1.00	590	1,600	0.301	
	TH	3.00	1,540	4,800	0.321 *	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	1.00	200	1,600	0.091	
	TH	3.00	340	4,800	0.071	
	LT	2.00	340	2,880	0.118 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.595 * N-S(2): 0.409 E-W(1): 0.144 E-W(2): 0.288 * V/C: 0.883 Lost Time: 0.100 ITS: 0.000 ICU: 0.983 LOS: E
	TH	4.00	1,950	6,400	0.309	
	LT	2.00	490	2,880	0.170 *	
Westbound	RT	1.00	560	1,600	0.180 *	
	TH	3.00	270	4,800	0.056	
	LT	2.00	180	2,880	0.063	
Northbound	RT	1.00	730	1,600	0.425 *	
	TH	3.00	1,320	4,800	0.275	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	1.00	210	1,600	0.081	
	TH	3.00	240	4,800	0.050	
	LT	2.00	310	2,880	0.108 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.826 * N-S(2): 0.497 E-W(1): 0.211 E-W(2): 0.346 * V/C: 1.172 Lost Time: 0.100 ITS: 0.000 ICU: 1.272 LOS: F
	TH	4.00	2,470	6,400	0.391	
	LT	2.00	510	2,880	0.177 *	
Westbound	RT	1.00	660	1,600	0.235 *	
	TH	3.00	300	4,800	0.063	
	LT	2.00	260	2,880	0.090	
Northbound	RT	1.00	1,110	1,600	0.649 *	
	TH	3.00	2,090	4,800	0.425	
	LT	1.00	170	1,600	0.106	
Eastbound	RT	1.00	170	1,600	0.053	
	TH	3.00	580	4,800	0.121	
	LT	2.00	320	2,880	0.111 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	590	1,600	0.369	N-S(1): 0.450 * N-S(2): 0.000 E-W(1): 0.260 * E-W(2): 0.198 V/C: 0.710 Lost Time: 0.100 ITS: 0.000 ICU: 0.810
	TH	2.00	1,200	3,200	0.375 *	
	LT	1.00	450	1,600	0.281	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	950	4,800	0.198	
	LT	2.00	310	2,880	0.108 *	
Northbound	RT	2.00	40	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	220	0	0.000	
	TH	3.00	510	4,800	0.152 *	
	LT	0.00	0	0	0.000	
LOS: D						
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.50	300	2,400	0.125	N-S(1): 0.194 * N-S(2): 0.000 E-W(1): 0.202 * E-W(2): 0.127 V/C: 0.396 Lost Time: 0.100 ITS: 0.000 ICU: 0.496
	TH	1.50	300	2,400	0.125 *	
	LT	1.00	160	1,600	0.100	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	610	4,800	0.127	
	LT	2.00	60	2,880	0.021 *	
Northbound	RT	2.00	80	3,200	0.015	
	TH	0.00	0	0	0.000	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	290	1,600	0.181 *	
	TH	3.00	500	3,200	0.156	
	LT	0.00	0	0	0.000	
LOS: A						
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.80	320	2,885	0.111	N-S(1): 0.223 * N-S(2): 0.000 E-W(1): 0.252 * E-W(2): 0.183 V/C: 0.475 Lost Time: 0.100 ITS: 0.000 ICU: 0.575
	TH	1.18	210	1,893	0.111	
	LT	1.01	180	1,460	0.123 *	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	880	4,800	0.183	
	LT	2.00	120	2,880	0.042 *	
Northbound	RT	2.00	210	3,200	0.045	
	TH	0.00	0	0	0.000	
	LT	1.00	160	1,600	0.100 *	
Eastbound	RT	0.00	150	0	0.000	
	TH	3.00	860	4,800	0.210 *	
	LT	0.00	0	0	0.000	
LOS: A						

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :	EBR, WBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.128 N-S(2): 0.142 * E-W(1): 0.096 E-W(2): 0.269 * V/C: 0.411 Lost Time: 0.100 ITS: 0.000 ICU: 0.511 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Westbound	RT	1.23	530	1,972	0.000	
	TH	2.77	1,190	4,428	0.269 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.24	50	390	0.128	
	TH	0.00	0	0	0.000	
	LT	1.76	360	2,529	0.142 *	
Eastbound	RT	1.00	130	1,600	0.000	
	TH	3.00	460	4,800	0.096	
	LT	0.00	0	0	0.000 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 N-S(2): 0.135 * E-W(1): 0.133 * E-W(2): 0.115 V/C: 0.268 Lost Time: 0.100 ITS: 0.000 ICU: 0.368 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	180	1,600	0.000	
	TH	3.00	550	4,800	0.115	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.51	100	821	0.122	
	TH	0.00	0	0	0.000	
	LT	1.49	290	2,142	0.135 *	
Eastbound	RT	1.00	160	1,600	0.000	
	TH	3.00	640	4,800	0.133 *	
	LT	0.00	0	0	0.000	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.163 * N-S(2): 0.150 E-W(1): 0.438 * E-W(2): 0.138 V/C: 0.601 Lost Time: 0.100 ITS: 0.000 ICU: 0.701 LOS: C
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.32	290	2,109	0.000	
	TH	2.68	590	4,291	0.138	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	260	1,600	0.163 *	
	TH	0.00	0	0	0.000	
	LT	1.00	240	1,600	0.150	
Eastbound	RT	1.00	290	1,600	0.000	
	TH	3.00	2,100	4,800	0.438 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project Title:	LAX SPAS						
Intersection:	76 - INGLEWOOD AVENUE & LENNOX BOULEVARD						
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time:	AM PEAK HOUR						
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	10 %				Lost Time (% of cycle):	10	
ITS:	0 %				V/C Round Off (decs.):	3	
OLA Movements :							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT 0.00	30	0	0.000		N-S(1): 0.238	
	TH 1.00	270	1,600	0.188 *		N-S(2): 0.263 *	
	LT 1.00	60	1,600	0.038 *		E-W(1): 0.131	
Westbound	RT 0.00	40	0	0.000		E-W(2): 0.157 *	
	TH 1.00	180	1,600	0.138 *			
	LT 1.00	50	1,600	0.031 *	V/C: 0.420		
Northbound	RT 0.00	70	0	0.000		Lost Time: 0.100	
	TH 1.00	250	1,600	0.200		ITS: 0.000	
	LT 1.00	120	1,600	0.075 *			
Eastbound	RT 0.00	40	0.000			ICU: 0.520	
	TH 1.00	120	1,600	0.100			
	LT 1.00	30	1,600	0.019 *		LOS: A	
Date/Time:	MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT 0.00	40	0	0.000		N-S(1): 0.313 *	
	TH 1.00	280	1,600	0.200		N-S(2): 0.250	
	LT 1.00	60	1,600	0.038 *		E-W(1): 0.151 *	
Westbound	RT 0.00	60	0.000			E-W(2): 0.138	
	TH 1.00	140	1,600	0.125			
	LT 1.00	60	1,600	0.038 *	V/C: 0.464		
Northbound	RT 0.00	120	0	0.000		Lost Time: 0.100	
	TH 1.00	320	1,600	0.275 *		ITS: 0.000	
	LT 1.00	80	1,600	0.050			
Eastbound	RT 0.00	50	0	0.000		ICU: 0.564	
	TH 1.00	130	1,600	0.113 *			
	LT 1.00	20	1,600	0.013		LOS: A	
Date/Time:	PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT 0.00	30	0	0.000		N-S(1): 0.356	
	TH 1.00	510	1,600	0.338 *		N-S(2): 0.407 *	
	LT 1.00	80	1,600	0.050		E-W(1): 0.326 *	
Westbound	RT 0.00	60	0	0.000		E-W(2): 0.182	
	TH 1.00	170	1,600	0.144			
	LT 1.00	100	1,600	0.063 *	V/C: 0.733		
Northbound	RT 0.00	140	0	0.000		Lost Time: 0.100	
	TH 1.00	350	1,600	0.306		ITS: 0.000	
	LT 1.00	110	1,600	0.069 *			
Eastbound	RT 0.00	80	0	0.000		ICU: 0.833	
	TH 1.00	340	1,600	0.263 *			
	LT 1.00	60	1,600	0.038		LOS: D	

Project Title:		LAX SPAS				
Intersection:		77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :		FF Movements:				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.053	N-S(1): 0.107 * N-S(2): 0.087 E-W(1): 0.237 E-W(2): 0.453 * VIC: 0.560 Lost Time: 0.100 ITS: 0.000
	TH	1.00	70	1,600	0.056	
	LT	0.00	20	1,600	0.013 *	
Westbound	RT	0.00	20	0	0.000	VIC: 0.560 Lost Time: 0.100 ITS: 0.000
	TH	2.00	1,330	3,200	0.422 *	
	LT	1.00	50	1,600	0.031	
Northbound	RT	1.00	90	1,600	0.041	ICU: 0.660 LOS: B
	TH	1.00	100	1,600	0.094 *	
	LT	0.00	50	1,600	0.031	
Eastbound	RT	1.00	50	1,600	0.016	
	TH	2.00	660	3,200	0.206	
	LT	1.00	50	1,600	0.031 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.047	N-S(1): 0.100 N-S(2): 0.112 * E-W(1): 0.363 * E-W(2): 0.360 VIC: 0.475 Lost Time: 0.100 ITS: 0.000
	TH	1.00	100	1,600	0.081 *	
	LT	0.00	30	1,600	0.019	
Westbound	RT	0.00	40	0	0.000	ICU: 0.575 LOS: A
	TH	2.00	970	3,200	0.316	
	LT	1.00	80	1,600	0.050 *	
Northbound	RT	1.00	70	1,600	0.019	
	TH	1.00	80	1,600	0.081	
	LT	0.00	50	1,600	0.031 *	
Eastbound	RT	1.00	80	1,600	0.034	
	TH	2.00	1,000	3,200	0.313 *	
	LT	1.00	70	1,600	0.044	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.034	N-S(1): 0.138 N-S(2): 0.175 * E-W(1): 0.522 * E-W(2): 0.378 VIC: 0.697 Lost Time: 0.100 ITS: 0.000
	TH	1.00	180	1,600	0.131 *	
	LT	0.00	30	1,600	0.019	
Westbound	RT	0.00	20	0	0.000	ICU: 0.797 LOS: C
	TH	2.00	1,050	3,200	0.334	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	1.00	50	1,600	0.009	
	TH	1.00	120	1,600	0.119	
	LT	0.00	70	1,600	0.044 *	
Eastbound	RT	1.00	110	1,600	0.047	
	TH	2.00	1,530	3,200	0.478 *	
	LT	1.00	70	1,600	0.044	

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS			
Intersection:		85 - LA BREA AVENUE & MANCHESTER BOULEVARD			
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)			
Date/Time:		AM PEAK HOUR			
Thru Lane:	1600 vph	N-S Split Phase :	N		
Left Lane:	1600 vph	E-W Split Phase :	N		
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10		
ITS:	0 %	VIC Round Off (decs.) :	3		
OLA Movements :		FF Movements:			

* - Denotes critical movement

Project Title: LAX SPAS		Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10			
ITS:	0 %	V/C Round Off (decs.) :	3			
OLA Movements : FF Movements:		SBR,				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.000	N-S(1): 0.201 N-S(2): 0.294 * E-W(1): 0.273 E-W(2): 0.573 * VIC: 0.867 Lost Time: 0.100 ITS: 0.000 ICU: 0.967 LOS: E
	TH	2.00	740	3,200	0.231 *	
	LT	1.00	20	1,600	0.013	
Westbound	RT	0.00	40	0	0.000	
	TH	3.00	1,750	4,800	0.373 *	
	LT	1.00	120	1,600	0.075	
Northbound	RT	0.00	70	0	0.000	
	TH	3.00	830	4,800	0.188	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	70	0	0.000	
	TH	3.00	880	4,800	0.198	
	LT	1.00	320	1,600	0.200 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,600	0.006	N-S(1): 0.165 N-S(2): 0.244 * E-W(1): 0.351 E-W(2): 0.457 * VIC: 0.701 Lost Time: 0.100 ITS: 0.000 ICU: 0.801 LOS: D
	TH	2.00	560	3,200	0.175 *	
	LT	1.00	30	1,600	0.019	
Westbound	RT	0.00	40	0	0.000	
	TH	3.00	1,130	4,800	0.244 *	
	LT	1.00	140	1,600	0.088	
Northbound	RT	0.00	110	0	0.000	
	TH	3.00	590	4,800	0.146	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	80	0	0.000	
	TH	3.00	1,180	4,800	0.263	
	LT	1.00	340	1,600	0.213 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	290	1,600	0.000	N-S(1): 0.281 N-S(2): 0.335 * E-W(1): 0.596 * E-W(2): 0.482 VIC: 0.931 Lost Time: 0.100 ITS: 0.000 ICU: 1.031 LOS: F
	TH	2.00	930	3,200	0.291 *	
	LT	1.00	50	1,600	0.031	
Westbound	RT	0.00	40	0	0.000	
	TH	3.00	1,220	4,800	0.263	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	0.00	150	0	0.000	
	TH	3.00	1,050	4,800	0.250	
	LT	1.00	70	1,600	0.044 *	
Eastbound	RT	0.00	90	0	0.000	
	TH	3.00	2,260	4,800	0.490 *	
	LT	1.00	350	1,600	0.219	

Download critical movement

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Project Title:		LAX SPAS					
Intersection:		88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD					
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:		AM PEAK HOUR					
Thru Lane:		1600 vph		N-S Split Phase :		N	
Left Lane:		1600 vph		E-W Split Phase :		N	
Double Lt Penalty:		10 %		Lost Time (% of cycle) :		10	
ITS:		0 %		V/C Round Off (decs.) :		3	
OLA Movements :		SBR,					
FF Movements:							
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1): 0.569 N-S(2): 0.600 * E-W(1): 0.194 * E-W(2): 0.185 VIC: 0.794 Lost Time: 0.100 ITS: 0.000 ICU: 0.894 LOS: D	
	TH	3.00	2,460	4,800	0.513		
	LT	0.00	0	0	0.000		
Westbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Northbound	RT	0.00	190	0	0.000		
	TH	3.00	2,540	4,800	0.569		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000		
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185		
Date/Time:		MD PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1): 0.379 N-S(2): 0.513 * E-W(1): 0.281 * E-W(2): 0.181 VIC: 0.794 Lost Time: 0.100 ITS: 0.000 ICU: 0.894 LOS: D	
	TH	3.00	1,650	4,800	0.344		
	LT	0.00	0	0	0.000		
Westbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Northbound	RT	0.00	190	0	0.000		
	TH	3.00	1,630	4,800	0.379		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000		
	TH	1.00	430	1,600	0.281 *		
	LT	3.00	780	4,320	0.181		
Date/Time:		PM PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1): 0.540 N-S(2): 0.625 * E-W(1): 0.500 * E-W(2): 0.252 VIC: 1.125 Lost Time: 0.100 ITS: 0.000 ICU: 1.225 LOS: F	
	TH	3.00	2,440	4,800	0.508		
	LT	0.00	0	0	0.000		
Westbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Northbound	RT	0.00	320	0	0.000		
	TH	3.00	2,270	4,800	0.540		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000		
	TH	1.00	750	1,600	0.500 *		
	LT	3.00	1,090	4,320	0.252		

1. Document critical movement

Project Title:		LAX SPAS				
Intersection:		89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.332 * N-S(2): 0.169 E-W(1): 0.081 E-W(2): 0.131 * VIC: 0.463 Lost Time: 0.100 ITS: 0.000
	TH	3.00	810	4,800	0.169	
	LT	1.00	60	1,600	0.038 *	
Westbound	RT	1.00	240	1,600	0.131 *	VIC: 0.463 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.000	
	LT	1.00	130	1,600	0.081	
Northbound	RT	0.00	70	0	0.000	ICU: 0.563 LOS: A
	TH	2.00	870	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.563 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.127 E-W(1): 0.081 * E-W(2): 0.041 VIC: 0.422 Lost Time: 0.100 ITS: 0.000
	TH	3.00	610	4,800	0.127	
	LT	1.00	110	1,600	0.069 *	
Westbound	RT	1.00	120	1,600	0.041	VIC: 0.422 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.000	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	0.00	100	0	0.000	ICU: 0.522 LOS: A
	TH	2.00	770	3,200	0.272 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.522 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.500 * N-S(2): 0.233 E-W(1): 0.038 * E-W(2): 0.031 VIC: 0.538 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,120	4,800	0.233	
	LT	1.00	280	1,600	0.175 *	
Westbound	RT	1.00	190	1,600	0.031	VIC: 0.538 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.000	
	LT	1.00	60	1,600	0.038 *	
Northbound	RT	0.00	220	0	0.000	ICU: 0.638 LOS: B
	TH	2.00	820	3,200	0.325 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.638 LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

* - Denotes critical movement

Project Title: LAX SPAS		90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD				
Intersection:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Description:						
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	Y			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10			
ITS:	0 %	VIC Round Off (decs.) :	3			
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.365 * N-S(2): 0.000 E-W(1): 0.272 * E-W(2): 0.254 VIC: 0.637 Lost Time: 0.100 ITS: 0.000
	TH	2.84	690	4,542	0.194	
	LT	1.16	360	1,672	0.215 *	
Westbound	RT	0.00	190	0	0.000	VIC: 0.637 Lost Time: 0.100 ITS: 0.000
	TH	3.00	820	4,800	0.210	
	LT	2.00	530	2,880	0.184 *	
Northbound	RT	0.00	220	0	0.000	ICU: 0.737 LOS: C
	TH	2.00	260	3,200	0.150 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.737 LOS: C
	TH	3.00	370	4,800	0.088 *	
	LT	1.00	70	1,600	0.044	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.338 * N-S(2): 0.000 E-W(1): 0.318 E-W(2): 0.329 *
	TH	2.44	490	3,911	0.169	
	LT	1.56	420	2,240	0.188 *	
Westbound	RT	0.00	110	0	0.000	VIC: 0.667 Lost Time: 0.100 ITS: 0.000
	TH	3.00	840	4,800	0.198 *	
	LT	2.00	400	2,880	0.139	
Northbound	RT	0.00	140	0	0.000	ICU: 0.767 LOS: C
	TH	2.00	340	3,200	0.150 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.767 LOS: C
	TH	3.00	770	4,800	0.179	
	LT	1.00	210	1,600	0.131 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.489 * N-S(2): 0.000 E-W(1): 0.325 * E-W(2): 0.273 VIC: 0.814 Lost Time: 0.100 ITS: 0.000
	TH	2.00	650	3,200	0.228	
	LT	2.00	840	2,880	0.292 *	
Westbound	RT	0.00	140	0	0.000	VIC: 0.814 Lost Time: 0.100 ITS: 0.000
	TH	3.00	690	4,800	0.173	
	LT	2.00	310	2,880	0.108 *	
Northbound	RT	0.00	120	0	0.000	ICU: 0.914 LOS: E
	TH	2.00	510	3,200	0.197 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.914 LOS: E
	TH	3.00	960	4,800	0.217 *	
	LT	1.00	160	1,600	0.100	

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	0 %				VIC Round Off (decs.) :	3
OLA Movements:						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.181 * N-S(2): 0.132 E-W(1): 0.196 E-W(2): 0.434 * VIC: 0.615 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	130	1,600	0.081	VIC: 0.615 Lost Time: 0.100 ITS: 0.000
	TH	4.00	2,020	6,400	0.316 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	290	1,600	0.181 *	ICU: 0.715 LOS: C
	TH	0.00	0	0	0.000	
	LT	2.00	380	2,880	0.132	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.715 LOS: C
	TH	3.00	940	4,800	0.196	
	LT	2.00	340	2,880	0.118 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.206 * N-S(2): 0.076 E-W(1): 0.252 E-W(2): 0.329 *
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	140	1,600	0.088	VIC: 0.535 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,370	6,400	0.214 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	330	1,600	0.206 *	ICU: 0.635 LOS: B
	TH	0.00	0	0	0.000	
	LT	2.00	220	2,880	0.076	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.635 LOS: B
	TH	3.00	1,210	4,800	0.252	
	LT	2.00	330	2,880	0.115 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.263 * N-S(2): 0.056 E-W(1): 0.419 E-W(2): 0.485 *
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	110	1,600	0.069	VIC: 0.748 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,460	6,400	0.228 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	420	1,600	0.263 *	ICU: 0.848 LOS: D
	TH	0.00	0	0	0.000	
	LT	2.00	160	2,880	0.056	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.848 LOS: D
	TH	3.00	2,010	4,800	0.419	
	LT	2.00	740	2,880	0.257 *	

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	10 %				Lost Time (% of cycle) :	10
ITS:	0 %				VIC Round Off (decs.) :	3
OLA Movements:						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	710	1,600	0.444 *	N-S(1): 0.028 N-S(2): 0.444 * E-W(1): 0.300 E-W(2): 0.456 *
	TH	0.00	0	0	0.000	
	LT	2.00	80	2,880	0.028	
Westbound	RT	0.00	0	0	0.000	VIC: 0.900 Lost Time: 0.100 ITS: 0.000
	TH	3.00	2,190	4,800	0.456 *	
	LT	0.00	210	1,600	0.131	
Northbound	RT	0.00	0	0	0.000	ICU: 1.000 LOS: E
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	150	0	0.000	
	TH	5.00	1,200	8,000	0.169	
	LT	0.00	0	0	0.000 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1): 0.035 N-S(2): 0.294 * E-W(1): 0.400 * E-W(2): 0.267
	TH	0.00	0	0	0.000	
	LT	2.00	100	2,880	0.035	
Westbound	RT	0.00	0	0	0.000	VIC: 0.694 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,280	4,800	0.267	
	LT	1.00	310	1,600	0.194 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.794
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	210	0	0.000	
	TH	5.00	1,440	8,000	0.206 *	
	LT	0.00	0	0	0.000	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1): 0.063 N-S(2): 0.406 * E-W(1): 0.517 * E-W(2): 0.281
	TH	0.00	0	0	0.000	
	LT	2.00	180	2,880	0.063	
Westbound	RT	0.00	0	0	0.000	VIC: 0.923 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,350	4,800	0.281	
	LT	0.00	270	1,600	0.169 *	
Northbound	RT	0.00	0	0	0.000	ICU: 1.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	210	0	0.000	LOS: F
	TH	5.00	2,570	8,000	0.348 *	
	LT	0.00	0	0	0.000	

Project Title:		LAX SPAS				
Intersection:		93 - LA CIENEGA BOULEVARD & STOCKER STREET				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph	N-S Split Phase :		N		
Left Lane:	1600 vph	E-W Split Phase :		N		
Double Lt Penalty:	10 %	Lost Time (% of cycle) :		10		
ITS:	0 %	VIC Round Off (decs.) :		3		
OLA Movements :		FF Movements:				
		NBR, WBR, SBT				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.656 * N-S(2): 0.000 E-W(1): 0.524 * E-W(2): 0.000
	TH	2.00	2,340	3,200	0.000	
	LT	1.00	120	1,600	0.075 *	
Westbound	RT	1.00	130	1,600	0.000	VIC: 1.180 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,510	2,880	0.524 *	
Northbound	RT	1.00	860	1,600	0.000	ICU: 1.280 LOS: F
	TH	3.00	2,790	4,800	0.581 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.483 * N-S(2): 0.000 E-W(1): 0.278 * E-W(2): 0.000
	TH	2.00	1,670	3,200	0.000	
	LT	1.00	170	1,600	0.106 *	
Westbound	RT	1.00	120	1,600	0.000	VIC: 0.761 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	800	2,880	0.278 *	
Northbound	RT	1.00	860	1,600	0.000	ICU: 0.861 LOS: D
	TH	3.00	1,810	4,800	0.377 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.751 * N-S(2): 0.000 E-W(1): 0.378 * E-W(2): 0.000
	TH	2.00	2,690	3,200	0.000	
	LT	1.00	300	1,600	0.188 *	
Westbound	RT	1.00	120	1,600	0.000	VIC: 1.129 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,090	2,880	0.378 *	
Northbound	RT	1.00	1,470	1,600	0.000	ICU: 1.229 LOS: F
	TH	3.00	2,700	4,800	0.563 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

* - Denotes critical movement

Project Title: LAX SPAS		Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time: AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10			
ITS:	0 %	VIC Round Off (decs.) :	3			
OLA Movements :		FF Movements:				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.288 N-S(2): 0.423 * E-W(1): 0.000 E-W(2): 0.031 *
	TH	3.00	820	4,800	0.198 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	VIC: 0.454 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.554 LOS: A
	TH	2.00	920	3,200	0.288	
	LT	1.00	360	1,600	0.225 *	
Eastbound	RT	1.00	80	1,600	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	90	2,880	0.031 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.222 N-S(2): 0.294 * E-W(1): 0.047 E-W(2): 0.066 *
	TH	3.00	650	4,800	0.163 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	VIC: 0.360 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.460 LOS: A
	TH	2.00	710	3,200	0.222	
	LT	1.00	210	1,600	0.131 *	
Eastbound	RT	1.00	180	1,600	0.047	
	TH	0.00	0	0	0.000	
	LT	2.00	190	2,880	0.066 *	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.253 N-S(2): 0.336 * E-W(1): 0.128 * E-W(2): 0.090
	TH	3.00	1,040	4,800	0.242 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	VIC: 0.464 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.564 LOS: A
	TH	1.00	810	3,200	0.253	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	1.00	280	1,600	0.128 *	
	TH	0.00	0	0	0.000	
	LT	2.00	260	2,880	0.090	

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		95 - LA CIENEGA BOULEVARD & WEST 120TH STREET				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left Lane:		1600 vph		E-W Split Phase :		N
Double Lt Penalty:		10 %		Lost Time (% of cycle) :		10
ITS:		0 %		VIC Round Off (decs.) :		3
OLA Movements :		FF Movements:				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	140	1,600	0.072 *	N-S(1): 0.087 N-S(2): 0.166 * E-W(1): 0.172 E-W(2): 0.219 *
	TH	2.00	130	3,200	0.041	
	LT	1.00	50	1,600	0.031	
Westbound	RT	0.00	200	0	0.000	VIC: 0.385 Lost Time: 0.100 ITS: 0.000
	TH	2.00	400	3,200	0.188 *	
	LT	1.00	170	1,600	0.106	
Northbound	RT	1.00	40	1,600	0.000	ICU: 0.485 LOS: A
	TH	2.00	180	3,200	0.056	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	90	0	0.000	
	TH	2.00	120	3,200	0.066	
	LT	1.00	50	1,600	0.031 *	
Date/Time: MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.022	N-S(1): 0.119 * N-S(2): 0.106 E-W(1): 0.128 * E-W(2): 0.112
	TH	2.00	260	3,200	0.081	
	LT	1.00	100	1,600	0.063 *	
Westbound	RT	0.00	60	0	0.000	VIC: 0.247 Lost Time: 0.100 ITS: 0.000
	TH	2.00	200	3,200	0.081	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	1.00	100	1,600	0.041	ICU: 0.347 LOS: A
	TH	2.00	180	3,200	0.056 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	170	3,200	0.084 *	
	LT	1.00	50	1,600	0.031	
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.044	N-S(1): 0.488 * N-S(2): 0.250 E-W(1): 0.241 * E-W(2): 0.159
	TH	2.00	720	3,200	0.225	
	LT	1.00	630	1,600	0.394 *	
Westbound	RT	0.00	60	0	0.000	VIC: 0.729 Lost Time: 0.100 ITS: 0.000
	TH	2.00	290	3,200	0.109	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	1.00	170	1,600	0.084	ICU: 0.829 LOS: D
	TH	2.00	300	3,200	0.094 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	550	3,200	0.197 *	
	LT	1.00	80	1,600	0.050	

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left Lane:		1600 vph		E-W Split Phase :		N
Double Lt Penalty:		10 %		Lost Time (% of cycle) :		10
ITS:		0 %		VIC Round Off (decs.) :		3
OLA Movements :		NBR,				
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.344 * N-S(2): 0.169 E-W(1): 0.347 * E-W(2): 0.269
	TH	2.00	540	3,200	0.169	
	LT	1.00	140	1,600	0.088 *	
Westbound	RT	0.14	70	224	0.269	VIC: 0.691 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	1.86	930	2,678	0.347 *	
Northbound	RT	1.00	140	1,600	0.088 *	ICU: 0.791 LOS: C
	TH	2.00	820	3,200	0.256 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.372 * N-S(2): 0.297 E-W(1): 0.359 * E-W(2): 0.154
	TH	2.00	510	3,200	0.159	
	LT	1.00	240	1,600	0.150 *	
Westbound	RT	0.18	90	282	0.244	VIC: 0.726 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	1.82	930	2,626	0.354 *	
Northbound	RT	1.00	130	1,600	0.081	ICU: 0.826 LOS: D
	TH	2.00	790	3,200	0.222 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.372 * N-S(2): 0.297 E-W(1): 0.326 * E-W(2): 0.228
	TH	2.00	950	3,200	0.297	
	LT	1.00	210	1,600	0.131 *	
Westbound	RT	0.36	170	579	0.228	VIC: 0.698 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	1.64	770	2,359	0.326 *	
Northbound	RT	1.00	220	1,600	0.138	ICU: 0.798 LOS: C
	TH	2.00	770	3,200	0.241 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Project Title:	LAX SPAS					
Intersection:	97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :	SBT					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.422 * N-S(2): 0.000 E-W(1): 0.000 E-W(2): 0.044 *
	TH	2.00	670	3,200	0.000	
	LT	2.00	540	2,880	0.188 *	
Westbound	RT	2.00	140	3,200	0.044 *	V/C: 0.466 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	40	0	0.000	ICU: 0.566 LOS: A
	TH	2.00	710	3,200	0.234 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	0	1,600	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.464 * N-S(2): 0.000 E-W(1): 0.000 E-W(2): 0.059 *
	TH	2.00	530	3,200	0.000	
	LT	2.00	570	2,880	0.198 *	
Westbound	RT	2.00	190	3,200	0.059 *	V/C: 0.523 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	40	0	0.000	ICU: 0.623 LOS: B
	TH	2.00	810	3,200	0.266 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	0	1,600	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.487 * N-S(2): 0.000 E-W(1): 0.000 E-W(2): 0.113 *
	TH	2.00	1,060	3,200	0.000	
	LT	2.00	500	2,880	0.174 *	
Westbound	RT	2.00	360	3,200	0.113 *	V/C: 0.600 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	40	0	0.000	ICU: 0.700 LOS: B
	TH	2.00	960	3,200	0.313 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	0	1,600	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.431 * N-S(2): 0.160 E-W(1): 0.084 * E-W(2): 0.000
	TH	3.00	710	4,800	0.148	
	LT	1.00	170	1,600	0.106 *	
Westbound	RT	1.00	220	1,600	0.084 *	V/C: 0.515 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	200	2,880	0.069	
Northbound	RT	1.00	110	1,600	0.000	ICU: 0.615 LOS: B
	TH	2.00	1,040	3,200	0.325 *	
	LT	1.00	19	1,600	0.012	
Eastbound	RT	0.00	0	0	0.000	
	TH	1.00	0	1,600	0.000	
	LT	0.00	0	0	0.000 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.353 * N-S(2): 0.135 E-W(1): 0.038 * E-W(2): 0.000
	TH	3.00	650	4,800	0.135	
	LT	1.00	200	1,600	0.125 *	
Westbound	RT	1.00	130	1,600	0.019	V/C: 0.391 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	110	2,880	0.038 *	
Northbound	RT	1.00	80	1,600	0.050	ICU: 0.491 LOS: A
	TH	2.00	730	3,200	0.228 *	
	LT	1.00	0	1,600	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	1.00	0	1,600	0.000	
	LT	0.00	0	0	0.000 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.338 * N-S(2): 0.246 E-W(1): 0.063 * E-W(2): 0.000
	TH	3.00	1,180	4,800	0.246	
	LT	1.00	110	1,600	0.069 *	
Westbound	RT	1.00	80	1,600	0.016	V/C: 0.401 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	180	2,880	0.063 *	
Northbound	RT	1.00	60	1,600	0.038	ICU: 0.501 LOS: A
	TH	2.00	860	3,200	0.269 *	
	LT	1.00	0	1,600	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	1.00	0	1,600	0.000	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	107 - LINCOLN BOULEVARD & MINDANAO WAY					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.415 N-S(2): 0.425 * E-W(1): 0.316 * E-W(2): 0.169 *
	TH	3.00	1,410	4,800	0.300 *	
	LT	1.00	160	1,600	0.100	
Westbound	RT	0.00	80	0	0.000	V/C: 0.741 Lost Time: 0.100 ITS: 0.000
	TH	2.00	440	3,200	0.163	
	LT	2.00	270	2,880	0.094 *	
Northbound	RT	1.00	350	1,600	0.125	ICU: 0.841 LOS: D
	TH	3.00	1,510	4,800	0.315	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	650	3,200	0.222 *	
	LT	0.00	10	1,600	0.006	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.494 * N-S(2): 0.360 E-W(1): 0.358 * E-W(2): 0.187
	TH	3.00	1,240	4,800	0.279	
	LT	1.00	270	1,600	0.169 *	
Westbound	RT	0.00	80	0	0.000	V/C: 0.852 Lost Time: 0.100 ITS: 0.000
	TH	2.00	500	3,200	0.181	
	LT	2.00	430	2,880	0.149 *	
Northbound	RT	1.00	310	1,600	0.044	ICU: 0.952 LOS: E
	TH	3.00	1,560	4,800	0.325 *	
	LT	1.00	130	1,600	0.081	
Eastbound	RT	0.00	120	0	0.000	
	TH	2.00	540	3,200	0.209 *	
	LT	0.00	10	1,600	0.006	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.562 * N-S(2): 0.452 E-W(1): 0.349 * E-W(2): 0.228
	TH	3.00	1,590	4,800	0.352	
	LT	1.00	305	1,600	0.191 *	
Westbound	RT	0.00	70	0	0.000	V/C: 0.911 Lost Time: 0.100 ITS: 0.000
	TH	2.00	640	3,200	0.222	
	LT	2.00	430	2,880	0.149 *	
Northbound	RT	1.00	310	1,600	0.044	ICU: 1.011 LOS: F
	TH	3.00	1,760	4,800	0.371 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	520	3,200	0.200 *	
	LT	0.00	10	1,600	0.006	

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Project Title:	LAX SPAS					
Intersection:	115 - ASH AVENUE & MANCHESTER AVENUE					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:	EBR,					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.225
	TH	1.00	0	1,600	0.094 *	N-S(2): 0.337 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.266 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.360 *
	TH	3.00	1,610	4,800	0.354 *	
	LT	0.00	80	1,600	0.050	V/C: 0.697
Northbound	RT	1.00	210	1,600	0.106	Lost Time: 0.100
	TH	0.57	200	914	0.219	ITS: 0.000
	LT	1.43	500	2,057	0.243 *	
Eastbound	RT	1.00	240	1,600	0.000	ICU: 0.797
	TH	2.00	690	3,200	0.216	
	LT	1.00	10	1,600	0.006 *	LOS: C
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.250
	TH	1.00	0	1,600	0.056 *	N-S(2): 0.327 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.313 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.253
	TH	3.00	1,060	4,800	0.240	
	LT	0.00	60	1,600	0.038 *	V/C: 0.640
Northbound	RT	1.00	270	1,600	0.150	Lost Time: 0.100
	TH	0.51	200	921	0.244	ITS: 0.000
	LT	1.49	580	2,142	0.271 *	
Eastbound	RT	1.00	300	1,600	0.000	ICU: 0.740
	TH	2.00	880	3,200	0.275 *	
	LT	1.00	20	1,600	0.013	LOS: C
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.238
	TH	1.00	0	1,600	0.063 *	N-S(2): 0.313 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.541 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.276
	TH	3.00	1,180	4,800	0.263	
	LT	0.00	70	1,600	0.044 *	V/C: 0.854
Northbound	RT	1.19	430	1,911	0.203	Lost Time: 0.100
	TH	0.58	210	933	0.225	ITS: 0.000
	LT	1.22	440	1,760	0.250 *	
Eastbound	RT	1.00	250	1,600	0.000	ICU: 0.954
	TH	2.00	1,590	3,200	0.497 *	
	LT	1.00	20	1,600	0.013	LOS: E

Project Title:	LAX SPAS					
Intersection:	116 - NASH STREET & MARIPOSA AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	380	0	0.000	N-S(1): 0.084 N-S(2): 0.403 * E-W(1): 0.069 E-W(2): 0.172 * VIC: 0.575 Lost Time: 0.100 ITS: 0.000
	TH	2.00	850	3,200	0.384 *	
	LT	1.00	50	1,600	0.031	
Westbound	RT	0.00	90	0	0.000	VIC: 0.575 Lost Time: 0.100 ITS: 0.000
	TH	2.00	280	3,200	0.116 *	
	LT	1.00	30	1,600	0.019	
Northbound	RT	0.00	20	0	0.000	ICU: 0.675 LOS: B
	TH	2.00	150	3,200	0.053	
	LT	1.00	30	1,600	0.019 *	
Eastbound	RT	1.00	60	1,600	0.028	
	TH	2.00	160	3,200	0.050	
	LT	1.00	90	1,600	0.056 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.191 * N-S(2): 0.147 E-W(1): 0.082 E-W(2): 0.134 * VIC: 0.325 Lost Time: 0.100 ITS: 0.000
	TH	2.00	260	3,200	0.128	
	LT	1.00	160	1,600	0.100 *	
Westbound	RT	0.00	50	0	0.000	VIC: 0.325 Lost Time: 0.100 ITS: 0.000
	TH	2.00	140	3,200	0.059 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	30	0	0.000	ICU: 0.425 LOS: A
	TH	2.00	260	3,200	0.091 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	1.00	80	1,600	0.041	
	TH	2.00	220	3,200	0.069	
	LT	1.00	120	1,600	0.075 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.212 * N-S(2): 0.184 E-W(1): 0.122 E-W(2): 0.235 * VIC: 0.447 Lost Time: 0.100 ITS: 0.000
	TH	2.00	450	3,200	0.159	
	LT	1.00	50	1,600	0.031 *	
Westbound	RT	0.00	50	0	0.000	VIC: 0.447 Lost Time: 0.100 ITS: 0.000
	TH	2.00	160	3,200	0.066 *	
	LT	1.00	10	1,600	0.006	
Northbound	RT	0.00	80	0	0.000	ICU: 0.547 LOS: A
	TH	2.00	500	3,200	0.181 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	1.00	70	1,600	0.031	
	TH	2.00	370	3,200	0.116	
	LT	1.00	270	1,600	0.169 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.494 * N-S(2): 0.370 E-W(1): 0.225 * E-W(2): 0.132 VIC: 0.719 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,960	6,400	0.320	
	LT	2.00	400	2,880	0.139 *	
Westbound	RT	1.00	110	1,600	0.000	VIC: 0.719 Lost Time: 0.100 ITS: 0.000
	TH	1.00	110	1,600	0.069	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	1.00	130	1,600	0.041	ICU: 0.819 LOS: D
	TH	4.00	2,270	6,400	0.355 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	50	0	0.000	
	TH	1.00	180	1,600	0.144 *	
	LT	1.00	100	1,600	0.063	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.366 * N-S(2): 0.281 E-W(1): 0.301 * E-W(2): 0.181 VIC: 0.667 Lost Time: 0.100 ITS: 0.000
	TH	4.00	1,710	6,400	0.281	
	LT	2.00	270	2,880	0.094 *	
Westbound	RT	1.00	180	1,600	0.066	VIC: 0.667 Lost Time: 0.100 ITS: 0.000
	TH	1.00	170	1,600	0.106	
	LT	1.00	220	1,600	0.138 *	
Northbound	RT	1.00	160	1,600	0.031	ICU: 0.767 LOS: C
	TH	4.00	1,740	6,400	0.272 *	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	50	0	0.000	
	TH	1.00	210	1,600	0.163 *	
	LT	1.00	120	1,600	0.075	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.459 N-S(2): 0.472 * E-W(1): 0.275 * E-W(2): 0.232 VIC: 0.747 Lost Time: 0.100 ITS: 0.000
	TH	4.00	2,340	6,400	0.391 *	
	LT	2.00	210	2,880	0.073	
Westbound	RT	1.00	310	1,600	0.157	VIC: 0.747 Lost Time: 0.100 ITS: 0.000
	TH	1.00	210	1,600	0.131	
	LT	1.00	210	1,600	0.131 *	
Northbound	RT	1.00	290	1,600	0.116	ICU: 0.847 LOS: D
	TH	4.00	2,470	6,400	0.386	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	50	0	0.000	
	TH	1.00	180	1,600	0.144 *	
	LT	1.00	120	1,600	0.075	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.938 * N-S(2): 0.000 E-W(1): 0.240 * E-W(2): 0.201 VIC: 1.178 Lost Time: 0.100 ITS: 0.000
	TH	1.00	510	1,600	0.325 *	
	LT	1.00	240	1,600	0.150	
Westbound	RT	0.00	110	0	0.000	VIC: 1.178 Lost Time: 0.100 ITS: 0.000
	TH	2.00	410	3,200	0.163	
	LT	1.00	130	1,600	0.081 *	
Northbound	RT	1.00	290	1,600	0.141	ICU: 1.278 LOS: F
	TH	1.00	980	1,600	0.613 *	
	LT	2.00	390	2,880	0.135	
Eastbound	RT	1.00	210	1,600	0.064	
	TH	2.00	510	3,200	0.159 *	
	LT	1.00	60	1,600	0.038	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.744 * N-S(2): 0.000 E-W(1): 0.247 * E-W(2): 0.215 VIC: 0.991 Lost Time: 0.100 ITS: 0.000
	TH	1.00	440	1,600	0.300 *	
	LT	1.00	310	1,600	0.194	
Westbound	RT	0.00	50	0	0.000	VIC: 0.991 Lost Time: 0.100 ITS: 0.000
	TH	2.00	540	3,200	0.184	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	1.00	200	1,600	0.072	ICU: 1.091 LOS: F
	TH	1.00	710	1,600	0.444 *	
	LT	2.00	250	2,880	0.087	
Eastbound	RT	1.00	170	1,600	0.063	
	TH	2.00	450	3,200	0.141 *	
	LT	1.00	50	1,600	0.031	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 1.150 * N-S(2): 0.000 E-W(1): 0.266 * E-W(2): 0.304 * VIC: 1.454 Lost Time: 0.100 ITS: 0.000
	TH	1.00	930	1,600	0.606 *	
	LT	1.00	490	1,600	0.306	
Westbound	RT	0.00	100	0	0.000	VIC: 1.454 Lost Time: 0.100 ITS: 0.000
	TH	2.00	750	3,200	0.266 *	
	LT	1.00	160	1,600	0.100	
Northbound	RT	1.00	190	1,600	0.069	ICU: 1.554 LOS: F
	TH	1.00	870	1,600	0.544 *	
	LT	2.00	400	2,880	0.139	
Eastbound	RT	1.00	300	1,600	0.118	
	TH	2.00	530	3,200	0.166	
	LT	1.00	60	1,600	0.038 *	

* - Denotes critical movement

Project Title:	LAX SPAS						
Intersection:	120 - OVERHILL DRIVE & SLAUSON AVENUE						
Description:	FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS' CONDITIONS (78.9 MAP)						
Date/Time:	AM PEAK HOUR						
Thru Lane:	1600 vph			N-S Split Phase :		N	
Left Lane:	1600 vph			E-W Split Phase :		N	
Double LT Penalty:	10 %			Lost Time (% of cycle):		10	
ITS:	0 %			VIC Round Off (dec.):		3	
OLA Movements:							
FF Movements:							
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	Last Time: 0.0100	N-S(1): 0.197 *
	TH	2.00	130	3,200	0.041		N-S(2): 0.091
	LT	1.00	150	1,600	0.094 *		E-W(1): 0.244
Westbound	RT	0.00	100	0	0.000	Last Time: 0.0100	E-W(2): 0.448 *
	TH	3.00	1,810	4,800	0.398 *		VIC: 0.645
	LT	1.00	90	1,600	0.056		ITS: 0.000
Northbound	RT	0.00	150	0	0.000	Last Time: 0.0100	LOS: 0.745
	TH	2.00	180	3,200	0.103 *		LOS: C
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	Last Time: 0.0100	
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *		
Date/Time:	MD PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	Last Time: 0.0100	N-S(1): 0.188 *
	TH	2.00	120	3,200	0.038		N-S(2): 0.082
	LT	1.00	150	1,600	0.094 *		E-W(1): 0.392 *
Westbound	RT	0.00	80	0	0.000	Last Time: 0.0100	E-W(2): 0.300
	TH	3.00	1,090	4,800	0.244		VIC: 0.580
	LT	1.00	180	1,600	0.113 *		ITS: 0.000
Northbound	RT	0.00	150	1,600	0.094 *	Last Time: 0.0100	ICU: 0.680
	TH	2.00	120	1,600	0.075		
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	Last Time: 0.0100	
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056		LOS: B
Date/Time:	PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	Last Time: 0.0100	N-S(1): 0.392 *
	TH	2.00	370	3,200	0.119		N-S(2): 0.179
	LT	1.00	380	1,600	0.238 *		E-W(1): 0.669 *
Westbound	RT	0.00	140	0	0.000	Last Time: 0.0100	E-W(2): 0.444
	TH	3.00	1,420	4,800	0.325		VIC: 1.051
	LT	1.00	250	1,600	0.156 *		ITS: 0.000
Northbound	RT	0.00	160	0	0.000	Last Time: 0.0100	ICU: 1.151
	TH	2.00	300	3,200	0.144 *		
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	Last Time: 0.0100	
	TH	3.00	2,380	4,800	0.513 *		
	LT	1.00	190	1,600	0.119		LOS: F

Project Title:	LAX SPAS					
Intersection:	124 - PRAIRIE AVENUE & WEST 112TH STREET/7105 OFF RAMP					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.177 N-S(2): 0.223 * E-W(1): 0.232 * E-W(2): 0.000
	TH	3.00	1,070	4,800	0.223 *	
	LT	1.00	40	1,600	0.025	
Westbound	RT	0.73	80	1,164	0.056	V/C: 0.455 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.27	30	436	0.069 *	
Northbound	RT	0.00	10	0	0.000	ICU: 0.555 LOS: A
	TH	3.00	720	4,800	0.152	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	240	0	0.000	
	TH	1.00	20	1,600	0.163 *	
	LT	2.00	300	2,880	0.104	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.161 N-S(2): 0.215 * E-W(1): 0.319 * E-W(2): 0.000
	TH	3.00	1,030	4,800	0.215 *	
	LT	1.00	30	1,600	0.019	
Westbound	RT	0.60	30	960	0.022	V/C: 0.534 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.40	20	640	0.031 *	
Northbound	RT	0.00	20	0	0.000	ICU: 0.634 LOS: B
	TH	3.00	660	4,800	0.142	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	420	0	0.000	
	TH	1.00	40	1,600	0.288 *	
	LT	2.00	510	2,880	0.177	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.325 * N-S(2): 0.238 E-W(1): 0.351 * E-W(2): 0.000
	TH	3.00	1,140	4,800	0.238	
	LT	1.00	130	1,600	0.081 *	
Westbound	RT	0.67	40	1,067	0.000	V/C: 0.676 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.33	20	533	0.038 *	
Northbound	RT	0.00	40	0	0.000	ICU: 0.776 LOS: C
	TH	3.00	1,130	4,800	0.244 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	430	0	0.000	
	TH	1.00	70	1,600	0.313 *	
	LT	2.00	620	2,880	0.215	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE					
Description:	FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :	NBR,					
FF Movements:	WBR,					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.035	N-S(1): 0.552 * N-S(2): 0.310 E-W(1): 0.278 * E-W(2): 0.164
	TH	3.00	1,090	4,800	0.227	
	LT	2.00	320	2,880	0.111 *	
Westbound	RT	1.00	590	1,600	0.000	V/C: 0.830 Lost Time: 0.100 ITS: 0.000
	TH	2.00	270	3,200	0.084	
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	1.00	370	1,600	0.113	ICU: 0.930 LOS: E
	TH	4.00	2,820	6,400	0.441 *	
	LT	2.00	240	2,880	0.083	
Eastbound	RT	1.00	120	1,600	0.033	
	TH	3.00	770	4,800	0.160 *	
	LT	2.00	230	2,880	0.080	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.058	N-S(1): 0.463 * N-S(2): 0.407 E-W(1): 0.294 * E-W(2): 0.231
	TH	3.00	1,670	4,800	0.348	
	LT	2.00	590	2,880	0.205 *	
Westbound	RT	1.00	710	1,600	0.000	V/C: 0.757 Lost Time: 0.100 ITS: 0.000
	TH	1.00	350	3,200	0.109	
	LT	2.00	540	2,880	0.188 *	
Northbound	RT	1.00	490	1,600	0.119	ICU: 0.857 LOS: D
	TH	4.00	1,650	6,400	0.258 *	
	LT	2.00	170	2,880	0.059	
Eastbound	RT	1.00	130	1,600	0.052	
	TH	3.00	510	4,800	0.106 *	
	LT	2.00	350	2,880	0.122	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	460	1,600	0.216	N-S(1): 0.447 N-S(2): 0.719 * E-W(1): 0.341 * E-W(2): 0.323
	TH	3.00	2,600	4,800	0.542 *	
	LT	2.00	630	2,880	0.219	
Westbound	RT	1.00	850	1,600	0.000	V/C: 1.060 Lost Time: 0.100 ITS: 0.000
	TH	2.00	580	3,200	0.181	
	LT	2.00	440	2,880	0.153 *	
Northbound	RT	1.00	500	1,600	0.160	ICU: 1.160 LOS: F
	TH	4.00	1,460	6,400	0.228	
	LT	2.00	510	2,880	0.177 *	
Eastbound	RT	1.00	300	1,600	0.188 *	
	TH	3.00	630	4,800	0.131	
	LT	2.00	410	2,880	0.142	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	140 - WB SR-90 RAMPS & SLAUSON AVENUE					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	Y	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :	NBR,					
FF Movements:	EBR,					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.459 * E-W(2): 0.369
	TH	1.00	0	1,600	0.000	
	LT	1.00	0	1,600	0.000 *	
Westbound	RT	1.00	0	1,600	0.000	V/C: 0.522 Lost Time: 0.100 ITS: 0.000
	TH	2.00	1,180	3,200	0.369	
	LT	3.00	1,570	4,320	0.363 *	
Northbound	RT	2.00	1,010	3,200	0.000	ICU: 0.622 LOS: B
	TH	0.00	0	0	0.000	
	LT	2.00	180	2,880	0.063 *	
Eastbound	RT	1.00	180	1,600	0.000	
	TH	3.00	460	4,800	0.096 *	
	LT	1.00	0	1,600	0.000	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.089 * N-S(2): 0.000 E-W(1): 0.315 * E-W(2): 0.284
	TH	1.00	0	1,600	0.000	
	LT	1.00	0	1,600	0.000 *	
Westbound	RT	1.00	0	1,600	0.000	V/C: 0.404 Lost Time: 0.100 ITS: 0.000
	TH	2.00	910	3,200	0.284	
	LT	3.00	680	4,320	0.157 *	
Northbound	RT	2.00	790	3,200	0.089 *	ICU: 0.504 LOS: A
	TH	0.00	0	0	0.000	
	LT	2.00	230	2,880	0.080	
Eastbound	RT	1.00	170	1,600	0.000	
	TH	3.00	760	4,800	0.158 *	
	LT	1.00	0	1,600	0.000	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.220 * N-S(2): 0.000 E-W(1): 0.409 * E-W(2): 0.322
	TH	1.00	0	1,600	0.000	
	LT	1.00	0	1,600	0.000 *	
Westbound	RT	1.00	0	1,600	0.000	V/C: 0.629 Lost Time: 0.100 ITS: 0.000
	TH	2.00	1,030	3,200	0.322	
	LT	3.00	860	4,320	0.199 *	
Northbound	RT	2.00	1,340	3,200	0.220 *	ICU: 0.729 LOS: C
	TH	0.00	0	0	0.000	
	LT	2.00	250	2,880	0.087	
Eastbound	RT	1.00	240	1,600	0.000	
	TH	3.00	1,010	4,800	0.210 *	
	LT	1.00	0	1,600	0.000	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD					
Description:	*FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	</

Project Title:	LAX SPAS					
Intersection:	148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	Y	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (decs.):	3	
OLA Movements :	FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.696 * N-S(2): 0.463 E-W(1): 0.218 * E-W(2): 0.000
	TH	4.00	3,030	6,400	0.483	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	50	1,600	0.031	VIC: 0.914 Lost Time: 0.100 ITS: 0.000
	TH	0.51	110	819	0.134	
	LT	1.49	320	2,143	0.149 *	
Northbound	RT	0.00	40	0	0.000	ICU: 1.014 LOS: F
	TH	3.00	3,300	4,800	0.696 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	70	1,600	0.044	
	TH	0.60	60	960	0.063	
	LT	1.40	140	2,016	0.069 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.502 * N-S(2): 0.367 E-W(1): 0.184 * E-W(2): 0.000
	TH	4.00	2,200	6,400	0.367	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	40	1,600	0.025	VIC: 0.686 Lost Time: 0.100 ITS: 0.000
	TH	0.64	90	1,029	0.088	
	LT	1.36	190	1,954	0.097 *	
Northbound	RT	0.00	40	0	0.000	ICU: 0.786 LOS: C
	TH	3.00	2,370	4,800	0.502 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	80	1,600	0.050	
	TH	0.80	100	1,280	0.078	
	LT	1.20	150	1,728	0.087 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.700 * N-S(2): 0.505 E-W(1): 0.267 * E-W(2): 0.000
	TH	4.00	3,100	6,400	0.505	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	30	1,600	0.019	VIC: 0.967 Lost Time: 0.100 ITS: 0.000
	TH	0.70	140	1,120	0.125	
	LT	1.30	260	1,872	0.139 *	
Northbound	RT	0.00	120	0	0.000	ICU: 1.067 LOS: F
	TH	3.00	3,240	4,800	0.700 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	80	1,600	0.050	
	TH	0.86	160	1,384	0.116	
	LT	1.14	210	1,635	0.128 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	FF Movements:					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.306 * N-S(2): 0.285 E-W(1): 0.196 E-W(2): 0.309 *
	TH	3.00	930	4,800	0.210	
	LT	1.00	240	1,600	0.150 *	
Westbound	RT	0.00	250	0	0.000	VIC: 0.615 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,020	4,800	0.265 *	
	LT	1.00	140	1,600	0.088	
Northbound	RT	0.00	70	0	0.000	ICU: 0.715 LOS: C
	TH	3.00	680	4,800	0.156 *	
	LT	1.00	120	1,600	0.075	
Eastbound	RT	0.00	100	0	0.000	
	TH	3.00	420	4,800	0.108	
	LT	1.00	70	1,600	0.044 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.377 * N-S(2): 0.303 E-W(1): 0.242 E-W(2): 0.267 *
	TH	3.00	920	4,800	0.215	
	LT	1.00	270	1,600	0.169 *	
Westbound	RT	0.00	250	0	0.000	VIC: 0.644 Lost Time: 0.100 ITS: 0.000
	TH	3.00	610	4,800	0.179 *	
	LT	1.00	160	1,600	0.100	
Northbound	RT	0.00	110	0	0.000	ICU: 0.744 LOS: C
	TH	3.00	890	4,800	0.208 *	
	LT	1.00	140	1,600	0.088	
Eastbound	RT	0.00	170	0	0.000	
	TH	3.00	510	4,800	0.142	
	LT	1.00	140	1,600	0.088 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.506 * N-S(2): 0.331 E-W(1): 0.435 * E-W(2): 0.326
	TH	3.00	980	4,800	0.231	
	LT	1.00	330	1,600	0.206 *	
Westbound	RT	0.00	250	0	0.000	VIC: 0.941 Lost Time: 0.100 ITS: 0.000
	TH	3.00	760	4,800	0.213	
	LT	1.00	200	1,600	0.125 *	
Northbound	RT	0.00	120	0	0.000	ICU: 1.041 LOS: F
	TH	3.00	1,320	4,800	0.300 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	190	0	0.000	
	TH	3.00	1,300	4,800	0.310 *	
	LT	1.00	180	1,600	0.113	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	157 - LA CIENEGA BOULEVARD & 104TH STREET					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :	EBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.263 N-S(2): 0.135 * E-W(1): 0.012 E-W(2): 0.044 *
	TH	3.00	590	4,800	0.135 *	
	LT	1.00	20	1,600	0.013	
Westbound	RT	0.00	10	0	0.000	VIC: 0.379 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	20	0	0.000	ICU: 0.479 LOS: A
	TH	2.00	780	3,200	0.250	
	LT	1.00	320	1,600	0.200 *	
Eastbound	RT	1.00	300	1,600	0.000	
	TH	1.00	10	1,600	0.006	
	LT	1.00	40	1,600	0.025 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.266 * N-S(2): 0.183 E-W(1): 0.144 * E-W(2): 0.075
	TH	3.00	390	4,800	0.108	
	LT	1.00	20	1,600	0.013 *	
Westbound	RT	0.00	20	0	0.000	VIC: 0.410 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.025	
	LT	0.00	10	1,600	0.006 *	
Northbound	RT	0.00	20	0	0.000	ICU: 0.510 LOS: A
	TH	2.00	790	3,200	0.253 *	
	LT	1.00	120	1,600	0.075	
Eastbound	RT	1.00	340	1,600	0.138 *	
	TH	1.00	10	1,600	0.006	
	LT	1.00	80	1,600	0.050	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.306 N-S(2): 0.323 * E-W(1): 0.082 * E-W(2): 0.069
	TH	3.00	1,030	4,800	0.229 *	
	LT	1.00	50	1,600	0.031	
Westbound	RT	0.00	10	0	0.000	VIC: 0.405 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.025	
	LT	0.00	20	1,600	0.013 *	
Northbound	RT	0.00	10	0	0.000	ICU: 0.505 LOS: A
	TH	2.00	870	3,200	0.275	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	1.00	260	1,600	0.069 *	
	TH	1.00	10	1,600	0.006	
	LT	1.00	70	1,600	0.044	

* - Denotes critical movement

Project Title:	LAX SPAS																																																																																								
Intersection:	159 - HINDRY AVENUE & MANCHESTER BOULEVARD																																																																																								
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)																																																																																								
Date/Time:	AM PEAK HOUR																																																																																								
Thru Lane:	1600 vph			N-S Split Phase :	N																																																																																				
Left Lane:	1600 vph			E-W Split Phase :	N																																																																																				
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10																																																																																				
ITS:	0 %			VIC Round Off (decs.):	3																																																																																				
OLA Movements :	FF Movements:																																																																																								
<table><tr><th>APPROACH</th><th>MVMT</th><th>LANES</th><th>VOLUME</th><th>CAPACITY</th><th>V/C</th><th>ICU ANALYSIS</th></tr><tr><td rowspan="3">Southbound</td><td>RT</td><td>1.00</td><td>10</td><td>1,600</td><td>0.006</td><td>N-S(1): 0.094 *</td></tr><tr><td>TH</td><td>1.00</td><td>20</td><td>1,600</td><td>0.031</td><td>N-S(2): 0.044</td></tr><tr><td>LT</td><td>0.00</td><td>30</td><td>1,600</td><td>0.019 *</td><td>E-W(1): 0.319 *</td></tr><tr><td rowspan="3">Westbound</td><td>RT</td><td>0.00</td><td>40</td><td>0</td><td>0.000</td><td>E-W(2): 0.287</td></tr><tr><td>TH</td><td>2.00</td><td>860</td><td>3,200</td><td>0.281 *</td><td></td></tr><tr><td>LT</td><td>1.00</td><td>180</td><td>1,600</td><td>0.113 *</td><td>V/C: 0.413</td></tr><tr><td rowspan="3">Northbound</td><td>RT</td><td>1.00</td><td>30</td><td>1,600</td><td>0.000</td><td>Lost Time: 0.100</td></tr><tr><td>TH</td><td>1.00</td><td>100</td><td>1,600</td><td>0.075 *</td><td>ITS: 0.000</td></tr><tr><td>LT</td><td>0.00</td><td>20</td><td>1,600</td><td>0.013</td><td></td></tr><tr><td rowspan="3">Eastbound</td><td>RT</td><td>0.00</td><td>40</td><td>0</td><td>0.000</td><td>ICU: 0.513</td></tr><tr><td>TH</td><td>2.00</td><td>620</td><td>3,200</td><td>0.206 *</td><td></td></tr><tr><td>LT</td><td>1.00</td><td>10</td><td>1,600</td><td>0.006</td><td>LOS: A</td></tr></table>							APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	Southbound	RT	1.00	10	1,600	0.006	N-S(1): 0.094 *	TH	1.00	20	1,600	0.031	N-S(2): 0.044	LT	0.00	30	1,600	0.019 *	E-W(1): 0.319 *	Westbound	RT	0.00	40	0	0.000	E-W(2): 0.287	TH	2.00	860	3,200	0.281 *		LT	1.00	180	1,600	0.113 *	V/C: 0.413	Northbound	RT	1.00	30	1,600	0.000	Lost Time: 0.100	TH	1.00	100	1,600	0.075 *	ITS: 0.000	LT	0.00	20	1,600	0.013		Eastbound	RT	0.00	40	0	0.000	ICU: 0.513	TH	2.00	620	3,200	0.206 *		LT	1.00	10	1,600	0.006	LOS: A
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS																																																																																			
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS																																																																																			
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	TH	2.00	1,120	3,200	0.369 *																																																																																				
	LT	1.00	20	1,600	0.013	LOS: B																																																																																			

Project Title:	LAX SPAS					
Intersection:	162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	WBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.579 * N-S(2): 0.317 E-W(1): 0.209 E-W(2): 0.278 * VIC: 0.857 Lost Time: 0.100 ITS: 0.000 ICU: 0.957 LOS: E
	TH	3.00	1,020	4,800	0.242	
	LT	2.00	160	2,880	0.056 *	
Westbound	RT	1.00	180	1,600	0.057	VIC: 0.857 Lost Time: 0.100 ITS: 0.000 ICU: 0.957 LOS: E
	TH	2.00	550	3,200	0.172 *	
	LT	1.00	120	1,600	0.075	
Northbound	RT	0.00	100	0	0.000	VIC: 0.857 Lost Time: 0.100 ITS: 0.000 ICU: 0.957 LOS: E
	TH	3.00	2,410	4,800	0.523 *	
	LT	1.00	120	1,600	0.075	
Eastbound	RT	1.00	100	1,600	0.025	VIC: 0.857 Lost Time: 0.100 ITS: 0.000 ICU: 0.957 LOS: E
	TH	2.00	490	3,200	0.134	
	LT	1.00	170	1,600	0.106 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.445 N-S(2): 0.504 * E-W(1): 0.350 E-W(2): 0.391 * VIC: 0.895 Lost Time: 0.100 ITS: 0.000 ICU: 0.995 LOS: E
	TH	3.00	1,580	4,800	0.373 *	
	LT	2.00	230	2,880	0.080	
Westbound	RT	1.00	220	1,600	0.058	VIC: 0.895 Lost Time: 0.100 ITS: 0.000 ICU: 0.995 LOS: E
	TH	2.00	570	3,200	0.178 *	
	LT	1.00	230	1,600	0.144	
Northbound	RT	0.00	170	0	0.000	VIC: 0.895 Lost Time: 0.100 ITS: 0.000 ICU: 0.995 LOS: E
	TH	3.00	1,580	4,800	0.365	
	LT	1.00	210	1,600	0.131 *	
Eastbound	RT	1.00	210	1,600	0.066	VIC: 0.895 Lost Time: 0.100 ITS: 0.000 ICU: 0.995 LOS: E
	TH	2.00	660	3,200	0.206	
	LT	1.00	340	1,600	0.213 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.428 N-S(2): 0.702 * E-W(1): 0.400 * E-W(2): 0.328 VIC: 1.102 Lost Time: 0.100 ITS: 0.000 ICU: 1.202 LOS: F
	TH	3.00	2,600	4,800	0.577 *	
	LT	2.00	230	2,880	0.080	
Westbound	RT	1.00	180	1,600	0.053	VIC: 1.102 Lost Time: 0.100 ITS: 0.000 ICU: 1.202 LOS: F
	TH	2.00	590	3,200	0.184	
	LT	1.00	240	1,600	0.150 *	
Northbound	RT	0.00	180	0	0.000	VIC: 1.102 Lost Time: 0.100 ITS: 0.000 ICU: 1.202 LOS: F
	TH	3.00	1,490	4,800	0.348	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	1.00	80	1,600	0.000	VIC: 1.102 Lost Time: 0.100 ITS: 0.000 ICU: 1.202 LOS: F
	TH	2.00	800	3,200	0.250 *	
	LT	1.00	230	1,600	0.144	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.267 N-S(2): 0.307 * E-W(1): 0.322 E-W(2): 0.435 *
	TH	2.00	650	3,200	0.213 *	
	LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	190	0	0.000	VIC: 0.742 Lost Time: 0.100 ITS: 0.000 ICU: 0.842
	TH	2.00	1,080	3,200	0.397 *	
	LT	1.00	200	1,600	0.125	
Northbound	RT	0.00	150	0	0.000	Lost Time: 0.100 ITS: 0.000 ICU: 0.842
	TH	3.00	680	4,800	0.173	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	60	0	0.000	LOS: D
	TH	2.00	570	3,200	0.197	
	LT	1.00	60	1,600	0.038 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.286 N-S(2): 0.388 * E-W(1): 0.425 * E-W(2): 0.381
	TH	2.00	700	3,200	0.238 *	
	LT	1.00	190	1,600	0.119	
Westbound	RT	0.00	180	0	0.000	VIC: 0.813 Lost Time: 0.100 ITS: 0.000 ICU: 0.913
	TH	2.00	880	3,200	0.331	
	LT	1.00	290	1,600	0.181 *	
Northbound	RT	0.00	210	0	0.000	LOS: E
	TH	3.00	590	4,800	0.167	
	LT	1.00	240	1,600	0.050 *	
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	700	3,200	0.244 *	
	LT	1.00	80	1,600	0.050	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.327 N-S(2): 0.394 * E-W(1): 0.591 * E-W(2): 0.472
	TH	2.00	890	3,200	0.288 *	
	LT	1.00	170	1,600	0.106	
Westbound	RT	0.00	150	0	0.000	VIC: 0.985 Lost Time: 0.100 ITS: 0.000 ICU: 1.085
	TH	2.00	1,120	3,200	0.397	
	LT	1.00	280	1,600	0.175 *	
Northbound	RT	0.00	210	0	0.000	LOS: F
	TH	3.00	850	4,800	0.221	
	LT	1.00	170	1,600	0.106 *	
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	1,250	3,200	0.416 *	
	LT	1.00	120	1,600	0.075	

+- Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :	NBR,					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.476 * N-S(2): 0.409 E-W(1): 0.367 E-W(2): 0.491 * VIC: 0.967 Lost Time: 0.100 ITS: 0.000 ICU: 1.067 LOS: F
	TH	3.00	640	4,800	0.146	
	LT	1.00	220	1,600	0.138 *	
Westbound	RT	1.00	560	1,600	0.281	VIC: 0.967 Lost Time: 0.100 ITS: 0.000 ICU: 1.067 LOS: F
	TH	2.00	1,350	3,200	0.422 *	
	LT	1.00	270	1,600	0.169	
Northbound	RT	1.00	190	1,600	0.000	VIC: 0.967 Lost Time: 0.100 ITS: 0.000 ICU: 1.067 LOS: F
	TH	2.00	1,080	3,200	0.338 *	
	LT	1.00	420	1,600	0.263	
Eastbound	RT	0.00	190	0	0.000	VIC: 0.967 Lost Time: 0.100 ITS: 0.000 ICU: 1.067 LOS: F
	TH	3.00	760	4,800	0.198	
	LT	1.00	110	1,600	0.069 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.335 * N-S(2): 0.279 E-W(1): 0.319 * E-W(2): 0.300 VIC: 0.654 Lost Time: 0.100 ITS: 0.000 ICU: 0.754 LOS: C
	TH	3.00	640	4,800	0.148	
	LT	1.00	220	1,600	0.138 *	
Westbound	RT	1.00	250	1,600	0.088	VIC: 0.654 Lost Time: 0.100 ITS: 0.000 ICU: 0.754 LOS: C
	TH	2.00	780	3,200	0.244	
	LT	1.00	150	1,600	0.094 *	
Northbound	RT	1.00	200	1,600	0.031	VIC: 0.654 Lost Time: 0.100 ITS: 0.000 ICU: 0.754 LOS: C
	TH	2.00	630	3,200	0.197 *	
	LT	1.00	210	1,600	0.131	
Eastbound	RT	0.00	260	0	0.000	VIC: 0.654 Lost Time: 0.100 ITS: 0.000 ICU: 0.754 LOS: C
	TH	3.00	820	4,800	0.225 *	
	LT	1.00	90	1,600	0.056	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.391 * N-S(2): 0.346 E-W(1): 0.438 * E-W(2): 0.350 VIC: 0.829 Lost Time: 0.100 ITS: 0.000 ICU: 0.929 LOS: E
	TH	3.00	970	4,800	0.215	
	LT	1.00	270	1,600	0.169 *	
Westbound	RT	1.00	260	1,600	0.078	VIC: 0.829 Lost Time: 0.100 ITS: 0.000 ICU: 0.929 LOS: E
	TH	2.00	980	3,200	0.306	
	LT	1.00	160	1,600	0.100 *	
Northbound	RT	1.00	190	1,600	0.019	VIC: 0.829 Lost Time: 0.100 ITS: 0.000 ICU: 0.929 LOS: E
	TH	2.00	710	3,200	0.222 *	
	LT	1.00	210	1,600	0.131	
Eastbound	RT	0.00	350	0	0.000	VIC: 0.829 Lost Time: 0.100 ITS: 0.000 ICU: 0.929 LOS: E
	TH	3.00	1,270	4,800	0.338 *	
	LT	1.00	70	1,600	0.044	

Project Title:	LAX SPAS					
Intersection:	175 - VERMONT AVENUE & MANCHESTER AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.348 * N-S(2): 0.243 E-W(1): 0.359 E-W(2): 0.373 *
	TH	3.00	700	4,800	0.167	
	LT	2.00	160	2,880	0.056 *	
Westbound	RT	0.00	140	0	0.000	V/C: 0.721 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,260	4,800	0.292 *	
	LT	1.00	100	1,600	0.063	
Northbound	RT	0.00	120	0	0.000	ICU: 0.821 LOS: D
	TH	3.00	1,280	4,800	0.292 *	
	LT	2.00	220	2,880	0.076	
Eastbound	RT	0.00	90	0	0.000	
	TH	3.00	1,330	4,800	0.296	
	LT	1.00	130	1,600	0.081 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.234 * N-S(2): 0.223 E-W(1): 0.308 E-W(2): 0.317 *
	TH	3.00	680	4,800	0.171	
	LT	2.00	200	2,880	0.069 *	
Westbound	RT	0.00	160	0	0.000	V/C: 0.551 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,000	4,800	0.242 *	
	LT	1.00	120	1,600	0.075	
Northbound	RT	0.00	140	0	0.000	ICU: 0.651 LOS: B
	TH	3.00	650	4,800	0.165 *	
	LT	2.00	150	2,880	0.052	
Eastbound	RT	0.00	150	0	0.000	
	TH	3.00	970	4,800	0.233	
	LT	1.00	120	1,600	0.075 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.344 * N-S(2): 0.301 E-W(1): 0.407 * E-W(2): 0.390
	TH	3.00	940	4,800	0.225	
	LT	2.00	260	2,880	0.090 *	
Westbound	RT	0.00	190	0	0.000	V/C: 0.751 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,260	4,800	0.302	
	LT	1.00	110	1,600	0.069 *	
Northbound	RT	0.00	130	0	0.000	ICU: 0.851 LOS: D
	TH	3.00	1,090	4,800	0.254 *	
	LT	2.00	220	2,880	0.076	
Eastbound	RT	0.00	190	0	0.000	
	TH	3.00	1,430	4,800	0.338 *	
	LT	1.00	140	1,600	0.088	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	176 - VERMONT AVENUE & CENTURY BOULEVARD					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.335 * N-S(2): 0.290 E-W(1): 0.328 E-W(2): 0.367 * V/C: 0.702 Lost Time: 0.100 ITS: 0.000
	TH	3.00	870	4,800	0.221	
	LT	2.00	130	2,880	0.045 *	
Westbound	RT	0.00	130	0	0.000	
	TH	3.00	1,150	4,800	0.267 *	
	LT	1.00	180	1,600	0.113	
Northbound	RT	1.00	140	1,600	0.031	
	TH	3.00	1,390	4,800	0.290 *	
	LT	2.00	200	2,880	0.069	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.802 LOS: D
	TH	3.00	890	4,800	0.215	
	LT	1.00	160	1,600	0.100 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.184 N-S(2): 0.257 * E-W(1): 0.281 E-W(2): 0.346 * V/C: 0.603 Lost Time: 0.100 ITS: 0.000
	TH	3.00	660	4,800	0.177 *	
	LT	2.00	120	2,880	0.042	
Westbound	RT	0.00	90	0	0.000	
	TH	3.00	1,000	4,800	0.227 *	
	LT	1.00	120	1,600	0.075	
Northbound	RT	1.00	70	1,600	0.006	
	TH	3.00	680	4,800	0.142	
	LT	2.00	230	2,880	0.080 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.703 LOS: C
	TH	3.00	840	4,800	0.206	
	LT	1.00	190	1,600	0.119 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.326 N-S(2): 0.352 * E-W(1): 0.363 E-W(2): 0.383 * V/C: 0.735 Lost Time: 0.100 ITS: 0.000
	TH	3.00	990	4,800	0.244 *	
	LT	2.00	170	2,880	0.059	
Westbound	RT	0.00	60	0	0.000	
	TH	3.00	1,150	4,800	0.252 *	
	LT	1.00	140	1,600	0.088	
Northbound	RT	1.00	120	1,600	0.031	
	TH	3.00	1,280	4,800	0.267	
	LT	2.00	310	2,880	0.108 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.835 LOS: D
	TH	3.00	1,180	4,800	0.275	
	LT	1.00	210	1,600	0.131 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	177 - VERMONT AVENUE & IMPERIAL HIGHWAY					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.003	N-S(1): 0.395 * N-S(2): 0.318 E-W(1): 0.405 * E-W(2): 0.386 V/C: 0.800 Lost Time: 0.100 ITS: 0.000 ICU: 0.900 LOS: D
	TH	3.00	880	4,800	0.183	
	LT	2.00	280	2,880	0.097 *	
Westbound	RT	0.00	210	0	0.000	
	TH	3.00	1,310	4,800	0.317	
	LT	1.00	300	1,600	0.188 *	
Northbound	RT	0.00	140	0	0.000	
	TH	3.00	1,290	4,800	0.298 *	
	LT	2.00	390	2,880	0.135	
Eastbound	RT	0.00	230	0	0.000	
	TH	3.00	810	4,800	0.217 *	
	LT	1.00	110	1,600	0.069	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	50	1,600	0.009	N-S(1): 0.259 N-S(2): 0.266 * E-W(1): 0.281 * E-W(2): 0.184 V/C: 0.547 Lost Time: 0.100 ITS: 0.000 ICU: 0.647 LOS: B
	TH	3.00	610	4,800	0.127 *	
	LT	2.00	170	2,880	0.059	
Westbound	RT	0.00	100	0	0.000	
	TH	3.00	570	4,800	0.140	
	LT	1.00	170	1,600	0.106 *	
Northbound	RT	0.00	190	0	0.000	
	TH	3.00	770	4,800	0.200	
	LT	2.00	400	2,880	0.139 *	
Eastbound	RT	0.00	260	0	0.000	
	TH	3.00	580	4,800	0.175 *	
	LT	1.00	70	1,600	0.044	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.013	N-S(1): 0.414 * N-S(2): 0.365 E-W(1): 0.519 * E-W(2): 0.323 V/C: 0.933 Lost Time: 0.100 ITS: 0.000 ICU: 1.033 LOS: F
	TH	3.00	900	4,800	0.188	
	LT	2.00	240	2,880	0.083 *	
Westbound	RT	0.00	110	0	0.000	
	TH	3.00	1,020	4,800	0.235	
	LT	1.00	300	1,600	0.188 *	
Northbound	RT	0.00	250	0	0.000	
	TH	3.00	1,340	4,800	0.331 *	
	LT	2.00	510	2,880	0.177	
Eastbound	RT	0.00	190	0	0.000	
	TH	3.00	1,400	4,800	0.331 *	
	LT	1.00	140	1,600	0.088	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	182 - INGLEWOOD AVENUE & ROSECRANS AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double LT Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			VIC Round Off (decs.):	3	
OLA Movements:						
FF Movements:						
APPROACH	MMVT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.069	N-S(1): 0.400 *
	TH	2.00	700	3,200	0.219	N-S(2): 0.375
	LT	1.00	230	1,600	0.144 *	E-W(1): 0.300 *
Westbound	RT	3.00	160	1,600	0.028	E-W(2): 0.248
	TH	1.00	950	4,800	0.198	
	LT	1.00	320	1,600	0.206 *	
Northbound	RT	0.00	190	0	0.000	Lost Time: 0.100
	TH	2.00	630	3,200	0.256 *	ITS: 0.000
	LT	1.00	250	1,600	0.156	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.800
	TH	3.00	450	4,800	0.094 *	
	LT	1.00	80	1,600	0.050	LOS: C
Date/Time:	MD PEAK HOUR					
APPROACH	MMVT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.059	N-S(1): 0.269
	TH	2.00	450	3,200	0.141 *	N-S(2): 0.285 *
	LT	1.00	155	1,600	0.097	E-W(1): 0.280
Westbound	RT	3.00	80	1,600	0.002	E-W(2): 0.315 *
	TH	3.00	820	4,800	0.171 *	
	LT	1.00	180	1,600	0.113 *	VIC: 0.600
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	450	3,200	0.172	ITS: 0.000
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	1.00	150	1,600	0.022	ICU: 0.700
	TH	3.00	800	4,800	0.167	
	LT	1.00	230	1,600	0.144 *	LOS: B
Date/Time:	PM PEAK HOUR					
APPROACH	MMVT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.044	N-S(1): 0.438
	TH	2.00	800	3,200	0.250 *	N-S(2): 0.444 *
	LT	1.00	270	1,600	0.169	E-W(1): 0.408 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2): 0.317
	TH	3.00	800	4,800	0.167	
	LT	1.00	160	1,600	0.100 *	VIC: 0.852
Northbound	RT	0.00	180	0	0.000	Lost Time: 0.100
	TH	2.00	680	3,200	0.269	ITS: 0.000
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	1.00	270	1,600	0.072	ICU: 0.952
	TH	3.00	1,480	4,800	0.308 *	
	LT	1.00	240	1,600	0.150	LOS: E

Project Title:	LAX SPAS					
Intersection:	183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	260	1,600	0.122	N-S(1): 0.282 N-S(2): 0.341 * E-W(1): 0.225 E-W(2): 0.371 * VIC: 0.712 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,020	4,800	0.213 *	
	LT	2.00	180	2,880	0.063	
Westbound	RT	0.00	260	0	0.000	VIC: 0.712 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,130	4,800	0.290 *	
	LT	1.00	130	1,600	0.081	
Northbound	RT	1.00	170	1,600	0.066	VIC: 0.712 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,050	4,800	0.219	
	LT	2.00	370	2,880	0.128 *	
Eastbound	RT	0.00	170	0	0.000	ICU: 0.812 LOS: D
	TH	3.00	520	4,800	0.144	
	LT	1.00	130	1,600	0.081 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	230	1,600	0.088	N-S(1): 0.271 N-S(2): 0.296 * E-W(1): 0.260 E-W(2): 0.323 * VIC: 0.619 Lost Time: 0.100 ITS: 0.000
	TH	3.00	970	4,800	0.202 *	
	LT	2.00	260	2,880	0.090	
Westbound	RT	0.00	240	0	0.000	VIC: 0.619 Lost Time: 0.100 ITS: 0.000
	TH	3.00	770	4,800	0.210 *	
	LT	1.00	130	1,600	0.081	
Northbound	RT	1.00	230	1,600	0.103	VIC: 0.619 Lost Time: 0.100 ITS: 0.000
	TH	3.00	870	4,800	0.181	
	LT	2.00	270	2,880	0.094 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.719 LOS: C
	TH	3.00	680	4,800	0.179	
	LT	1.00	180	1,600	0.113 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.069	N-S(1): 0.413 N-S(2): 0.420 * E-W(1): 0.417 * E-W(2): 0.325 VIC: 0.837 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,430	4,800	0.298 *	
	LT	2.00	470	2,880	0.163	
Westbound	RT	0.00	250	0	0.000	VIC: 0.837 Lost Time: 0.100 ITS: 0.000
	TH	3.00	830	4,800	0.225	
	LT	1.00	160	1,600	0.100 *	
Northbound	RT	1.00	180	1,600	0.063	VIC: 0.837 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,000	4,800	0.250	
	LT	2.00	350	2,880	0.122 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.937 LOS: E
	TH	3.00	1,340	4,800	0.317 *	
	LT	1.00	160	1,600	0.100	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	184 - PRAIRIE AVENUE & ROSECRANS AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.292 N-S(2): 0.367 * E-W(1): 0.398 E-W(2): 0.427 * VIC: 0.794 Lost Time: 0.100 ITS: 0.000
	TH	3.00	990	4,800	0.242 *	
	LT	1.00	190	1,600	0.119	
Westbound	RT	0.00	200	0	0.000	VIC: 0.794 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,250	4,800	0.302 *	
	LT	1.00	370	1,600	0.231	
Northbound	RT	0.00	170	0	0.000	VIC: 0.794 Lost Time: 0.100 ITS: 0.000
	TH	3.00	660	4,800	0.173	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.894 LOS: D
	TH	3.00	690	4,800	0.167	
	LT	1.00	200	1,600	0.125 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.315 * N-S(2): 0.305 E-W(1): 0.342 * E-W(2): 0.305 VIC: 0.657 Lost Time: 0.100 ITS: 0.000
	TH	3.00	670	4,800	0.167	
	LT	1.00	260	1,600	0.163 *	
Westbound	RT	0.00	120	0	0.000	VIC: 0.657 Lost Time: 0.100 ITS: 0.000
	TH	3.00	800	4,800	0.192	
	LT	1.00	240	1,600	0.150 *	
Northbound	RT	0.00	120	0	0.000	VIC: 0.657 Lost Time: 0.100 ITS: 0.000
	TH	3.00	550	4,800	0.152 *	
	LT	1.00	220	1,600	0.138	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.757 LOS: C
	TH	3.00	800	4,800	0.192 *	
	LT	1.00	180	1,600	0.113	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.415 * N-S(2): 0.387 E-W(1): 0.468 * E-W(2): 0.327 VIC: 0.883 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,050	4,800	0.256	
	LT	1.00	280	1,600	0.175 *	
Westbound	RT	0.00	170	0	0.000	VIC: 0.883 Lost Time: 0.100 ITS: 0.000
	TH	3.00	890	4,800	0.221	
	LT	1.00	272	1,600	0.170 *	
Northbound	RT	0.00	250	0	0.000	VIC: 0.883 Lost Time: 0.100 ITS: 0.000
	TH	3.00	900	4,800	0.240 *	
	LT	1.00	210	1,600	0.131	
Eastbound	RT	0.00	200	0	0.000	ICU: 0.983 LOS: E
	TH	3.00	1,230	4,800	0.298 *	
	LT	1.00	170	1,600	0.106	

* - Denotes critical movement

Project Title:	LAX SPAS					
Intersection:	185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE					
Description:	"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:	AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	0 %			VIC Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.337 * N-S(2): 0.326 E-W(1): 0.342 E-W(2): 0.369 * VIC: 0.706 Lost Time: 0.100 ITS: 0.000
	TH	3.00	860	4,800	0.213	
	LT	1.00	170	1,600	0.106 *	
Westbound	RT	0.00	210	0	0.000	VIC: 0.706 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,110	4,800	0.275 *	
	LT	1.00	200	1,600	0.125	
Northbound	RT	0.00	110	0	0.000	VIC: 0.706 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,000	4,800	0.231 *	
	LT	1.00	180	1,600	0.113	
Eastbound	RT	0.00	200	0	0.000	ICU: 0.806 LOS: D
	TH	3.00	840	4,800	0.217	
	LT	1.00	150	1,600	0.094 *	
Date/Time:	MD PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.321 * N-S(2): 0.288 E-W(1): 0.298 E-W(2): 0.317 * VIC: 0.638 Lost Time: 0.100 ITS: 0.000
	TH	3.00	630	4,800	0.175	
	LT	1.00	210	1,600	0.131 *	
Westbound	RT	0.00	200	0	0.000	VIC: 0.638 Lost Time: 0.100 ITS: 0.000
	TH	3.00	760	4,800	0.204 *	
	LT	1.00	180	1,600	0.100	
Northbound	RT	0.00	180	0	0.000	VIC: 0.638 Lost Time: 0.100 ITS: 0.000
	TH	3.00	730	4,800	0.190 *	
	LT	1.00	180	1,600	0.113	
Eastbound	RT	0.00	170	0	0.000	ICU: 0.738 LOS: C
	TH	3.00	780	4,800	0.198	
	LT	1.00	180	1,600	0.113 *	
Date/Time:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.352 N-S(2): 0.386 * E-W(1): 0.433 * E-W(2): 0.351 VIC: 0.819 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,050	4,800	0.267 *	
	LT	1.00	210	1,600	0.131	
Westbound	RT	0.00	180	0	0.000	VIC: 0.819 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,080	4,800	0.263	
	LT	1.00	210	1,600	0.131 *	
Northbound	RT	0.00	230	0	0.000	VIC: 0.819 Lost Time: 0.100 ITS: 0.000
	TH	3.00	830	4,800	0.221	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	210	0	0.000	ICU: 0.919 LOS: E
	TH	3.00	1,240	4,800	0.302 *	
	LT	1.00	140	1,600	0.088	

* - Denotes critical movement

Project Title:	LAX SPAS					
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Project Title:		LAX SPAS				
Intersection:		187 - VERMONT AVENUE & ROSECRANS AVENUE				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph	N-S Split Phase :	N			
Left Lane:	1600 vph	E-W Split Phase :	N			
Double Lt Penalty:	10 %	Lost Time (% of cycle):	10			
ITS:	0 %	V/C Round Off (decs.):	3			
OLA Movements :		FF Movements:				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,600	0.034	N-S(1): 0.296 * N-S(2): 0.253 E-W(1): 0.377 E-W(2): 0.425 * V/C: 0.721 Lost Time: 0.100 ITS: 0.000
	TH	3.00	670	4,800	0.140	
	LT	1.00	240	1,600	0.150 *	
Westbound	RT	0.00	180	0	0.000	V/C: 0.721 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,530	4,800	0.356 *	
	LT	1.00	150	1,600	0.094	
Northbound	RT	0.00	120	0	0.000	ICU: 0.821 LOS: D
	TH	3.00	580	4,800	0.146 *	
	LT	1.00	180	1,600	0.113	
Eastbound	RT	0.00	140	0	0.000	
	TH	3.00	1,220	4,800	0.283	
	LT	1.00	110	1,600	0.069 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,600	0.028	N-S(1): 0.242 * N-S(2): 0.189 E-W(1): 0.338 * E-W(2): 0.329 V/C: 0.580 Lost Time: 0.100 ITS: 0.000
	TH	3.00	400	4,800	0.083	
	LT	1.00	220	1,600	0.138 *	
Westbound	RT	0.00	160	0	0.000	V/C: 0.580 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,090	4,800	0.260	
	LT	1.00	150	1,600	0.094 *	
Northbound	RT	0.00	140	0	0.000	ICU: 0.680 LOS: B
	TH	3.00	360	4,800	0.104 *	
	LT	1.00	170	1,600	0.106 *	
Eastbound	RT	0.00	100	0	0.000	
	TH	3.00	1,070	4,800	0.244 *	
	LT	1.00	110	1,600	0.069	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.028	N-S(1): 0.391 * N-S(2): 0.294 E-W(1): 0.421 E-W(2): 0.427 * V/C: 0.818 Lost Time: 0.100 ITS: 0.000
	TH	3.00	840	4,800	0.175	
	LT	1.00	250	1,600	0.156 *	
Westbound	RT	0.00	240	0	0.000	V/C: 0.818 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,360	4,800	0.333 *	
	LT	1.00	150	1,600	0.094	
Northbound	RT	0.00	200	0	0.000	ICU: 0.918 LOS: E
	TH	3.00	930	4,800	0.235 *	
	LT	1.00	190	1,600	0.119	
Eastbound	RT	0.00	170	0	0.000	
	TH	3.00	1,400	4,800	0.327	
	LT	1.00	150	1,600	0.094 *	

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS						
Intersection:		188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD						
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time:		AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N					
Left Lane:	1600 vph	E-W Split Phase :	N					
Double Lt Penalty:	10 %	Lost Time (% of cycle):	10					
ITS:	0 %	V/C Round Off (decs.):	3					
OLA Movements :		FF Movements:						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.396 N-S(2): 0.504 * E-W(1): 0.277 E-W(2): 0.402 *	V/C: 0.906 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	1,130	4,800	0.260 *			
	LT	1.00	240	1,600	0.150			
Westbound	RT	0.00	290	0	0.000	V/C: 0.906 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	1,190	4,800	0.308 *			
	LT	1.00	120	1,600	0.075			
Northbound	RT	0.00	130	0	0.000	ICU: 1.006 LOS: F		
	TH	3.00	1,050	4,800	0.246			
	LT	1.00	390	1,600	0.244 *			
Eastbound	RT	0.00	170	0	0.000			
	TH	3.00	800	4,800	0.202			
	LT	1.00	150	1,600	0.094 *			
Date/Time:		MD PEAK HOUR						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.290 N-S(2): 0.319 * E-W(1): 0.279 * E-W(2): 0.259	V/C: 0.598 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	730	4,800	0.175 *			
	LT	1.00	230	1,600	0.144			
Westbound	RT	0.00	200	0	0.000	V/C: 0.598 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	710	4,800	0.190			
	LT	1.00	150	1,600	0.094 *			
Northbound	RT	0.00	110	0	0.000	ICU: 0.698 LOS: B		
	TH	3.00	590	4,800	0.146			
	LT	1.00	230	1,600	0.144 *			
Eastbound	RT	0.00	210	0	0.000			
	TH	3.00	680	4,800	0.185 *			
	LT	1.00	110	1,600	0.069			
Date/Time:		PM PEAK HOUR						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.423 * N-S(2): 0.400 E-W(1): 0.485 * E-W(2): 0.358	V/C: 0.908 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	1,150	4,800	0.269			
	LT	1.00	290	1,600	0.181 *			
Westbound	RT	0.00	270	0	0.000	V/C: 0.908 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	970	4,800	0.258			
	LT	1.00	160	1,600	0.100 *			
Northbound	RT	0.00	130	0	0.000	ICU: 1.008 LOS: F		
	TH	3.00	1,030	4,800	0.242 *			
	LT	1.00	210	1,600	0.131			
Eastbound	RT	0.00	360	0	0.000			
	TH	3.00	1,490	4,800	0.385 *			
	LT	1.00	160	1,600	0.100			

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS					
Intersection:		189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD					
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:		AM PEAK HOUR					
Thru Lane:		1600 vph	N-S Split Phase :		N		
Left Lane:		1600 vph	E-W Split Phase :		N		
Double Lt Penalty:		10 %	Lost Time (% of cycle) :		10		
ITS:		0 %	V/C Round Off (decs.) :		3		
OLA Movements :		FF Movements:					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	300	1,600	0.088	N-S(1): 0.342 N-S(2): 0.371 * E-W(1): 0.288 E-W(2): 0.504 * V/C: 0.875 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	910	4,800	0.190 *		
	LT	1.00	150	1,600	0.094		
Westbound	RT	0.00	280	0	0.000	V/C: 0.875 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	1,180	4,800	0.304 *		
	LT	1.00	190	1,600	0.119		
Northbound	RT	1.00	130	1,600	0.022	ICU: 0.975 LOS: E	
	TH	3.00	1,190	4,800	0.248		
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000		
	TH	3.00	700	4,800	0.169		
	LT	1.00	320	1,600	0.200 *		
Date/Time:		MD PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	270	1,600	0.063	N-S(1): 0.267 * N-S(2): 0.250 E-W(1): 0.246 E-W(2): 0.369 * V/C: 0.636 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	750	4,800	0.156		
	LT	1.00	140	1,600	0.088 *		
Westbound	RT	0.00	180	0	0.000	V/C: 0.636 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	570	4,800	0.156 *		
	LT	1.00	150	1,600	0.094		
Northbound	RT	1.00	100	1,600	0.016	ICU: 0.736 LOS: C	
	TH	3.00	860	4,800	0.179 *		
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000		
	TH	3.00	600	4,800	0.152		
	LT	1.00	340	1,600	0.213 *		
Date/Time:		PM PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	230	1,600	0.019	N-S(1): 0.342 * N-S(2): 0.333 E-W(1): 0.442 E-W(2): 0.452 * V/C: 0.794 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	1,240	4,800	0.258		
	LT	1.00	220	1,600	0.138 *		
Westbound	RT	0.00	250	0	0.000	V/C: 0.794 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	720	4,800	0.202 *		
	LT	1.00	180	1,600	0.113		
Northbound	RT	1.00	100	1,600	0.006	ICU: 0.894 LOS: D	
	TH	3.00	960	4,800	0.204 *		
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000		
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *		

* - Denotes critical movement

Project Title:		LAX SPAS				
Intersection:		190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left Lane:		1600 vph		E-W Split Phase :		N
Double Lt Penalty:		10 %		Lost Time (% of cycle):		10
ITS:		0 %		V/C Round Off (decs.):		3
OLA Movements:						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.122	N-S(1): 0.235 N-S(2): 0.288 * E-W(1): 0.269 E-W(2): 0.464 * V/C: 0.752 Lost Time: 0.100 ITS: 0.000
	TH	2.00	520	3,200	0.163 *	
	LT	1.00	60	1,600	0.038	
Westbound	RT	0.00	160	0	0.000	V/C: 0.752 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,560	4,800	0.358 *	
	LT	1.00	110	1,600	0.069	
Northbound	RT	0.00	70	0	0.000	ICU: 0.852 LOS: D
	TH	2.00	560	3,200	0.197	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	190	0	0.000	LOS: D
	TH	3.00	770	4,800	0.200	
	LT	1.00	170	1,600	0.106 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.063	N-S(1): 0.213 N-S(2): 0.228 * E-W(1): 0.225 E-W(2): 0.282 *
	TH	2.00	410	3,200	0.128 *	
	LT	1.00	80	1,600	0.050	
Westbound	RT	0.00	110	0	0.000	V/C: 0.510 Lost Time: 0.100 ITS: 0.000
	TH	3.00	700	4,800	0.169 *	
	LT	1.00	110	1,600	0.069	
Northbound	RT	0.00	120	0	0.000	ICU: 0.610
	TH	2.00	400	3,200	0.163	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	130	0	0.000	LOS: B
	TH	3.00	620	4,800	0.156	
	LT	1.00	180	1,600	0.113 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.063	N-S(1): 0.313 N-S(2): 0.338 * E-W(1): 0.429 * E-W(2): 0.377
	TH	2.00	640	3,200	0.200 *	
	LT	1.00	110	1,600	0.069	
Westbound	RT	0.00	100	0	0.000	V/C: 0.767 Lost Time: 0.100 ITS: 0.000
	TH	3.00	990	4,800	0.227	
	LT	1.00	90	1,600	0.056 *	
Northbound	RT	0.00	130	0	0.000	ICU: 0.867
	TH	2.00	650	3,200	0.244	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	200	0	0.000	LOS: D
	TH	3.00	1,590	4,800	0.373 *	
	LT	1.00	240	1,600	0.150	

Project Title: LAX SPAS		Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD						
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time: AM PEAK HOUR								
Thru Lane:	1600 vph	N-S Split Phase :	N					
Left Lane:	1600 vph	E-W Split Phase :	N					
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10					
ITS:	0 %	V/C Round Off (decs.) :	3					
OLA Movements :		FF Movements:						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.050	N-S(1): 0.209 * N-S(2): 0.163 E-W(1): 0.281 E-W(2): 0.452 *	V/C: 0.661 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	570	4,800	0.119			
	LT	1.00	180	1,600	0.113 *			
Westbound	RT	0.00	130	0	0.000	V/C: 0.413 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	1,800	4,800	0.402 *			
	LT	1.00	120	1,600	0.075			
Northbound	RT	1.00	110	1,600	0.031	V/C: 0.661 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	460	4,800	0.096 *			
	LT	1.00	70	1,600	0.044			
Eastbound	RT	0.00	70	0	0.000	V/C: 0.661 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	920	4,800	0.206			
	LT	1.00	80	1,600	0.050 *			
Date/Time: MD PEAK HOUR								
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.103	N-S(1): 0.182 * N-S(2): 0.147 E-W(1): 0.231 * E-W(2): 0.214	V/C: 0.413 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	390	4,800	0.081			
	LT	1.00	180	1,600	0.113 *			
Westbound	RT	0.00	130	0	0.000	V/C: 0.413 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	750	4,800	0.183			
	LT	1.00	80	1,600	0.050 *			
Northbound	RT	1.00	60	1,600	0.013	V/C: 0.413 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	330	4,800	0.069 *			
	LT	1.00	70	1,600	0.044			
Eastbound	RT	0.00	70	0	0.000	V/C: 0.413 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	800	4,800	0.181 *			
	LT	1.00	50	1,600	0.031			
Date/Time: PM PEAK HOUR								
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1): 0.236 * N-S(2): 0.196 E-W(1): 0.423 * E-W(2): 0.313	V/C: 0.659 Lost Time: 0.100 ITS: 0.000	
	TH	3.00	550	4,800	0.115			
	LT	1.00	140	1,600	0.088 *			
Westbound	RT	0.00	170	0	0.000	V/C: 0.659 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	910	4,800	0.225			
	LT	1.00	140	1,600	0.088 *			
Northbound	RT	1.00	80	1,600	0.006	V/C: 0.659 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	710	4,800	0.148 *			
	LT	1.00	130	1,600	0.081			
Eastbound	RT	0.00	90	0	0.000	V/C: 0.659 Lost Time: 0.100 ITS: 0.000		
	TH	3.00	1,520	4,800	0.335 *			
	LT	1.00	140	1,600	0.088			

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS					
Intersection:		192 - AVIATION BOULEVARD & ARTESIA BOULEVARD					
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)					
Date/Time:		AM PEAK HOUR					
Thru Lane:		1600 vph		N-S Split Phase : N			
Left Lane:		1600 vph		E-W Split Phase : N			
Double Lt Penalty:		10 %		Lost Time (% of cycle) : 10			
ITS:		0 %		V/C Round Off (decs.) : 3			
OLA Movements :		FF Movements:					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.572 * N-S(2): 0.335 E-W(1): 0.313 E-W(2): 0.464 *	V/C: 1.036 Lost Time: 0.100 ITS: 0.000
	TH	2.00	540	3,200	0.241		
	LT	1.00	180	1,600	0.113 *		
Westbound	RT	0.00	240	0	0.000	V/C: 1.036 Lost Time: 0.100 ITS: 0.000	ICU: 1.136
	TH	2.00	802	3,200	0.326 *		
	LT	1.00	190	1,600	0.119		
Northbound	RT	0.00	140	0	0.000	V/C: 1.036 Lost Time: 0.100 ITS: 0.000	ICU: 1.136
	TH	2.00	1,330	3,200	0.459 *		
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	V/C: 1.036 Lost Time: 0.100 ITS: 0.000	LOS: F
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *		
Date/Time:		MD PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.313 N-S(2): 0.319 * E-W(1): 0.353 E-W(2): 0.362 *	V/C: 0.681 Lost Time: 0.100 ITS: 0.000
	TH	2.00	660	3,200	0.250 *		
	LT	1.00	180	1,600	0.113		
Westbound	RT	0.00	180	0	0.000	N-S(1): 0.313 N-S(2): 0.319 * E-W(1): 0.353 E-W(2): 0.362 *	V/C: 0.681 Lost Time: 0.100 ITS: 0.000
	TH	2.00	560	3,200	0.231 *		
	LT	1.00	240	1,600	0.150		
Northbound	RT	0.00	160	0	0.000	N-S(1): 0.313 N-S(2): 0.319 * E-W(1): 0.353 E-W(2): 0.362 *	V/C: 0.681 Lost Time: 0.100 ITS: 0.000
	TH	2.00	480	3,200	0.200		
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	N-S(1): 0.313 N-S(2): 0.319 * E-W(1): 0.353 E-W(2): 0.362 *	V/C: 0.681 Lost Time: 0.100 ITS: 0.000
	TH	2.00	570	3,200	0.203		
	LT	1.00	210	1,600	0.131 *		
Date/Time:		PM PEAK HOUR					
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.469 N-S(2): 0.509 * E-W(1): 0.475 * E-W(2): 0.404	V/C: 0.984 Lost Time: 0.100 ITS: 0.000
	TH	2.00	1,270	3,200	0.434 *		
	LT	1.00	270	1,600	0.169		
Westbound	RT	0.00	160	0	0.000	N-S(1): 0.469 N-S(2): 0.509 * E-W(1): 0.475 * E-W(2): 0.404	V/C: 0.984 Lost Time: 0.100 ITS: 0.000
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *		
Northbound	RT	0.00	180	0	0.000	N-S(1): 0.469 N-S(2): 0.509 * E-W(1): 0.475 * E-W(2): 0.404	V/C: 0.984 Lost Time: 0.100 ITS: 0.000
	TH	2.00	780	3,200	0.300		
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	N-S(1): 0.469 N-S(2): 0.509 * E-W(1): 0.475 * E-W(2): 0.404	V/C: 0.984 Lost Time: 0.100 ITS: 0.000
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138		

* - Denotes critical movement

* - Denotes critical movement

Project Title:		LAX SPAS						
Intersection:		193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD						
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)						
Date/Time:		AM PEAK HOUR						
Thru Lane:	1600 vph	N-S Split Phase :	N					
Left Lane:	1600 vph	E-W Split Phase :	N					
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10					
ITS:	0 %	V/C Round Off (decs.) :	3					
OLA Movements :		FF Movements:						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000		N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194		N-S(2):	0.250
	LT	2.00	100	2,880	0.035 *		E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195		E-W(2):	0.404 *
	TH	2.00	770	3,200	0.241 *			
	LT	2.00	290	2,880	0.101		V/C:	0.879
Northbound	RT	0.00	290	0	0.000		Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *		ITS:	0.000
	LT	1.00	90	1,600	0.056		ICU:	0.979
Eastbound	RT	1.00	160	1,600	0.072			
	TH	2.00	580	3,200	0.181		LOS:	E
	LT	1.00	260	1,600	0.163 *			
Date/Time:		MD PEAK HOUR						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075		N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *		N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052		E-W(1):	0.275
Westbound	RT	1.00	150	1,600	0.068		E-W(2):	0.309 *
	TH	2.00	590	3,200	0.184 *			
	LT	2.00	270	2,880	0.094		V/C:	0.672
Northbound	RT	0.00	210	0	0.000		Lost Time:	0.100
	TH	3.00	900	4,800	0.231		ITS:	0.000
	LT	1.00	200	1,600	0.125 *		ICU:	0.772
Eastbound	RT	1.00	180	1,600	0.050			
	TH	2.00	580	3,200	0.181		LOS:	C
	LT	1.00	200	1,600	0.125 *			
Date/Time:		PM PEAK HOUR						
APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197		N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *		N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104		E-W(1):	0.464 *
Westbound	RT	1.00	130	1,600	0.029		E-W(2):	0.335
	TH	2.00	690	3,200	0.216			
	LT	2.00	590	2,880	0.205 *		V/C:	0.996
Northbound	RT	0.00	220	0	0.000		Lost Time:	0.100
	TH	3.00	810	4,800	0.215		ITS:	0.000
	LT	1.00	190	1,600	0.119 *		ICU:	1.096
Eastbound	RT	1.00	210	1,600	0.072			
	TH	2.00	830	3,200	0.259 *			
	LT	1.00	190	1,600	0.119		LOS:	F

Project Title:		LAX SPAS				
Intersection:		197 - PRAIRIE AVENUE & LENNOX BOULEVARD				
Description:		"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP)				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph			N-S Split Phase :	N
Left Lane:		1600 vph			E-W Split Phase :	N
Double LT Penalty:		10 %			Lost Time (% of cycle) :	10
ITS:		0 %			VIC Round Off (decs.) :	3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.285 N-S(2): 0.481 * E-W(1): 0.081 E-W(2): 0.101 * VIC: 0.582 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,280	4,800	0.306 *	
	LT	1.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	VIC: 0.482 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.013 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	10	0	0.000	ICU: 0.682 LOS: B
	TH	3.00	1,330	4,800	0.279	
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	270	1,600	0.081	
	TH	2.00	10	3,200	0.047	
	LT	0.00	140	1,600	0.088 *	
Date/Time:		MD PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.244 N-S(2): 0.363 * E-W(1): 0.062 E-W(2): 0.119 * VIC: 0.482 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,030	4,800	0.238 *	
	LT	1.00	10	1,600	0.006	
Westbound	RT	0.00	10	0	0.000	VIC: 0.482 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Northbound	RT	0.00	10	0	0.000	ICU: 0.582 LOS: A
	TH	3.00	1,130	4,800	0.238	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	1.00	190	1,600	0.056	
	TH	2.00	10	3,200	0.053	
	LT	0.00	160	1,600	0.100 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.351 N-S(2): 0.515 * E-W(1): 0.134 E-W(2): 0.144 * VIC: 0.659 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,510	4,800	0.346 *	
	LT	1.00	20	1,600	0.013	
Westbound	RT	0.00	10	0	0.000	VIC: 0.659 Lost Time: 0.100 ITS: 0.000
	TH	1.00	10	1,600	0.013 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	10	0	0.000	ICU: 0.759 LOS: C
	TH	3.00	1,610	4,800	0.338	
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	1.00	350	1,600	0.134	
	TH	2.00	10	3,200	0.069	
	LT	0.00	210	1,600	0.131 *	

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

Traffic

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LAX SPAS		
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR		
Scenario Report		
Scenario:	AM	
Command:	AM	
Volume:	AM	
Geometry:	Default Geometry	
Impact Fee:	Default Impact Fee	
Trip Generation:	Default Trip Generation	
Trip Distribution:	Default Trip Distribution	
Paths:	Default Path	
Routes:	Default Route	
Configuration:	Default Configuration	

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LAX SPAS						
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR						
Impact Analysis Report						
Level of Service						
Intersection	Base		Future		Change in	
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C		
# 28 SEPULVEDA BOULEVARD & CENTINEL	E xxxxxx	0.966	E xxxxxx	0.966	+ 0.000 V/C	
# 30 CENTINELA AVENUE & WASHINGTON	E xxxxxx	0.927	E xxxxxx	0.927	+ 0.000 V/C	
# 31 CENTINELA AVENUE & WASHINGTON	D xxxxxx	0.847	D xxxxxx	0.847	+ 0.000 V/C	
# 40 DUQUESNE AVENUE & CULVER BOULE	B xxxxxx	0.669	B xxxxxx	0.669	+ 0.000 V/C	
# 43 OVERLAND AVENUE & CULVER BOULE	F xxxxxx	1.252	F xxxxxx	1.252	+ 0.000 V/C	
# 44 SAWTELLE BOULEVARD & CULVER BO	C xxxxxx	0.744	C xxxxxx	0.744	+ 0.000 V/C	
# 45 SEPULVEDA BOULEVARD & CULVER B	D xxxxxx	0.811	D xxxxxx	0.811	+ 0.000 V/C	
# 50 DUQUESNE AVENUE & JEFFERSON BO	B xxxxxx	0.691	B xxxxxx	0.691	+ 0.000 V/C	
# 79 OVERLAND AVENUE & JEFFERSON BO	C xxxxxx	0.756	C xxxxxx	0.756	+ 0.000 V/C	
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A xxxxxx	0.547	A xxxxxx	0.547	+ 0.000 V/C	
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E xxxxxx	0.902	E xxxxxx	0.902	+ 0.000 V/C	
# 82 SLAUSON AVENUE & JEFFERSON BOU	A xxxxxx	0.468	A xxxxxx	0.468	+ 0.000 V/C	
# 83 NB I-405 RAMPS & JEFFERSON BOU	A xxxxxx	0.595	A xxxxxx	0.595	+ 0.000 V/C	
# 84 SB I-405 RAMPS & JEFFERSON BOU	A xxxxxx	0.461	A xxxxxx	0.461	+ 0.000 V/C	
#118 SAWTELLE BOULEVARD & MATTESON	E xxxxxx	0.986	E xxxxxx	0.986	+ 0.000 V/C	
#121 OVERLAND AVENUE & VENICE BOULE	E xxxxxx	0.985	E xxxxxx	0.985	+ 0.000 V/C	
#122 PALAWAN WAY & WASHINGTON BOUL	C 16.6	0.496	C 16.6	0.496	+ 0.000 D/V	
#126 SEPULVEDA BOULEVARD & SAWTELLE	B xxxxxx	0.637	B xxxxxx	0.637	+ 0.000 V/C	
#127 SAWTELLE BOULEVARD & VENICE BO	F xxxxxx	1.208	F xxxxxx	1.208	+ 0.000 V/C	
#128 SAWTELLE BOULEVARD & WASHINGTO	C xxxxxx	0.730	C xxxxxx	0.730	+ 0.000 V/C	
#129 SAWTELLE BOULEVARD & WASHINGTON	A xxxxxx	0.570	A xxxxxx	0.570	+ 0.000 V/C	
#130 SEPULVEDA BOULEVARD & SLAUSON	B xxxxxx	0.682	B xxxxxx	0.682	+ 0.000 V/C	
#131 SEPULVEDA BOULEVARD & VENICE B	F xxxxxx	1.004	F xxxxxx	1.004	+ 0.000 V/C	
#132 SEPULVEDA BOULEVARD & WASHINGT	B xxxxxx	0.690	B xxxxxx	0.690	+ 0.000 V/C	
#133 SEPULVEDA BOULEVARD & WASHINGT	C xxxxxx	0.730	C xxxxxx	0.730	+ 0.000 V/C	
#134 SEPULVEDA BOULEVARD & I-405 NO	E xxxxxx	0.941	E xxxxxx	0.941	+ 0.000 V/C	
#140 WB SR-90 RAMPS & SLAUSON AVENU	A xxxxxx	0.581	A xxxxxx	0.581	+ 0.000 V/C	
#150 SEPULVEDA BOULEVARD & BRADDOCK	A xxxxxx	0.590	A xxxxxx	0.590	+ 0.000 V/C	
#151 BUCKINGHAM PARKWAY & SLAUSON A	C xxxxxx	0.748	C xxxxxx	0.748	+ 0.000 V/C	
#152 DUQUESNE AVENUE & WASHINGTON B	A xxxxxx	0.583	A xxxxxx	0.583	+ 0.000 V/C	
#153 OVERLAND AVENUE & KELMOR STREE	D 32.6	0.906	D 32.6	0.906	+ 0.000 V/C	
#154 OVERLAND AVENUE & SAWTELLE BOU	D 33.1	0.898	D 33.1	0.898	+ 0.000 V/C	
#155 OVERLAND AVENUE & WASHINGTON B	D xxxxxx	0.844	D xxxxxx	0.844	+ 0.000 V/C	
#156 WALGROVE AVENUE & WASHINGTON B	F 68.8	0.457	F 68.8	0.457	+ 0.000 D/C	

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LAX SPAS		
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR		
Level Of Service Computation Report		
Circular 212 Planning Method (Base Volume Alternative)		
Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE		
Cycle (sec):	130	Critical Vol./Cap.(X): 0.966
Loss Time (sec):	16	Average Delay (sec/veh): xxxxxx
Optimal Cycle:	180	Level Of Service: E
Street Name: SEPULVEDA BOULEVARD CENTINELLA AVENUE		
Approach:	North Bound South Bound East Bound West Bound	
Movement:	L - T - R L - T - R L - T - R L - T - R	
Control:	Protected Protected Protected Protected	
Rights:	Include Include Ovl Include	
Min. Green:	0 0 0 0 0 0 0 0 0 0 0 0	
Y+R:	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	
Lanes:	2 0 3 0 1 2 0 3 0 1 1 0 3 0 2 2 0 1 1 0	
Volume Module:		
Base Vol:	660 1400 240 50 900 160 170 310 420 320 770 220	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Initial Bse:	660 1400 240 50 900 160 170 310 420 320 770 220	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Volume:	660 1400 240 50 900 160 170 310 420 320 770 220	
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Reduced Vol:	660 1400 240 50 900 160 170 310 420 320 770 220	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
MLF Adj:	1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00	
FinalVolume:	726 1400 240 55 900 160 170 310 462 352 770 220	
Saturation Flow Module:		
Sat/Lane:	1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375	
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Lanes:	2.00 3.00 1.00 2.00 3.00 1.00 1.00 3.00 2.00 2.00 1.56 0.44	
Final Sat.:	2750 4125 1375 2750 4125 1375 1375 4125 2750 2750 2139 611	
Capacity Analysis Module:		
Vol/Sat:	0.26 0.34 0.17 0.02 0.22 0.12 0.12 0.12 0.08 0.17 0.13 0.36	0.36
Crit Volume:	363 300 170	495
Crit Moves:	****	****

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LAX SPAS		
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR		
Level Of Service Computation Report		
Circular 212 Planning Method (Base Volume Alternative)		
Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD		
Cycle (sec):	75	Critical Vol./Cap.(X): 0.927
Loss Time (sec):	8	Average Delay (sec/veh): xxxxxx
Optimal Cycle:	180	Level Of Service: E
Street Name: CENTINELA AVENUE WASHINGTON BOULEVARD		
Approach:	North Bound South Bound East Bound West Bound	
Movement:	L - T - R L - T - R L - T - R L - T - R	
Control:	Permitted Permitted Permitted Permitted	
Rights:	Include Include Include Include	
Min. Green:	0 0 0 0 0 0 0 0 0 0 0 0	
Y+R:	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	
Lanes:	1 0 1 1 0 1 0 1 1 0 1 0 1 1 0	
Volume Module:		
Base Vol:	180 1370 130 150 810 30 70 600 220 80 490 130	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Initial Bse:	180 1370 130 150 810 30 70 600 220 80 490 130	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Volume:	180 1370 130 150 810 30 70 600 220 80 490 130	
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Reduced Vol:	180 1370 130 150 810 30 70 600 220 80 490 130	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
FinalVolume:	180 1370 130 150 810 30 70 600 220 80 490 130	
Saturation Flow Module:		
Sat/Lane:	1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500	
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Lanes:	1.00 1.83 0.17 1.00 1.93 0.07 1.00 1.46 0.54 1.00 1.58 0.42	
Final Sat.:	1500 2740 260 1500 2893 107 1500 2195 805 1500 2371 629	
Capacity Analysis Module:		
Vol/Sat:	0.12 0.50 0.50 0.10 0.28 0.28 0.05 0.27 0.27 0.05 0.21 0.21	
Crit Volume:	750 150 410 80	
Crit Moves:	****	****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE												

Cycle (sec):	95		Critical Vol./Cap.(X):		0.847							
Loss Time (sec):	8		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:	112		Level Of Service:		D							

Street Name:	CENTINELA AVENUE				WASHINGTON PLACE							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:		745	80					365		80		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD												

Cycle (sec):	105				Critical Vol./Cap.(X):				1.252			
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxxx			
Optimal Cycle:	180				Level Of Service:				F			

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	1	1	0	1	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	180	1570	160	130	670	140	370	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1570	160	130	670	140	370	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1570	160	130	670	140	370	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1570	160	130	670	140	370	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1570	160	143	670	140	370	890	70	140	660	170
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2496	254	2750	2750	1375	1375	2750	1375	1375	2187	563
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.05	0.24	0.10	0.27	0.32	0.05	0.10	0.30	0.30
Crit Volume:	865			72			370			415		
Crit Moves:	****			****			****			****		

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR													

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD													

Cycle (sec):		125		Critical Vol./Cap.(X):		0.669							
Loss Time (sec):		16		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:		86		Level Of Service:		B							

Street Name:		DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
Control:		Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Include			Include			Include			Include		
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1	0	1	1	0	1	1	0	2	0	1	1

Volume Module:													
Base Vol:		120	280	130	30	180	80	70	980	70	120	750	30
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		120	280	130	30	180	80	70	980	70	120	750	30
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		120	280	130	30	180	80	70	980	70	120	750	30
Reducut Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		120	280	130	30	180	80	70	980	70	120	750	30
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		120	280	130	30	180	80	70	980	70	120	750	30

Saturation Flow Module:													
Sat/Lane:		1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:		1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106

Capacity Analysis Module:													
Vol/Sat:		0.09	0.20	0.09	0.02	0.13	0.06	0.05	0.36	0.05	0.09	0.28	0.28
Crit Volume:		280			30			490			120		
Crit Moves:		***			***			***			***		

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LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR															
Level Of Service Computation Report															
Circular 212 Planning Method (Base Volume Alternative)															

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD															

Cycle (sec):	120		Critical Vol./Cap.(X):		0.811										
Loss Time (sec):	16		Average Delay (sec/veh):		xxxxxx										
Optimal Cycle:	150		Level Of Service:		D										

Street Name:	SEPULVEDA BOULEVARD				CULVER BOULEVARD										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Protected		Prot+Permit		Protected		Protected		Protected						
Rights:	Include		Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	120	850	160	40	510	90	300	1120	70	100	750	60			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	160	40	510	90	300	1120	70	100	750	60			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	160	40	510	90	300	1120	70	100	750	60			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	120	850	160	40	510	90	300	1120	70	100	750	60			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	850	160	40	510	90	330	1120	70	110	750	60			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22			
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3819	306			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20			
Crit Volume:	425			40			595			55					
Crit Moves:	****			****			****			****					

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LAX SPAS																
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR																

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD																

Cycle (sec):		95		Critical Vol./Cap.(X):		0.691										
Loss Time (sec):		16		Average Delay (sec/veh):		xxxxxx										
Optimal Cycle:		92		Level of Service:		B										

Street Name:		DUQUESNE AVENUE						JEFFERSON BOULEVARD								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Control:		Permitted			Permitted			Protected			Protected					
Rights:		Ovl			Ovl			Include			Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1	0	1	0	1	0	0	1	1	0	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:		10	20	10	210	20	190	360	880	10	10	790	270			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		10	20	10	210	20	190	360	880	10	10	790	270			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		10	20	10	210	20	190	360	880	10	10	790	270			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		10	20	10	210	20	190	360	880	10	10	790	270			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		10	20	10	210	20	190	360	880	10	10	790	270			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.00	1.00	1.00	1.00	0.10	0.90	1.00	1.98	0.02	1.00	2.00	1.00			
Final Sat.:		1425	1425	1425	1425	136	1289	1425	2818	32	1425	2850	1425			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19			
Crit Volume:		20			210			360			395					
Crit Moves:		****			****			****			****					

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET												

Cycle (sec):	135			Critical Vol./Cap.(X):			0.902					
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	180			Level Of Service:			E					

Street Name:	SEPULVEDA BOULEVARD			JEFFERSON BOULEVARD/PLAYA STREET								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	2	0	1	1	0	2

Volume Module:												
Base Vol:	40	1750	140	60	870	610	600	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1750	140	60	870	610	600	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1750	140	60	870	610	600	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1750	140	60	870	610	600	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1750	140	60	870	671	660	250	20	143	360	220

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3819	306	1375	2750	2750	2750	2546	204	2750	2750	1375

Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:	630			60			330					220
Crit Moves:	****			****			****					****

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD												

Cycle (sec):	70			Critical Vol./Cap.(X):			0.595					
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	56			Level Of Service:			A					

Street Name: NB I-405 RAMPS JEFFERSON BOULEVARD												
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	2	0	2	1	1	

Volume Module:												
Base Vol:	160	0	310	0	0	0	300	810	0	0	1120	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	160	0	310	0	0	0	300	810	0	0	1120	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	160	0	310	0	0	0	300	810	0	0	1120	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	160	0	310	0	0	0	300	810	0	0	1120	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.10	
FinalVolume:	176	0	310	0	0	0	330	810	0	0	1120	

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	

Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	
Crit Volume:	310			0			165			373		
Crit Moves:	****						****			****		

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LAX SPAS																	
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR																	

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD																	

Cycle (sec):		130		Critical Vol./Cap.(X):		0.468											
Loss Time (sec):		16		Average Delay (sec/veh):		xxxxxx											
Optimal Cycle:		53		Level of Service:		A											

Street Name:		SLAUSON AVENUE						JEFFERSON BOULEVARD									
Approach:		North Bound			South Bound			East Bound			West Bound						
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:		Protected			Protected			Protected			Protected						
Rights:		Include			Include			Ovl			Include						
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:		2	0	0	1	0	1	0	1	1	0	3	0	1	0	2	1
----- -----																	

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LAX SPAS											
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR											
Level Of Service Computation Report											
Circular 212 Planning Method (Base Volume Alternative)											

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS											

Cycle (sec):	75		Critical Vol./Cap.(X):		0.986						
Loss Time (sec):	12		Average Delay (sec/veh):		xxxxxx						
Optimal Cycle:	180		Level Of Service:		E						

Street Name:	SAWTELLE BOULEVARD			MATTESON STREET / SB I-405 RAMPS							
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Split Phase		Split Phase		Permitted		Permitted				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	0	1	0

Volume Module:											
Base Vol:	30	540	130	580	310	80	85	150	50	190	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	540	130	580	310	80	85	150	50	190	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	540	130	580	310	80	85	150	50	190	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	540	130	580	310	80	85	150	50	190	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	540	130	580	310	80	85	150	50	190	90

Saturation Flow Module:											
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.54	0.37	1.00	0.84	0.16	0.30	0.53	0.17	0.68	0.32
Final Sat.:	122	2199	529	1425	1190	235	425	750	250	967	458

Capacity Analysis Module:											
Vol/Sat:	0.25	0.25	0.25	0.41	0.26	0.34	0.20	0.20	0.20	0.20	0.20
Crit Volume:	350		580		285		190				
Crit Moves:	****		****		****		****				

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LAX SPAS																		
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR																		
Level Of Service Computation Report																		
2000 HCM Unsignalized Method (Base Volume Alternative)																		

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD																		

Average Delay (sec/veh):		3.6		Worst Case Level of Service:		C[16.6]												

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

Control:		Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:		Include			Include			Include			Include							
Lanes:		0	0	0	0	1	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:																		
Base Vol:		0	0	300	0	0	0	0	800	180	200	550	0					
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:		0	0	300	0	0	0	0	800	180	200	550	0					
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:		0	0	300	0	0	0	0	800	180	200	550	0					
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:		0	0	300	0	0	0	0	800	180	200	550	0					

Critical Gap Module:																		
Critical Gap:xxxxxx xxxxx		6.9		xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx		4.1		xxxxxx xxxxxx										
FollowUpTim:xxxxxx xxxxx		3.3		xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx		2.2		xxxxxx xxxxxx										

Capacity Module:																		
Conflict Vol:		xxxxxx xxxxx	400		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		980		xxxxxx xxxxxx									
Potent Cap.:		xxxxxx xxxxx	605		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		712		xxxxxx xxxxxx									
Move Cap.:		xxxxxx xxxxx	605		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		712		xxxxxx xxxxxx									
Volume/Cap:		xxxxxx xxxxx	0.50		xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx		0.28		xxxxxx xxxxxx									

Level Of Service Module:																		
2Way95thQ:		xxxxxx xxxxx	2.7		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		1.2		xxxxxx xxxxxx									
Control Del:xxxxxx xxxxx		16.6		xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx		12.0		xxxxxx xxxxxx										
LOS by Move:		*	C		*		*		*		B							
Movement:		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT							
Shared Cap.:		xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx		xxxxxx xxxxx xxxxxx									
SharedQueue:xxxxxx xxxxx xxxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx										
Shrd ConDel:xxxxxx xxxxx xxxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx		xxxxxx xxxxx xxxxxx										
Shared LOS:		*	*		*		*		*		*							
ApproachDel:		16.6		xxxxxxx		xxxxxxx		xxxxxxx										
ApproachLOS:		C		*		*		*										

Note: Queue reported is the number of cars per lane.																		

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LAX SPAS											
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR											
Level Of Service Computation Report											
Circular 212 Planning Method (Base Volume Alternative)											

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD											

Cycle (sec):	90		Critical Vol./Cap.(X):		0.985						
Loss Time (sec):	12		Average Delay (sec/veh):		xxxxxx						
Optimal Cycle:	180		Level Of Service:		E						

Street Name: OVERLAND AVENUE VENICE BOULEVARD											
Approach: North Bound South Bound East Bound West Bound											
Movement: L T R L T R L T R L T R											
----- ----- ----- -----											
Control:	Prot/Permit		Prot/Permit		Protected		Protected				
Rights:	Ovl		Ovl		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	2	0	3	0	1	2
----- ----- ----- -----											
Volume Module:											
Base Vol:	100	1000	140	160	620	120	220	1540	140	330	1470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1000	140	160	620	120	220	1540	140	330	1470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1000	140	160	620	120	220	1540	140	330	1470
Reducut Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1000	140	160	620	120	220	1540	140	330	1470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
FinalVolume:	100	1000	140	160	620	120	242	1540	140	363	1470
----- ----- ----- -----											
Saturation Flow Module:											
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125
----- ----- ----- -----											
Capacity Analysis Module:											
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.37	0.10	0.13	0.36
Crat Volume:	500			160			513			182	
Crit Moves:	***			***			***			***	

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD												

Cycle (sec):	90				Critical Vol./Cap.(X):				1.004			
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx			
Optimal Cycle:	180				Level Of Service:				F			

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	2	0	1	0	3	1
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	180	1300	220	70	390	140	170	1000	470	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1300	220	70	390	140	170	1000	470	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1300	220	70	390	140	170	1000	470	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1300	220	70	390	140	170	1000	470	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1300	220	70	390	140	170	1000	470	190	1330	50
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.34	0.14	0.25	0.25
Crit Volume:	650			70			470			190		
Crit Moves:	****			****			****			****		

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LAX SPAS							
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR							
Level Of Service Computation Report							
Circular 212 Planning Method (Base Volume Alternative)							

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE							

Cycle (sec):	60	Critical Vol./Cap.(X):		0.730			
Loss Time (sec):	8	Average Delay (sec/veh):		xxxxxx			
Optimal Cycle:	64	Level Of Service:		C			

Street Name:	SEPULVEDA BOULEVARD			WASHINGTON PLACE			
Approach:	North Bound		South Bound		East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
----- ----- ----- ----- -----							
Control:	Permitted		Permitted		Permitted		Permitted
Rights:	Include		Include		Include		Include
Min. Green:	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0
----- ----- ----- ----- -----							
Volume Module:							
Base Vol:	60	1130	30	20	540	80	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	540	80	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	540	80	250
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	540	80	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	540	80	250
----- ----- ----- ----- -----							
Saturation Flow Module:							
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.74	0.26	1.00
Final Sat.:	1500	2922	78	1500	2613	387	1500
----- ----- ----- ----- -----							
Capacity Analysis Module:							
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17
Crit Volume:	580	20		250		245	
Crit Moves:	****	****		****		****	

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR												

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE												

Cycle (sec):		85		Critical Vol./Cap.(X):		0.690						
Loss Time (sec):		8		Average Delay (sec/veh):		xxxxxx						
Optimal Cycle:		55		Level of Service:		B						

Street Name:				SEPULVEDA BOULEVARD				WASHINGTON PLACE				
Approach:		North Bound			South Bound			East Bound			West Bound	
Movement:		L - T - R			L - T - R			L - T - R			L - T - R	
----- ----- ----- ----- -----												
Control:		Permitted			Permitted			Permitted			Permitted	
Rights:		Include			Include			Include			Include	
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0	
Y+R:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0	
Lanes:		1 0 1 1 0			1 0 1 1 0			1 0 1 1 0			1 0 1 1 0	
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:		90 1000 90			20 490 120			210 620 110			80 470 50	
Growth Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
Initial Bse:		90 1000 90			20 490 120			210 620 110			80 470 50	
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Volume:		90 1000 90			20 490 120			210 620 110			80 470 50	
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0	
Reduced Vol:		90 1000 90			20 490 120			210 620 110			80 470 50	
PCE Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
MLF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
FinalVolume:		90 1000 90			20 490 120			210 620 110			80 470 50	
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:		1500 1500 1500			1500 1500 1500			1500 1500 1500			1500 1500 1500	
Adjustment:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
Lanes:		1.00 1.83 0.17			1.00 1.61 0.39			1.00 1.70 0.30			1.00 1.81 0.19	
Final Sat.:		1500 2752 248			1500 2410 590			1500 2548 452			1500 2712 288	
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:		0.06 0.36 0.36			0.01 0.20 0.20			0.14 0.24 0.24			0.05 0.17 0.17	
Crit Volume:		545 20			210			260				
Crit Moves:		****			****			****			****	

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LAX SPAS																							
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR																							

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS																							

Cycle (sec):		70				Critical Vol./Cap.(X):										0.941							
Loss Time (sec):		16				Average Delay (sec/veh):										xxxxxx							
Optimal Cycle:		180				Level of Service:										E							

Street Name:		I-405 NORTH RAMPS										SEPULVEDA BOULEVARD											
Approach:		North Bound					South Bound					East Bound					West Bound						
Movement:		L	T	R			L	T	R			L	T	R			L	T	R				
----- ----- ----- ----- -----																							
Control:		Protected					Protected					Split Phase					Split Phase						
Rights:		Include					Include					Ovl					Include						
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		1	0	1	1	0	0	2	0	1	1	0	1	1	0	0	0	1	1	0	0		
----- ----- ----- ----- -----																							
Volume Module:																							
Base Vol:		540	1070	0	0	0	570	490	520	0	50	0	0	0	0	0	0	0	0	0	0		
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:		540	1070	0	0	0	570	490	520	0	50	0	0	0	0	0	0	0	0	0	0		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:		540	1070	0	0	0	570	490	520	0	50	0	0	0	0	0	0	0	0	0	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		540	1070	0	0	0	570	490	520	0	50	0	0	0	0	0	0	0	0	0	0		
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:		540	1070	0	0	0	570	490	520	0	50	0	0	0	0	0	0	0	0	0	0		
----- ----- ----- ----- -----																							
Saturation Flow Module:																							
Sat/Lane:		1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:		1.00	2.00	0.00	0.00	2.00	1.00	1.00	1.84	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Final Sat.:		1425	2850	0	0	2850	1425	2621	0	229	0	1425	0	0	0	0	0	0	0	0	0		
----- ----- ----- ----- -----																							
Capacity Analysis Module:																							
Vol/Sat:		0.38	0.38	0.00	0.00	0.20	0.34	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Crit Volume:		540					490	311								0							
Crit Moves:		***					***	***															

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LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR															
Level of Service Computation Report															
2000 HCM 4-Way Stop Method (Base Volume Alternative)															

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD															
Cycle (sec):	100											Critical Vol./Cap.(X): 0.906			
Loss Time (sec):	0											Average Delay (sec/veh): 32.6			
Optimal Cycle:	0											Level of Service: D			

Street Name:	OVERLAND AVENUE				KELMOR STREET / RANCH ROAD										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:															
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70			

Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00			
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453			

Capacity Analysis Module:															
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15			
Crit Moves:	****			****			****			****					
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4			
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B			
ApproachDel:	41.8			25.7			11.5			12.7					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	41.8			25.7			11.5			12.7					
LOS by Appr:	E			D			B			B					
AllWayAvgd:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.3	0.2		

Note: Queue reported is the number of cars per lane.															

LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR															
Level of Service Computation Report															
2000 HCM 4-Way Stop Method (Base Volume Alternative)															
Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD															
Cycle (sec):	100								Critical Vol./Cap.(X):				0.898		
Loss Time (sec):	0								Average Delay (sec/veh):				33.1		
Optimal Cycle:	0								Level of Service:				D		

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0

Volume Module:															
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0	0	0	0

Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0	0	0	0

Capacity Analysis Module:															
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****				****			****			****				
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*	*	*	*
ApproachDel:	39.9				29.4			13.4			xxxxxx				
Delay Adj:	1.00				1.00			1.00			xxxxxx				
ApprAdjDel:	39.9				29.4			13.4			xxxxxx				
LOS by Appr:	E				D			B			*				
AllWayAvgd:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.															

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	OVERLAND AVENUE	WASHINGTON BOULEVARD
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit
Rights:	Ovl	Ovl
Min. Green:	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	110 890 270	80 610 180	160 770 120	220 870 80
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	110 890 270	80 610 180	160 770 120	220 870 80
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	110 890 270	80 610 180	160 770 120	220 870 80
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	110 890 270	80 610 180	160 770 120	220 870 80
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	110 890 270	80 610 180	160 770 120	220 870 80

Saturation Flow Module:

Sat/Lane:	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.83 0.17
Final Sat.:	1375 2750 1375	1375 2750 1375	1375 2750 1375	1375 2518 232

Capacity Analysis Module:

Vol/Sat:	0.08 0.32 0.20	0.06 0.22 0.13	0.12 0.28 0.09	0.16 0.35 0.35
Crit Volume:	445	80	160	475
Crit Moves:	****	****	****	****

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	8.7	Worst Case Level Of Service:	F [68.8]
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Street Name:	WALGROVE AVENUE	WASHINGTON BOULEVARD
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign
Rights:	Include	Include
Lanes:	0 0 0 0 0	0 0 1 0 0

Volume Module:

Base Vol:	0 0 0	20 0 220	270 800 0	0 0 900 110
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	20 0 220	270 800 0	0 0 900 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	20 0 220	270 800 0	0 0 900 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	0 0 0	20 0 220	270 800 0	0 0 900 110

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxxx	6.8 6.5 6.9	4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx	3.5 4.0 3.3	2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx	1895 2295 505	1010 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx	63 39 518	694 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx	44 24 518	694 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx	0.46 0.00 0.42	0.39 xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx	xxxx xxxx xxxxx	1.8 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	13.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *	*	B *
Movement: LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx	xxxx 272 xxxxx	xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx	xxxxx 7.7 xxxxx	xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx	xxxxx 68.8 xxxxx	xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *	*	F *
ApproachDel: xxxxxx	68.8	xxxxxx xxxxxx
ApproachLOS: *	F	*

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS		
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - MD PEAK HOUR		
Scenario Report		
Scenario:	MD	
Command:	MD	
Volume:	MD	
Geometry:	Default Geometry	
Impact Fee:	Default Impact Fee	
Trip Generation:	Default Trip Generation	
Trip Distribution:	Default Trip Distribution	
Paths:	Default Path	
Routes:	Default Route	
Configuration:	Default Configuration	

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LAX SPAS						
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - MD PEAK HOUR						
Impact Analysis Report						
Level Of Service						
Intersection	Base		Future		Change in	
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C		
# 28 SEPULVEDA BOULEVARD & CENTINEL	C xxxxx	0.785	C xxxxxx	0.785	+	0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C xxxxx	0.780	C xxxxxx	0.780	+	0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C xxxxx	0.733	C xxxxxx	0.733	+	0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A xxxxx	0.513	A xxxxxx	0.513	+	0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C xxxxx	0.741	C xxxxxx	0.741	+	0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A xxxxx	0.568	A xxxxxx	0.568	+	0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B xxxxx	0.634	B xxxxxx	0.634	+	0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B xxxxx	0.649	B xxxxxx	0.649	+	0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B xxxxx	0.620	B xxxxxx	0.620	+	0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A xxxxx	0.491	A xxxxxx	0.491	+	0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C xxxxx	0.794	C xxxxxx	0.794	+	0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B xxxxx	0.617	B xxxxxx	0.617	+	0.000 V/C
# 83 NB I-405 RAMP & JEFFERSON BOU	A xxxxx	0.533	A xxxxxx	0.533	+	0.000 V/C
# 84 SB I-405 RAMP & JEFFERSON BOU	A xxxxx	0.471	A xxxxxx	0.471	+	0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B xxxxx	0.698	B xxxxxx	0.698	+	0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D xxxxx	0.815	D xxxxxx	0.815	+	0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B 14.5	0.435	B 14.5	0.435	+	0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	C xxxxx	0.719	C xxxxxx	0.719	+	0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E xxxxx	0.961	E xxxxxx	0.961	+	0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B xxxxx	0.603	B xxxxxx	0.603	+	0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A xxxxx	0.450	A xxxxxx	0.450	+	0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C xxxxx	0.789	C xxxxxx	0.789	+	0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D xxxxx	0.836	D xxxxxx	0.836	+	0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B xxxxx	0.677	B xxxxxx	0.677	+	0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B xxxxx	0.657	B xxxxxx	0.657	+	0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NB	B xxxxx	0.684	B xxxxxx	0.684	+	0.000 V/C
#140 WB SR-90 RAMP & SLAUSON AVENU	A xxxxx	0.483	A xxxxxx	0.483	+	0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A xxxxx	0.530	A xxxxxx	0.530	+	0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A xxxxx	0.572	A xxxxxx	0.572	+	0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A xxxxx	0.520	A xxxxxx	0.520	+	0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C 15.7	0.611	C 15.7	0.611	+	0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C 18.4	0.710	C 18.4	0.710	+	0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C xxxxx	0.764	C xxxxxx	0.764	+	0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F 599.2	1.511	F 599.2	1.511	+	0.000 D/V

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LAX SPAS													
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - MD PEAK HOUR													
Level Of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													
Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE													
Cycle (sec):		130			Critical Vol./Cap. (X):				0.785				
Loss Time (sec):		16			Average Delay (sec/veh):				xxxxxx				
Optimal Cycle:		132			Level Of Service:				C				
Street Name: SEPULVEDA BOULEVARD CENTINELLA AVENUE													
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L - T - R			L - T - R			L - T - R			L - T - R		
Control:		Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			Include		
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0		
Y+R:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:		2 0 3 0 1			2 0 3 0 1			1 0 3 0 2			2 0 1 1 0		
Volume Module:													
Base Vol:		480 1280 230			130 840 190			200 450 530			280 420 250		
Growth Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse:		480 1280 230			130 840 190			200 450 530			280 420 250		
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Volume:		480 1280 230			130 840 190			200 450 530			280 420 250		
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0		
Reduced Vol:		480 1280 230			130 840 190			200 450 530			280 420 250		
PCE Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Adj:		1.10 1.00 1.00			1.10 1.00 1.00			1.00 1.00 1.10			1.10 1.00 1.00		
FinalVolume:		528 1280 230			143 840 190			200 450 583			308 420 250		
Saturation Flow Module:													
Sat/Lane:		1375 1375 1375			1375 1375 1375			1375 1375 1375			1375 1375 1375		
Adjustment:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Lanes:		2.00 3.00 1.00			2.00 3.00 1.00			1.00 3.00 2.00			2.00 1.25 0.75		
Final Sat.:		2750 4125 1375			2750 4125 1375			1375 4125 2750			2750 1724 1026		
Capacity Analysis Module:													
Vol/Sat:		0.19 0.31 0.17			0.05 0.20 0.14			0.15 0.11 0.21			0.11 0.24 0.24		
Crit Volume:		264			280			200			335		
Crit Moves:		****			****			****			****		

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LAX SPAS																	
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - MD PEAK HOUR																	
Level Of Service Computation Report																	
Circular 212 Planning Method (Base Volume Alternative)																	
Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD																	
Cycle (sec):		75				Critical Vol./Cap.(X):						0.780					
Loss Time (sec):		8				Average Delay (sec/veh):						xxxxxx					
Optimal Cycle:		78				Level Of Service:						C					
Street Name: CENTINELA AVENUE WASHINGTON BOULEVARD																	
Approach:		North Bound				South Bound				East Bound				West Bound			
Movement:		L - T - R				L - T - R				L - T - R				L - T - R			
Control:		Permitted				Permitted				Permitted				Permitted			
Rights:		Include				Include				Include				Include			
Min. Green:		0 0 0				0 0 0				0 0 0				0 0 0			
Y+R:		4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Lanes:		1 0 1 1 0				1 0 1 1 0				1 0 1 1 0				1 0 1 1 0			
Volume Module:																	
Base Vol:		170 840 90				160 820 90				130 570 190				110 690 140			
Growth Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse:		170 840 90				160 820 90				130 570 190				110 690 140			
User Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume:		170 840 90				160 820 90				130 570 190				110 690 140			
Reduct Vol:		0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:		170 840 90				160 820 90				130 570 190				110 690 140			
PCE Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
MLF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
FinalVolume:		170 840 90				160 820 90				130 570 190				110 690 140			
Saturation Flow Module:																	
Sat/Lane:		1500 1500 1500				1500 1500 1500				1500 1500 1500				1500 1500 1500			
Adjustment:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:		1.00 1.81 0.19				1.00 1.80 0.20				1.00 1.50 0.50				1.00 1.66 0.34			
Final Sat.:		1500 2710 290				1500 2703 297				1500 2250 750				1500 2494 506			
Capacity Analysis Module:																	
Vol/Sat:		0.11 0.31 0.31				0.11 0.30 0.30				0.09 0.25 0.25				0.07 0.28 0.28			
Crit Volume:		465 160				130				415							
Crit Moves:		****				****				****							

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE												

Cycle (sec):	95			Critical Vol./Cap.(X):			0.733					
Loss Time (sec):	8			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	65			Level Of Service:			C					

Street Name:	CENTINELA AVENUE					WASHINGTON PLACE						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	100	900	120	80	840	240	250	510	80	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	900	120	80	840	240	250	510	80	110	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	900	120	80	840	240	250	510	80	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	900	120	80	840	240	250	510	80	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	900	120	80	840	240	250	510	80	110	520	70
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2647	353	1500	3000	1500	1500	3000	1500	1500	3000	1500
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.16	0.17	0.17	0.05	0.07	0.17	0.05
Crit Volume:	510			80			250			260		
Crit Moves:	****			****			****			****		

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD												

Cycle (sec):	105			Critical Vol./Cap.(X):			0.741					
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	110			Level Of Service:			C					

Street Name:	OVERLAND AVENUE					CULVER BOULEVARD						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	1	1	0	1	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	140	660	160	170	720	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	660	160	170	720	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	660	160	170	720	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	660	160	170	720	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	660	160	187	720	150	170	540	80	170	560	130
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2213	537	2750	2750	1375	1375	2750	1375	1375	2232	518
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.26	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:	410			94			170			345		
Crit Moves:	****			****			****			****		

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD												

Cycle (sec):	125			Critical Vol./Cap.(X):			0.513					
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	58			Level Of Service:			A					

DUQUESNE AVENUE CULVER BOULEVARD												

Street Name:												
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	70	210	150	40	210	100	80	610	80	110	660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	150	40	210	100	80	610	80	110	660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	150	40	210	100	80	610	80	110	660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	150	40	210	100	80	610	80	110	660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	150	40	210	100	80	610	80	110	660	30

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2630	120

Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25
Crat Volume:	70			210			80			345		
Crit Moves:	****			****			****			****		

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD												

Cycle (sec):	120	Critical Vol./Cap.(X):								0.634		
Loss Time (sec):	16	Average Delay (sec/veh):								xxxxxx		
Optimal Cycle:	78	Level Of Service:								B		

Street Name:	SEPULVEDA BOULEVARD					CULVER BOULEVARD						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	160	780	130	30	620	150	190	620	140	130	590	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	780	130	30	620	150	190	620	140	130	590	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	780	130	30	620	150	190	620	140	130	590	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	780	130	30	620	150	190	620	140	130	590	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	176	780	130	30	620	150	209	620	140	143	590	70
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3688	438
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.05	0.16	0.16
Crit Volume:	390			30			380			72		
Crit Moves:	****			****			****			****		

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR													
Level of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD													

Cycle (sec):	125			Critical Vol./Cap.(X):			0.620						
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	75			Level Of Service:			B						

Street Name: OVERLAND AVENUE JEFFERSON BOULEVARD													
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
----- ----- ----- ----- -----													
Control:	Protected			Protected			Protected			Protected			
Rights:	Ovl			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	60	440	240	90	420	380	440	680	50	300	600	130	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	60	440	240	90	420	380	440	680	50	300	600	130	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	60	440	240	90	420	380	440	680	50	300	600	130	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	440	240	90	420	380	440	680	50	300	600	130	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	
FinalVolume:	60	440	240	90	420	380	484	680	50	330	600	130	
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00	
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375	
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09	
Crit Volume:	220			90			242			300			
Crit Moves:	****			****			****			****			

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LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR															
Level Of Service Computation Report															
Circular 212 Planning Method (Base Volume Alternative)															

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD															

Cycle (sec):	95				Critical Vol./Cap.(X):				0.649						
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	81				Level of Service:				B						

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----															
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ovl			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0	2	0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160			
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425			
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11			
Crit Volume:	10					290					300				
Crit Moves:	****					****					****				

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR													
Level Of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD													

Cycle (sec):		90		Critical Vol./Cap.(X):		0.491							
Loss Time (sec):		8		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:		34		Level Of Service:		A							

Street Name:		SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----													
Control:		Protected			Protected			Protected			Protected		
Rights:		Ignore			Include			Include			Include		
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		0	0	2	1	1	0	0	2	1	0	2	0
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:		0	950	1200	0	850	20	0	0	0	0	1010	10
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	950	1200	0	850	20	0	0	0	0	1010	10
User Adj:		1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		0	950	0	0	850	20	0	0	0	0	1010	10
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	950	0	0	850	20	0	0	0	0	1010	10
PCE Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:		0	950	0	0	850	20	0	0	0	0	1111	10
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:		1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:		0	4275	1425	0	4177	98	0	0	0	4126	37	111
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:		0.00	0.22	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0			0			384		
Crit Moves:		****			***			***			***		

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET												

Cycle (sec):	135			Critical Vol./Cap.(X):			0.794					
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	138			Level Of Service:			C					

Street Name:	SEPULVEDA BOULEVARD			JEFFERSON BOULEVARD/PLAYA STREET								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	0	2	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1110	510	390	180	40	190	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1110	510	390	180	40	190	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1110	561	429	180	40	209	280	190
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.09	0.40	0.20	0.16	0.08	0.08	0.08	0.10	0.14
Crit Volume:	557	130					215				190	
Crit Moves:	****	****					****				****	

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD												

Cycle (sec):	70			Critical Vol./Cap.(X):			0.533					
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	49			Level Of Service:			A					

Street Name:	NB I-405 RAMPS			JEFFERSON BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	2	0	2	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.10	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	528
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.77	1.23
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	3948	1752
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:	160			0			171				430	
Crit Moves:	****						****				****	

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD												

Cycle (sec):	130			Critical Vol./Cap.(X):			0.617					
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	74			Level of Service:			B					

Street Name:	SLAUSON AVENUE					JEFFERSON BOULEVARD						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected Include			Protected Include			Protected Ovl			Protected Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	3	0	1

Volume Module:												
Base Vol:	760	60	40	10	20	70	110	810	310	60	720	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	60	40	10	20	70	110	810	310	60	720	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	760	60	40	10	20	70	110	810	310	60	720	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	60	40	10	20	70	110	810	310	60	720	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	836	60	40	10	20	70	110	810	310	60	720	30

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3960	165

Capacity Analysis Module:												
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.20	0.23	0.04	0.18	0.18
Crit Volume:	418					70	110			250		
Crit Moves:	***					***	***			***		

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LAX SPAS								
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR								

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS								

Cycle (sec):	75	Critical Vol./Cap.(X):		0.698				
Loss Time (sec):	12	Average Delay (sec/veh):		xxxxxx				
Optimal Cycle:	76	Level Of Service:		B				

Street Name:	SAWTELLE BOULEVARD			MATTESON STREET / SB I-405 RAMPS				
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	0

Volume Module:								
Base Vol:	20	320	90	500	230	30	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	320	90	500	230	30	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	320	90	500	230	30	20	10
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	20	320	90	500	230	30	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	320	90	500	230	30	20	10

Saturation Flow Module:								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.49	0.42	1.00	0.92	0.08	0.50	0.33
Final Sat.:	133	2121	597	1425	1313	113	713	475

Capacity Analysis Module:								
Vol/Sat:	0.15	0.15	0.15	0.35	0.18	0.27	0.04	0.04
Crit Volume:	215	500		30		250		
Crit Moves:	****		****		****		****	

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LAX SPAS																		
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR																		
Level of Service Computation Report																		
2000 HCM Unsignalized Method (Base Volume Alternative)																		

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD																		

Average Delay (sec/veh):		3.7		Worst Case Level of Service: B 14.5														

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

Control:		Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:		Include			Include			Include			Include							
Lanes:		0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:																		
Base Vol:		0	0	290	0	0	0	0	670	140	310	710	0					
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:		0	0	290	0	0	0	0	670	140	310	710	0					
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:		0	0	290	0	0	0	0	670	140	310	710	0					
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:		0	0	290	0	0	0	0	670	140	310	710	0					

Critical Gap Module:																		
Critical Gap:xxxxxx xxxxx		6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	4.1	xxxxxx	xxxxxx					
FollowUpTim:xxxxxx xxxxx		3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx					

Capacity Module:																		
Conflict Vol: xxxxx xxxxx		335	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	810	xxxxxx	xxxxxx					
Potent Cap.: xxxxx xxxxx		667	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	825	xxxxxx	xxxxxx					
Move Cap.: xxxxx xxxxx		667	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	825	xxxxxx	xxxxxx					
Volume/Cap: xxxxx xxxxx		0.43	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.38	xxxxxx	xxxxxx					

Level Of Service Module:																		
2Way95thQ: xxxxx xxxxx		2.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.8	xxxxxx	xxxxxx					
Control Del:xxxxxx xxxxx		14.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.0	xxxxxx	xxxxxx					
LOS by Move:		*	*	B	*	*	*	*	*	*	B	*	*					
Movement:		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT		
Shared Cap.: xxxxx xxxxx xxxxxx		xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx					
SharedQueue:xxxxxx xxxxx xxxxxx		xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx					
Shrd ConDel:xxxxxx xxxxx xxxxxx		xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx					
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*					
ApproachDel:		14.5		xxxxxxx				xxxxxxx				xxxxxxx						
ApproachLOS:		B		*		*		*		*		*						

Note: Queue reported is the number of cars per lane.																		

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LAX SPAS							
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR							

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD							

Cycle (sec):	90	Critical Vol./Cap.(X):				0.815	
Loss time (sec):	12	Average Delay (sec/veh):				xxxxxx	
Optimal Cycle:	123	Level Of Service:				D	

Street Name:		OVERLAND AVENUE			VENICE BOULEVARD		
Approach:	North Bound	South Bound	East Bound	West Bound			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R			

Control:	Prot+Permit	Prot+Permit	Protected	Protected			
Rights:	Ovl	Ovl	Include	Include			
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0			
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0			
Lanes:	1 0 2 0 1	1 0 2 0 1	2 0 3 0 1	2 0 3 0 1			

Volume Module:							
Base Vol:	150 750 220	140 640 140	260 1290 130	320 1370 140			
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
Initial Bse:	150 750 220	140 640 140	260 1290 130	320 1370 140			
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
PHF Volume:	150 750 220	140 640 140	260 1290 130	320 1370 140			
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0			
Reduced Vol:	150 750 220	140 640 140	260 1290 130	320 1370 140			
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00			
FinalVolume:	150 750 220	140 640 140	286 1290 130	352 1370 140			

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

Capacity Analysis Module:							
Vol/Sat:	0.11 0.27 0.16	0.10 0.23 0.10	0.10 0.31 0.09	0.13 0.33 0.10			
Crit Volume:	375	140	430	176			
Crit Moves:	****	****	****	****			

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD												

Cycle (sec):	85				Critical Vol./Cap.(X):				0.719			
Loss time (sec):	12				Average Delay (sec/veh):				xxxxxx			
Optimal Cycle:	81				Level Of Service:				C			

Street Name:		SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD						
Approach:		North Bound		South Bound		East Bound		West Bound				
Movement:		L - T - R		L - T - R		L - T - R		L - T - R				

Control:		Protected		Protected		Permitted		Permitted				
Rights:		Include		Include		Include		Include				
Min. Green:		0 0 0		0 0 0		0 0 0		0 0 0				
Y+R:		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0				
Lanes:		1 0 3 1 0		1 0 2 1 0		1 0 2 0 1		1 0 1 1 0				

Volume Module:												
Base Vol:		140 1870 70		120 1650 90		130 120 110		110 200 150				
Growth Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
Initial Bse:		140 1870 70		120 1650 90		130 120 110		110 200 150				
User Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
PHF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
PHF Volume:		140 1870 70		120 1650 90		130 120 110		110 200 150				
Reduct Vol:		0 0 0		0 0 0		0 0 0		0 0 0				
Reduced Vol:		140 1870 70		120 1650 90		130 120 110		110 200 150				
PCE Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
MLF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
FinalVolume:		140 1870 70		120 1650 90		130 120 110		110 200 150				

Saturation Flow Module:												
Sat/Lane:		1425 1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425				
Adjustment:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00				
Lanes:		1.00 3.86 0.14		1.00 2.84 0.16		1.00 2.00 1.00		1.00 1.14 0.86				
Final Sat.:		1425 5494 206		1425 4054 221		1425 2850 1425		1425 1629 1221				

Capacity Analysis Module:												
Vol/Sat:		0.10 0.34 0.34		0.08 0.41 0.41		0.09 0.04 0.08		0.08 0.12 0.12				
Crit Volume:		140		580		130		175				
Crit Moves:		***		***		***		***				

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LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR															
Level Of Service Computation Report															
Circular 212 Planning Method (Base Volume Alternative)															

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD															

Cycle (sec):	95			Critical Vol./Cap.(X):			0.961								
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	180			Level Of Service:			E								

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	2	1	0	3	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	270	300	210	130	330	80	100	1320	110	370	1260	110			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	270	300	210	130	330	80	100	1320	110	370	1260	110			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	270	300	210	130	330	80	100	1320	110	370	1260	110			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	270	300	210	130	330	80	100	1320	110	370	1260	110			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	270	300	210	130	330	80	100	1320	110	370	1260	110			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.18	0.82	1.00	1.61	0.39	1.00	2.77	0.23	1.00	3.00	1.00			
Final Sat.:	1375	1618	1132	1375	2213	537	1375	3808	317	1375	4125	1375			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.20	0.19	0.19	0.09	0.15	0.15	0.07	0.35	0.35	0.27	0.31	0.08			
Crit Volume:	270			205					477	370					
Crit Moves:	****			****			****	****							

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LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR															
Level Of Service Computation Report															
Circular 212 Planning Method (Base Volume Alternative)															

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE															

Cycle (sec):	65			Critical Vol./Cap.(X):			0.450								
Loss Time (sec):	8			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	31			Level Of Service:			A								

Street Name:	SAWTELLE BOULEVARD				WASHINGTON PLACE										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Permitted		Permitted		Permitted		Permitted								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	40	240	50	120	200	190	100	580	80	20	540	120			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	40	240	50	120	200	190	100	580	80	20	540	120			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	40	240	50	120	200	190	100	580	80	20	540	120			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	40	240	50	120	200	190	100	580	80	20	540	120			
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	80	240	50	120	200	190	100	580	80	20	540	120			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.28	1.45	0.27	0.47	0.78	0.75	1.00	1.76	0.24	1.00	2.00	1.00			
Final Sat.:	414	2181	405	706	1176	1118	1500	2636	364	1500	3000	1500			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.10	0.11	0.12	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08			
Crit Volume:	185	120					100			270					
Crit Moves:	****	****					****			****					

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LAX SPAS																
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR																
Level of Service Computation Report																
Circular 212 Planning Method (Base Volume Alternative)																

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD																

Cycle (sec):	90				Critical Vol./Cap.(X):				0.836							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	139				Level Of Service:				D							

Street Name: SEPULVEDA BOULEVARD VENICE BOULEVARD																
Approach: North Bound South Bound East Bound West Bound																
Movement: L T R L T R L T R L T R																
----- ----- ----- -----																
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0 0 0				0 0 0				0 0 0				0 0 0			
Y+R:	4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Lanes:	1 0 2 0 1				1 0 2 0 1				1 0 3 1 0				1 0 3 1 0			
----- ----- ----- -----																
Volume Module:																
Base Vol:	270 920 370				80 490 140				180 1150 460				150 1320 70			
Growth Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse:	270 920 370				80 490 140				180 1150 460				150 1320 70			
User Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume:	270 920 370				80 490 140				180 1150 460				150 1320 70			
Reduct Vol:	0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:	270 920 370				80 490 140				180 1150 460				150 1320 70			
PCE Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
MLF Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
FinalVolume:	270 920 370				80 490 140				180 1150 460				150 1320 70			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375			
Adjustment:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:	1.00 2.00 1.00				1.00 2.00 1.00				1.00 3.00 1.00				1.00 3.80 0.20			
Final Sat.:	1375 2750 1375				1375 2750 1375				1375 4125 1375				1375 5223 277			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.20 0.33 0.27				0.06 0.18 0.10				0.13 0.28 0.33				0.11 0.25 0.25			
Crit Volume:	460				80				460				150			
Crit Moves:	****				****				****				****			

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR													
Level of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE													

Cycle (sec):		60		Critical Vol./Cap.(X):		0.657							
Loss Time (sec):		8		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:		50		Level Of Service:		B							

Street Name:		SEPULVEDA BOULEVARD				WASHINGTON PLACE							
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L - T - R			L - T - R			L - T - R			L - T - R		
----- ----- ----- -----													
Control:		Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include		
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0		
Y+R:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:		1 0 1 1 0			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1		
----- ----- ----- -----													
Volume Module:													
Base Vol:		120 840 50		50 670 80		240 370 110		20 500 80		100			
Growth Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
Initial Bse:		120 840 50		50 670 80		240 370 110		20 500 80		100			
User Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
PHF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
PHF Volume:		120 840 50		50 670 80		240 370 110		20 500 80		100			
Reduct Vol:		0 0 0		0 0 0		0 0 0		0 0 0		0			
Reduced Vol:		120 840 50		50 670 80		240 370 110		20 500 80		100			
PCE Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
MLF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
FinalVolume:		120 840 50		50 670 80		240 370 110		20 500 80		100			
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:		1500 1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500		1500			
Adjustment:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00			
Lanes:		1.00 1.89 0.11		1.00 1.79 0.21		1.00 2.00 1.00		1.00 2.00 1.00		1.00			
Final Sat.:		1500 2831 169		1500 2680 320		1500 3000 1500		1500 3000 1500		1500			
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:		0.08 0.30 0.30		0.03 0.25 0.25		0.16 0.12 0.07		0.01 0.17 0.05		0.05			
Crit Volume:		120		375		240		250		100			
Crit Moves:		****		****		****		****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

MD	Mon Nov 5, 2012 11:54:21										Page 26-1	
LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
----- ----- ----- -----												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												
----- ----- ----- -----												
Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE												
----- ----- ----- -----												
Cycle (sec):	85			Critical Vol./Cap.(X):			0.677					
Loss Time (sec):	8			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	53			Level of Service:			B					
----- ----- ----- -----												
Street Name:	SEPULVEDA BOULEVARD					WASHINGTON PLACE						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1
----- ----- ----- -----												
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	530	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	530	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	530	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	530	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	530	80
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2607	393
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.20	0.20
Crit Volume:	120			410			180			305		
Crit Moves:	***			***			***			***		

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LAX SPAS											
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR											
Level Of Service Computation Report											
Circular 212 Planning Method (Base Volume Alternative)											
Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS											
Cycle (sec): 70 Critical Vol./Cap.(X): 0.684											
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx											
Optimal Cycle: 90 Level of Service: B											
Street Name: I-405 NORTH RAMPS SEPULVEDA BOULEVARD											
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T - R											
Control: Protected Protected Split Phase Split Phase											
Rights: Include Include Ovl Include											
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0											
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0											
Lanes: 1 0 1 1 0 0 0 2 0 1 1 0 1 1 0 0 0 0 1 1 0 0											
Volume Module:											
Base Vol: 270 870 0 0 740 370 490 0 130 0 0 0 0											
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
Initial Bse: 270 870 0 0 740 370 490 0 130 0 0 0 0											
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
PHF Volume: 270 870 0 0 740 370 490 0 130 0 0 0 0											
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0											
Reduced Vol: 270 870 0 0 740 370 490 0 130 0 0 0 0											
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00											
FinalVolume: 270 870 0 0 740 370 539 0 130 0 0 0 0											
Saturation Flow Module:											
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425											
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.61 0.00 0.39 0.00 1.00 0.00											
Final Sat.: 1425 2850 0 0 2850 1425 2296 0 554 0 1425 0											
Capacity Analysis Module:											
Vol/Sat: 0.19 0.31 0.00 0.00 0.26 0.26 0.23 0.00 0.23 0.00 0.00 0.00											
Crit Volume: 270 370 335 0											
Crit Moves: ****											

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE												

Cycle (sec):	130		Critical Vol./Cap.(X):		0.483							
Loss Time (sec):	16		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:	55		Level Of Service:		A							

Street Name:	WB SR-90 RAMPS				SLAUSON AVENUE							
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	2	1	0	0	1	0	3	0	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	230	0	790	0	0	0	760	170	680	910	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	760	170	680	910	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	760	0	680	910	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	760	0	680	910	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	760	0	748	910	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:	435		0		253		0					
Crit Moves:	****				****		****		****			

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR												

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE												

Cycle (sec):	110	Critical Vol./Cap.(X):				0.572						
Loss Time (sec):	12	Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	53	Level Of Service:				A						

Street Name:	BUCKINGHAM PARKWAY					SLAUSON AVENUE						
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Split Phase			Split Phase			Protected		Protected			
Rights:	Ovl			Include			Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	2	0	3	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1350	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1350	30
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1375	162	2588	1375	640	2110	2750	4125	1375	2750	4035	90
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.30	0.04	0.10	0.33	0.33
Crit Volume:	169		60		413		143					
Crit Moves:	****		****		****		****					

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LAX SPAS											
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR											
Level Of Service Computation Report											
Circular 212 Planning Method (Base Volume Alternative)											

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE											

Cycle (sec):	60		Critical Vol./Cap.(X):		0.530						
Loss Time (sec):	8		Average Delay (sec/veh):		xxxxxx						
Optimal Cycle:	37		Level Of Service:		A						

Street Name: SEPULVEDA BOULEVARD BRADDOCK DRIVE											
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T - R											
Control: Permitted Permitted Permitted Permitted											
Rights: Include Include Include Include											
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0											
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0											
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0											

Volume Module:											
Base Vol: 80 1010 60 30 800 70 20 60 50 70 100 40											
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
Initial Bse: 80 1010 60 30 800 70 20 60 50 70 100 40											
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
PHF Volume: 80 1010 60 30 800 70 20 60 50 70 100 40											
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0											
Reduced Vol: 80 1010 60 30 800 70 20 60 50 70 100 40											
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
FinalVolume: 80 1010 60 30 800 70 20 60 50 70 100 40											

Saturation Flow Module:											
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500											
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
Lanes: 1.00 1.89 0.11 1.00 1.84 0.16 0.15 0.47 0.38 0.33 0.48 0.19											
Final Sat.: 1500 2832 168 1500 2759 241 231 692 577 500 714 286											

Capacity Analysis Module:											
Vol/Sat: 0.05 0.36 0.36 0.02 0.29 0.29 0.09 0.09 0.09 0.14 0.14 0.14											
Crit Volume: 535 30 20 210											
Crit Moves: **** **** **** ****											

LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR															
Level Of Service Computation Report															
2000 HCM 4-Way Stop Method (Base Volume Alternative)															

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD															
Cycle (sec):	100								Critical Vol./Cap.(X):				0.611		
Loss Time (sec):	0								Average Delay (sec/veh):				15.7		
Optimal Cycle:	0								Level Of Service:				C		

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1
Volume Module:	*****														
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30			
Saturation Flow Module:	*****														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00			
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490			
Capacity Analysis Module:	*****														
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06			
Crit Moves:	****			****			****			****					
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8			
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A			
ApproachDel:	15.4			16.7			10.7			11.1					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	15.4			16.7			10.7			11.1					
LOS by Appr:	C			C			B			B					
AllWayAvgd:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.															

LAX SPAS															
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR															
Level of Service Computation Report															
2000 HCM 4-Way Stop Method (Base Volume Alternative)															

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD															

Cycle (sec):	100				Critical Vol./Cap.(X):				0.710						
Loss Time (sec):	0				Average Delay (sec/veh):				18.4						
Optimal Cycle:	0				Level of Service:				C						

Street Name:	OVERLAND AVENUE							SAWTELLE BOULEVARD							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	1	1	0	0	0	1	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	100	620	0	0	700	120	120	0	130	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	620	0	0	700	120	120	0	130	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	620	0	0	700	120	120	0	130	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	620	0	0	700	120	120	0	130	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	620	0	0	700	120	120	0	130	0	0	0	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	514	1115	0	0	986	172	269	0	292	0	0	0	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.19	0.56	XXXX	XXXX	0.71	0.70	0.45	XXXX	0.45	XXXX	XXXX	XXXX			
Crit Moves:	****				****			****			****				
Delay/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*	*	*	*
ApproachDel:	15.8				22.1			14.0			XXXXXX				
Delay Adj:	1.00				1.00			1.00			XXXXXX				
ApprAdjDel:	15.8				22.1			14.0			XXXXXX				
LOS by Appr:	C				C			B			*				
AllWayAvgd:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.															

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit
Rights:	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	180	680	220	90	720	220	170	640	120	90	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	680	220	90	720	220	170	640	120	90	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	680	220	90	720	220	170	640	120	90	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	680	220	90	720	220	170	640	120	90	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	680	220	90	720	220	170	640	120	90	650	30

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121

Capacity Analysis Module:

Vol/Sat:	0.13	0.25	0.16	0.07	0.26	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180			360			170				340	
Crit Moves:	****			****			****				****	

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 62.7 Worst Case Level Of Service: F[599.2]

Street Name:	WALGROVE AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0 0 0 0 0	0 0 1 0 0	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	30	0	270	260	1070	0	0	1230	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	270	260	1070	0	0	1230	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	270	260	1070	0	0	1230	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	270	260	1070	0	0	1230	80

Critical Gap Module:

Conflict Vol:	xxxx	xxxx	xxxxxx	2325	2860	655	1310	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
FollowUpTim:	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Conflict Vol:	xxxx	xxxx	xxxxxx	2325	2860	655	1310	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	32	17	413	535	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	20	9	413	535	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.51	0.00	0.65	0.49	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	17.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	139	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	599	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			599.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

LAX SPAS
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOUR

Scenario Report

Scenario: PM

Command: PM

Volume: PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

LAX SPAS
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOURLevel Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.998

Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name: SEPULVEDA BOULEVARD CENTINELLA AVENUE

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Include Ovl Include

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 500 1490 280 180 1490 210 260 710 830 350 480 200

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

Initial Bse: 500 1490 280 180 1490 210 260 710 830 350 480 200

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

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

PHF Volume: 500 1490 280 180 1490 210 260 710 830 350 480 200

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

Reduced Vol: 500 1490 280 180 1490 210 260 710 830 350 480 200

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

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

Final Volume: 550 1490 280 198 1490 210 260 710 913 385 480 200

Saturation Flow Module:

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

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

Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 3.00 2.00 2.00 1.41 0.59

Final Sat.: 2750 4125 1375 2750 4125 1375 1375 4125 2750 2750 1941 809

Capacity Analysis Module:

Vol/Sat: 0.20 0.36 0.20 0.07 0.36 0.15 0.19 0.17 0.33 0.14 0.25 0.25

Crit Volume: 275 497 260 340

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

LAX SPAS
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOURImpact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh C	LOS	Veh C	
# 28 SEPULVEDA BOULEVARD & CENTINEL	E xxxxx	0.998	E xxxxx	0.998	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F xxxxx	1.090	F xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E xxxxx	0.947	E xxxxx	0.947	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C xxxxx	0.724	C xxxxx	0.724	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F xxxxx	1.016	F xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E xxxxx	0.965	E xxxxx	0.965	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D xxxxx	0.804	D xxxxx	0.804	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D xxxxx	0.856	D xxxxx	0.856	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A xxxxx	0.578	A xxxxx	0.578	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F xxxxx	1.092	F xxxxx	1.092	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C
# 83 NB I-405 RAMP & JEFFERSON BOU	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
# 84 SB I-405 RAMP & JEFFERSON BOU	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F xxxxx	1.144	F xxxxx	1.144	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F xxxxx	1.090	F xxxxx	1.090	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C 17.0	0.522	C 17.0	0.522	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D xxxxx	0.828	D xxxxx	0.828	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F xxxxx	1.055	F xxxxx	1.055	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C xxxxx	0.750	C xxxxx	0.750	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E xxxxx	0.974	E xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F xxxxx	1.142	F xxxxx	1.142	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C xxxxx	0.797	C xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D xxxxx	0.878	D xxxxx	0.878	+ 0.000 V/C
#140 WB SR-90 RAMP & SLAUSON AVENU	C xxxxx	0.753	C xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B xxxxx	0.690	B xxxxx	0.690	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	E xxxxx	0.920	E xxxxx	0.920	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B xxxxx	0.673	B xxxxx	0.673	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	F 51.4	0.982	F 51.4	0.982	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F 53.2	1.042	F 53.2	1.042	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F xxxxx	1.073	F xxxxx	1.073	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F OVRFL	3.289	F OVRFL	3.289	+ 0.000 D/V

LAX SPAS
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOURLevel Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.090

Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: CENTINELA AVENUE WASHINGTON BOULEVARD

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 260 1320 90 130 1460 90 90 710 250 120 700 200

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

Initial Bse: 260 1320 90 130 1460 90 90 710 250 120 700 200

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

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

PHF Volume: 260 1320 90 130 1460 90 90 710 250 120 700 200

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

Reduced Vol: 260 1320 90 130 1460 90 90 710 250 120 700 200

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

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

Final Volume: 260 1320 90 130 1460 90 90 710 250 120 700 200

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

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

Lanes: 1.00 1.87 0.13 1.00 1.88 0.12 1.00 1.48 0.52 1.00 1.56 0.44

Final Sat.: 1500 2809 191 1500 2826 174 1500 2219 781 1500 2333 667

Capacity Analysis Module:

Vol/Sat: 0.17 0.47 0.47 0.09 0.52 0.52 0.06 0.32 0.32 0.08 0.30 0.30

Crit Volume: 260 775 480 120

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

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR													

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE													

Cycle (sec):	95	Critical Vol./Cap.(X):						0.947					
Loss Time (sec):	8	Average Delay (sec/veh):						xxxxxx					
Optimal Cycle:	180	Level Of Service:						E					

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	90	1400	170	80	1460	180	170	810	110	150	670	90	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	90	1400	170	80	1460	180	170	810	110	150	670	90	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	90	1400	170	80	1460	180	170	810	110	150	670	90	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	90	1400	170	80	1460	180	170	810	110	150	670	90	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	90	1400	170	80	1460	180	170	810	110	150	670	90	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.27	0.07	0.10	0.22	0.06	
Crit Volume:	785	80					405			150			
Crit Moves:	****	****					****			****			

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR												
Level of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD												

Cycle (sec):	125			Critical Vol./Cap.(X):			0.724					
Loss time (sec):	16			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	103			Level of Service:			C					

Street Name:	DUQUESNE AVENUE					CULVER BOULEVARD						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	100	260	170	100	290	200	110	1010	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	170	100	290	200	110	1010	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	170	100	290	200	110	1010	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	170	100	290	200	110	1010	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	170	100	290	200	110	1010	100	100	810	30
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.12	0.07	0.21	0.15	0.08	0.37	0.07	0.07	0.31	0.31
Crit Volume:	100			290			505			100		
Crit Moves:	****			****			****			****		

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR													

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD													

Cycle (sec):	105			Critical Vol./Cap.(X):			1.016						
Loss Time (sec):	16			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	180			Level Of Service:			F						

Street Name: OVERLAND AVENUE CULVER BOULEVARD													
Approach: North Bound South Bound East Bound West Bound													
Movement: L - T - R L - T - R L - T - R L - T - R													

Control:		Protected			Protected			Prot+Perm			Prot+Perm		
Rights:		Include			Ovl			Include			Include		
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0		
Yr.:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:		2 0 1 1 0			2 0 2 0 1			1 0 2 0 1			1 0 1 1 0		

Volume Module:													
Base Vol:		150 840 200			150 1010 350			270 870 130			220 920 130		
Growth Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse:		150 840 200			150 1010 350			270 870 130			220 920 130		
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Volume:		150 840 200			150 1010 350			270 870 130			220 920 130		
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0		
Reduced Vol:		150 840 200			150 1010 350			270 870 130			220 920 130		
PCF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Adj:		1.10 1.00 1.00			1.10 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
FinalVolume:		165 840 200			165 1010 350			270 870 130			220 920 130		

Saturation Flow Module:													
Sat/Lane:		1375 1375 1375			1375 1375 1375			1375 1375 1375			1375 1375 1375		
Adjustment:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Lanes:		2.00 1.62 0.38			2.00 2.00 1.00			1.00 2.00 1.00			1.00 1.75 0.25		
Final Sat.:		2750 2221 529			2750 2750 1375			1375 2750 1375			1375 2410 340		

Capacity Analysis Module:													
Vol/Sat:		0.06 0.38 0.38			0.06 0.37 0.25			0.20 0.32 0.09			0.16 0.38 0.38		
Crit Volume:		520 83			270			525			525		
Crit Moves:		***			***			***			***		

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR												

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD												

Cycle (sec):	120		Critical Vol./Cap.(X):		0.804							
Loss Time (sec):	16		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:	145		Level Of Service:		D							

Street Name:	SEPULVEDA BOULEVARD					CULVER BOULEVARD						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	2	0	1	1	0	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	140	920	150	80	870	260	320	640	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	920	150	80	870	260	320	640	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	920	150	80	870	260	320	640	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	920	150	80	870	260	320	640	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	154	920	150	80	870	260	352	640	120	154	1120	50
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2316	434	2750	3949	176
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.11	0.06	0.32	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:	460			80			176				390	
Crit Moves:	****			****			****				****	

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR												
Level of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD												

Cycle (sec):	95		Critical Vol./Cap.(X):		0.832							
Loss Time (sec):	16		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:	169		Level of Service:		D							

Street Name:	DUQUESNE AVENUE				JEFFERSON BOULEVARD							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Permitted		Permitted		Protected		Protected					
Rights:	Ovl		Ovl		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	2	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	20	30	20	350	20	400	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	400	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	400	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	400	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	400	370	1260	20	10	750	160
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	68	1357	1425	2805	45	1425	2850	1425
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.29	0.29	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:	20			420			370				375	
Crit Moves:	****			****			****				****	

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LAX SPAS																			
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR																			

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD																			

Cycle (sec):		125				Critical Vol./Cap.(X):				0.856				0.856					
Loss Time (sec):		16				Average Delay (sec/veh):				xxxxxx				xxxxxx					
Optimal Cycle:		180				Level Of Service:				D				D					

Street Name:		OVERLAND AVENUE										JEFFERSON BOULEVARD							
Approach:		North Bound				South Bound				East Bound				West Bound					
Movement:		L - T - R				L - T - R				L - T - R				L - T - R					
Control:		Protected				Protected				Protected				Protected					
Rights:		Ovl				Ovl				Include				Include					
Min. Green:		0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0					
Yr.:		4.0 4.0 4.0 4.0				4.0 4.0 4.0 4.0				4.0 4.0 4.0 4.0				4.0 4.0 4.0 4.0					
Lanes:		1 0 2 0 1				1 0 2 0 1				2 0 1 1 0				2 0 2 0 1					
Volume Module:		-----				-----				-----				-----					
Base Vol:		60 520 470				160 650 430				530 990 50				430 540 100					
Growth Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00					
Initial Bse:		60 520 470				160 650 430				530 990 50				430 540 100					
User Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00					
PHF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00					
PHF Volume:		60 520 470				160 650 430				530 990 50				430 540 100					
Reduct Vol:		0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0					
Reduced Vol:		60 520 470				160 650 430				530 990 50				430 540 100					
PCF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00					
MLF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.10 1.00 1.00				1.10 1.00 1.00					
FinalVolume:		60 520 470				160 650 430				583 990 50				473 540 100					
Volume Module:		-----				-----				-----				-----					
Saturation Flow Module:		-----				-----				-----				-----					
Sat/Lane:		1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375					
Adjustment:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00					
Lanes:		1.00 2.00 1.00				1.00 2.00 1.00				2.00 1.90 0.10				2.00 2.00 1.00					
Final Sat:		1375 2750 1375				1375 2750 1375				2750 2618 132				2750 2750 1375					
Capacity Analysis Module:		-----				-----				-----				-----					
Vol/Sat:		0.04 0.19 0.34				0.12 0.24 0.31				0.21 0.38 0.38				0.17 0.20 0.07					
Crit Volume:		260				160				520				236					
Crit Moves:		****				****				****				****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS													
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOUR													
Level Of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													
Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS													
Cycle (sec):		75		Critical Vol./Cap.(X):		1.144							
Loss Time (sec):		12		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:		180		Level Of Service:		F							

Street Name:		SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS							
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R

Control:		Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Ovl		
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		0	1	0	1	0	1	0	0	1	0	1	0

Volume Module:													
Base Vol:		80	790	110	480	520	110	125	150	50	260	130	320
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		80	790	110	480	520	110	125	150	50	260	130	320
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		80	790	110	480	520	110	125	150	50	260	130	320
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		80	790	110	480	520	110	125	150	50	260	130	320
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		80	790	110	480	520	110	125	150	50	260	130	320

Saturation Flow Module:													
Sat/Lane:		1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		0.16	1.62	0.22	0.86	0.94	0.20	0.38	0.47	0.15	0.67	0.33	1.00
Final Sat.:		233	2297	320	1232	1335	282	548	658	219	950	475	1425

Capacity Analysis Module:													
Vol/Sat:		0.34	0.34	0.34	0.39	0.39	0.39	0.23	0.23	0.23	0.27	0.27	0.22
Crit Volume:		490			555			325			260		
Crit Moves:		****			****			****			****		

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LAX SPAS												
* FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS* CONDITIONS (78.9 MAP) - PM PEAK HOUR												
Level of Service Computation Report												
2000 HCM Unsignalized Method (Base Volume Alternative)												

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD												
Average Delay (sec/veh): 4.1 Worst Case Level of Service: C[17.0]												

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

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1

Volume Module:												
Base Vol:	0	0	310	0	0	0	0	800	250	350	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	310	0	0	0	0	800	250	350	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	310	0	0	0	0	800	250	350	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	310	0	0	0	0	800	250	350	970	0

Critical Gap Module:												
Critical Gap:xxxxxx xxxxx	6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	4.1	xxxxxx	xxxxxx
FollowUpTim:xxxxxx xxxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx

Capacity Module:												
Conflict Vol:	xxxxxx	xxxxxx	400	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1050	xxxxxx	xxxxxx
Potent Cap.:	xxxxxx	xxxxxx	605	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	671	xxxxxx	xxxxxx
Move Cap.:	xxxxxx	xxxxxx	605	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	671	xxxxxx	xxxxxx
Volume/Cap:	xxxxxx	xxxxxx	0.51	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.52	xxxxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	xxxxxx	xxxxxx	2.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.0	xxxxxx	xxxxxx
Control Del:xxxxxx xxxxx	17.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	16.1	xxxxxx	xxxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:xxxxxx xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:xxxxxx xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.												

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LAX SPAS												
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOUR												
Level Of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD												

Cycle (sec):	90				Critical Vol./Cap.(X):				1.090			
Loss time (sec):	12				Average Delay (sec/veh):				xxxxxx			
Optimal Cycle:	180				Level Of Service:				F			

Street Name: OVERLAND AVENUE VENICE BOULEVARD												
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												

Control: Prot+Permit Prot+Permit Protected Protected												
Rights: Ovl Ovl Include Include												
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0												
YrR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0												
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 3 0 1 2 0 3 0												

Volume Module:												
Base Vol: 170 1150 220 220 950 150 280 1550 160 340 1460 110												
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
Initial Bse: 170 1150 220 220 950 150 280 1550 160 340 1460 110												
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PLF Volume: 170 1150 220 220 950 150 280 1550 160 340 1460 110												
Reducot Vol: 0 0 0 0 0 0 0 0 0 0 0 0												
Reduced Vol: 170 1150 220 220 950 150 280 1550 160 340 1460 110												
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00												
FinalVolume: 170 1150 220 220 950 150 308 1550 160 374 1460 110												

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

Capacity Analysis Module:												
Vol/Sat: 0.12 0.42 0.16 0.16 0.35 0.11 0.11 0.38 0.12 0.14 0.35 0.08												
Crit Volume: 575 220 517 187												
Crit Moves: ****												

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LAX SPAS											
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR											

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD											

Cycle (sec):		95		Critical Vol./Cap.(X):		1.055					
Loss Time (sec):		16		Average Delay (sec/veh):		xxxxxx					
Optimal Cycle:		180		Level Of Service:		F					

Street Name:				SAWTELLE BOULEVARD				VENICE BOULEVARD			
Approach:				North Bound		South Bound		East Bound		West Bound	
Movement:				L - T - R		L - T - R		L - T - R		L - T - R	
----- ----- ----- ----- -----											
Control:		Prot+Permit		Prot+Permit		Protected		Protected			
Rights:		Include		Include		Include		Include			
Min. Green:		0 0 0		0 0 0		0 0 0		0 0 0			
Y+R:		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0			
Lanes:		1 0 1 1 0		1 0 1 1 0		1 0 2 1 0		1 0 3 0 1			
----- ----- ----- ----- -----											
Volume Module:											
Base Vol:		190 630 310		120 670 130		120 1730 190		220 1530 130			
Growth Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
Initial Bse:		190 630 310		120 670 130		120 1730 190		220 1530 130			
User Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
PHF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
PHF Volume:		190 630 310		120 670 130		120 1730 190		220 1530 130			
Reduct Vol:		0 0 0		0 0 0		0 0 0		0 0 0			
Reduced Vol:		190 630 310		120 670 130		120 1730 190		220 1530 130			
PCE Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
MLF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
FinalVolume:		190 630 310		120 670 130		120 1730 190		220 1530 130			
----- ----- ----- ----- -----											
Saturation Flow Module:											
Sat/Lane:		1375 1375 1375		1375 1375 1375		1375 1375 1375		1375 1375 1375			
Adjustment:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00			
Lanes:		1.00 1.34 0.66		1.00 1.68 0.32		1.00 2.70 0.30		1.00 3.00 1.00			
Final Sat.:		1375 1843 907		1375 2303 447		1375 3717 408		1375 4125 1375			
----- ----- ----- ----- -----											
Capacity Analysis Module:											
Vol/Sat:		0.14 0.34 0.34		0.09 0.29 0.29		0.09 0.47 0.47		0.16 0.37 0.09			
Crit Volume:		470 120				640 220					
Crit Moves:		****		****		****		****			

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR													
Level Of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE													

Cycle (sec):		65		Critical Vol./Cap.(X):		0.750							
Loss Time (sec):		8		Average Delay (sec/veh):		xxxxxx							
Optimal Cycle:		69		Level Of Service:		C							

Street Name:		SAWTELLE BOULEVARD				WASHINGTON PLACE							
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L - T - R			L - T - R			L - T - R			L - T - R		
----- ----- ----- ----- -----													
Control:		Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include		
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0		
Y+R:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:		0 1 0 1 0			0 1 0 1 0			1 0 1 1 0			1 0 2 0 1		
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:		40 670 30		100 610 220		80 800 80		30 700 130					
Growth Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
Initial Bse:		40 670 30		100 610 220		80 800 80		30 700 130					
User Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
PHF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
PHF Volume:		40 670 30		100 610 220		80 800 80		30 700 130					
Reduct Vol:		0 0 0		0 0 0		0 0 0		0 0 0					
Reduced Vol:		40 670 30		100 610 220		80 800 80		30 700 130					
PCE Adj:		4.00 1.00 1.00		4.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
MLF Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
FinalVolume:		160 670 30		400 610 220		80 800 80		30 700 130					
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:		1500 1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500					
Adjustment:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00					
Lanes:		0.13 1.80 0.07		0.32 1.32 0.36		1.00 1.82 0.18		1.00 2.00 1.00					
Final Sat.:		194 2702 105		476 1987 537		1500 2727 273		1500 3000 1500					
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:		0.21 0.25 0.29		0.21 0.31 0.41		0.05 0.29 0.29		0.02 0.23 0.09					
Crit Volume:		40		615		440 30							
Crit Moves:		***		***		***		***					

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LAX SPAS												
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR												
Level of Service Computation Report												
Circular 212 Planning Method (Base Volume Alternative)												

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD												

Cycle (sec):	95			Critical Vol./Cap.(X):			0.867					
Loss Time (sec):	8			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	129			Level of Service:			D					

Street Name:		SAWTELLE BOULEVARD				WASHINGTON BOULEVARD						
Approach:	North Bound				South Bound		East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	170	610	50	30	550	100	150	870	150	90	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	50	30	550	100	150	870	150	90	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	50	30	550	100	150	870	150	90	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	50	30	550	100	150	870	150	90	820	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	50	120	550	100	150	870	150	90	820	50
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	1500	1388	112	153	2458	390	1500	2559	441	1500	2828	172
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.45	0.20	0.22	0.26	0.10	0.34	0.34	0.06	0.29	0.29
Crit Volume:	670			30			510			90		
Crit Moves:	****			****			****			****		

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LAX SPAS													
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR													
Level Of Service Computation Report													
Circular 212 Planning Method (Base Volume Alternative)													

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE													

Cycle (sec):		110		Critical Vol./Cap.(X):						0.974			
Loss Time (sec):		16		Average Delay (sec/veh):						xxxxxx			
Optimal Cycle:		180		Level Of Service:						E			

Street Name:		SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L - T - R			L - T - R			L - T - R			L - T - R		
----- ----- ----- ----- -----													
Control:		Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			Include		
Min. Green:		0 0 0			0 0 0			0 0 0			0 0 0		
Y+R:		4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:		2 0 2 1 0			2 0 2 1 0			1 0 2 0 1			2 0 2 0 1		
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:		1200 1870 120			410 1290 40			70 380 120			270 390 380		
Growth Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse:		220 1870 120			410 1290 40			70 380 120			270 390 380		
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Volume:		220 1870 120			410 1290 40			70 380 120			270 390 380		
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0		
Reduced Vol:		220 1870 120			410 1290 40			70 380 120			270 390 380		
PCE Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Adj:		1.10 1.00 1.00			1.10 1.00 1.00			1.00 1.00 1.00			1.10 1.00 1.00		
FinalVolume:		242 1870 120			451 1290 40			70 380 120			297 390 380		
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:		1375 1375 1375			1375 1375 1375			1375 1375 1375			1375 1375 1375		
Adjustment:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Lanes:		2.00 2.82 0.18			2.00 2.91 0.09			1.00 2.00 1.00			2.00 2.00 1.00		
Final Sat.:		2750 3876 249			2750 4001 124			1375 2750 1375			2750 2750 1375		
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:		0.09 0.48 0.48			0.16 0.32 0.32			0.05 0.14 0.09			0.11 0.14 0.28		
Crit Volume:		663			226			70			380		
Crit Moves:		****			****			****			****		

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LAX SPAS																
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR																

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD																

Cycle (sec):		90		Critical Vol./Cap.(X):		1.142										
Loss Time (sec):		12		Average Delay (sec/veh):		xxxxxx										
Optimal Cycle:		180		Level Of Service:		F										

Street Name:		SEPULVEDA BOULEVARD						VENICE BOULEVARD								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Control:		Prot+Permit			Prot+Permit			Protected			Protected					
Rights:		Include			Ovl			Include			Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1	0	2	0	1	1	0	2	0	1	1	0	3	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:		330	1680	410	100	850	80	260	1630	310	130	1430	50			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		330	1680	410	100	850	80	260	1630	310	130	1430	50			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		330	1680	410	100	850	80	260	1630	310	130	1430	50			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		330	1680	410	100	850	80	260	1630	310	130	1430	50			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:		330	1680	410	100	850	80	260	1630	310	130	1430	50			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:		1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.36	0.64	1.00	3.86	0.14			
Final Sat.:		1375	2750	1375	1375	2750	1375	1375	4621	879	1375	5314	186			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.24	0.61	0.30	0.07	0.31	0.06	0.19	0.35	0.35	0.09	0.27	0.27			
Crit Volume:		840	100					260					370			
Crit Moves:		****	****					****					****			

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LAX SPAS																					
FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR																					
Level Of Service Computation Report																					
Circular 212 Planning Method (Base Volume Alternative)																					

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE																					

Cycle (sec):		60				Critical Vol./Cap.(X):		0.777													
Loss Time (sec):		8				Average Delay (sec/veh):		xxxxxx													
Optimal Cycle:		77				Level Of Service:		C													

Street Name:		SEPULVEDA BOULEVARD										WASHINGTON PLACE									
Approach:		North Bound					South Bound					East Bound					West Bound				
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																					
Control:		Permitted					Permitted					Permitted					Permitted				
Rights:		Include					Include					Include					Include				
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																					
Volume Module:																					
Base Vol:		80	1160	40	30	1020	90	200	630	70	30	670	70								
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		80	1160	40	30	1020	90	200	630	70	30	670	70								
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		80	1160	40	30	1020	90	200	630	70	30	670	70								
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		80	1160	40	30	1020	90	200	630	70	30	670	70								
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		80	1160	40	30	1020	90	200	630	70	30	670	70								
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																					
Saturation Flow Module:																					
Sat/Lane:		1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:		1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																					
Capacity Analysis Module:																					
Vol/Sat:		0.05	0.40	0.40	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05								
Crit Volume:		600	30					200				335									
Crit Moves:		****	****					****				***									

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

LAX SPAS															
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOUR															
Level Of Service Computation Report															
2000 HCM 4-Way Stop Method (Base Volume Alternative)															

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD															
Cycle (sec):	100								Critical Vol./Cap.(X):				0.982		
Loss Time (sec):	0								Average Delay (sec/veh):				51.4		
Optimal Cycle:	0								Level Of Service:				F		

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:															
Base Vol:	10	940	60	40	1010	10	10	10	10	80	10	40			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	940	60	40	1010	10	10	10	10	80	10	40			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	940	60	40	1010	10	10	10	10	80	10	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	940	60	40	1010	10	10	10	10	80	10	40			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	940	60	40	1010	10	10	10	10	80	10	40			

Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.07	1.91	0.02	0.34	0.33	0.33	0.89	0.11	1.00			
Final Sat.:	11	1001	64	41	1032	10	149	149	149	343	43	439			

Capacity Analysis Module:															
Vol/Sat:	0.95	0.94	0.93	0.98	0.98	0.98	0.07	0.07	0.07	0.23	0.23	0.09			
Crit Moves:	****			****			****			****					
Delay/Veh:	51.3	49.9	48.3	59.8	58.7	57.8	11.6	11.6	11.6	14.5	14.5	11.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	49.9	48.3	59.8	58.7	57.8	11.6	11.6	11.6	14.5	14.5	11.5			
LOS by Move:	F	E	E	F	F	F	B	B	B	B	B	B			
ApproachDel:	49.8			58.8			11.6			13.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	49.8			58.8			11.6			13.6					
LOS by Appr:	E			F			B			B					
AllWayAvgd:	6.2	5.9	5.9	7.6	7.3	7.3	0.1	0.1	0.1	0.3	0.3	0.1			

Note: Queue reported is the number of cars per lane.															

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LAX SPAS																	
"FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS" CONDITIONS (78.9 MAP) - PM PEAK HOUR																	
Level Of Service Computation Report																	
2000 HCM 4-Way Stop Method (Base Volume Alternative)																	

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD																	
Cycle (sec):		100				Critical Vol./Cap.(X):						1.042					
Loss Time (sec):		0				Average Delay (sec/veh):						53.2					
Optimal Cycle:		0				Level Of Service:						F					

Street Name:		OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:		North Bound				South Bound				East Bound				West Bound			
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	

Control:		Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:		Include				Include				Include				Include			
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:		1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	

Volume Module:																	
Base Vol:		90	920	0	0	990	130	130	0	120	0	0	0	0	0	0	
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:		90	920	0	0	990	130	130	0	120	0	0	0	0	0	0	
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:		90	920	0	0	990	130	130	0	120	0	0	0	0	0	0	
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:		90	920	0	0	990	130	130	0	120	0	0	0	0	0	0	
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:		90	920	0	0	990	130	130	0	120	0	0	0	0	0	0	

Saturation Flow Module:																	
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:		1.00	2.00	0.00	0.00	1.77	0.23	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	
Final Sat.:		490	1050	0	0	950	126	285	0	263	0	0	0	0	0	0	

Capacity Analysis Module:																	
Vol/Sat:		0.18	0.88	xxxx	xxxx	1.04	1.03	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Crit Moves:		****				****			****			****					
Delay/Veh:		11.7	40.6	0.0	0.0	75.9	71.4	14.9	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:		11.7	40.6	0.0	0.0	75.9	71.4	14.9	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	
LOS by Move:		B	E	*	*	F	F	B	*	B	*	*	*	*	*	*	
ApproachDel:		38.0				75.4			14.9			xxxxxx					
Delay Adj:		1.00				1.00			1.00			xxxxxx					
ApprAdjDel:		38.0				75.4			14.9			xxxxxx					
LOS by Appr:		E				F			B			*					
AllWayAvgd:		0.2	4.5	0.0	0.0	10.3	9.4	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.																	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.073
 Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit
Rights:	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	170	900	340	90	1100	190	180	910	150	300	760	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1100	190	180	910	150	300	760	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1100	190	180	910	150	300	760	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1100	190	180	910	150	300	760	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1100	190	180	910	150	300	760	30

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2646	104

Capacity Analysis Module:

Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.13	0.33	0.11	0.22	0.29	0.29
Crit Volume:	170			550			455		300			
Crit Moves:	****			****			****		****			

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LAX SPAS

FUTURE (2025) WITHOUT ALTERNATIVE WITH FUTURE MAP LEVELS CONDITIONS (78.9 MAP) - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 132.9 Worst Case Level Of Service: F[1459.8]

Street Name:	WALGROVE AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0 0 0 0 0	0 0 1 0 0	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 1 0 0	1 0 2 0 0	0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	30	0	260	320	1200	0	0	1340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	260	320	1200	0	0	1340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	260	320	1200	0	0	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	260	320	1200	0	0	1340	100

Critical Gap Module:

Conflict Vol:	xxxx	xxxx	xxxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Conflict Vol:	xxxx	xxxx	xxxxxx	2630	3230	720	1440	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	20	10	375	477	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	9	3	375	477	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.29	0.00	0.69	0.67	xxxx	xxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

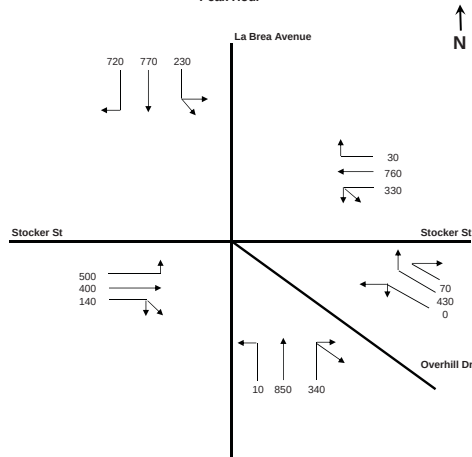
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	4.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	26.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	73	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	30.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	1460	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			1459.8			xxxxxx				xxxxxx	
ApproachLOS:	*			F			*			*	*	*

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

Manual Calculations

Intersection 86
CMA Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) A.M.
Peak Hour

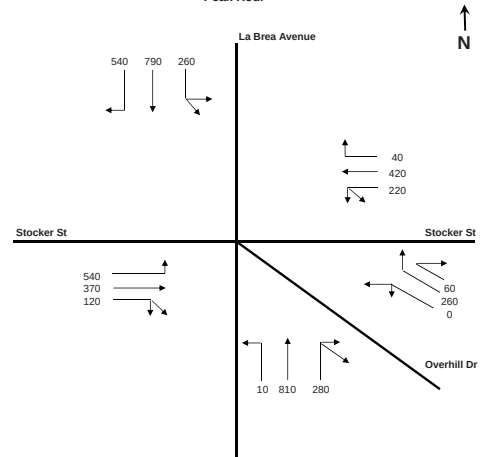


$$\begin{aligned}
 1) & \frac{500}{2} \text{ or } \frac{330}{2} \\
 & = 250 \\
 2) & \frac{760}{2} \text{ or } \frac{30}{1} \text{ or } \left\{ \frac{400 + 140}{2} \right\} \\
 & = 380 \\
 3) & \frac{770}{2} \text{ or } \frac{850}{3} \text{ or } \frac{340}{2} \\
 & = 385 \\
 4) & \frac{230}{2} \text{ or } \left\{ \frac{430 + 70}{3} \right\} \\
 & = 167
 \end{aligned}$$

$$\text{Critical Volumes} = 250 + 380 + 385 + 167 = 1,182$$

$$V/C = \frac{1,182}{1,375} - 0.00 = 0.86 \quad \text{LOS D}$$

Intersection 86
CMA Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) M.D.
Peak Hour

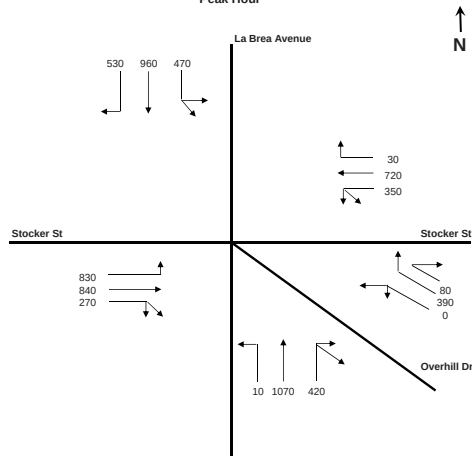


$$\begin{aligned}
 1) & \frac{540}{2} \text{ or } \frac{220}{2} \\
 & = 270 \\
 2) & \frac{420}{2} \text{ or } \frac{40}{1} \text{ or } \left\{ \frac{370 + 120}{2} \right\} \\
 & = 245 \\
 3) & \frac{790}{2} \text{ or } \frac{810}{3} \text{ or } \frac{280}{2} \\
 & = 395 \\
 4) & \frac{260}{2} \text{ or } \left\{ \frac{260 + 60}{3} \right\} \\
 & = 130
 \end{aligned}$$

$$\text{Critical Volumes} = 270 + 245 + 395 + 130 = 1,040$$

$$V/C = \frac{1,040}{1,375} - 0.00 = 0.756 \quad \text{LOS C}$$

Intersection 86
CMA Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) P.M.
Peak Hour



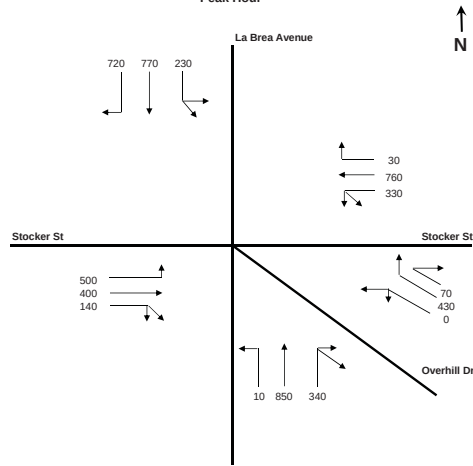
$$\begin{aligned}
 1) & \frac{830}{2} \text{ or } \frac{350}{2} \\
 & = 415 \\
 2) & \frac{720}{2} \text{ or } \frac{30}{1} \text{ or } \left\{ \frac{840 + 270}{2} \right\} \\
 & = 555 \\
 3) & \frac{960}{2} \text{ or } \frac{1070}{3} \text{ or } \frac{420}{2} \\
 & = 480 \\
 4) & \frac{470}{2} \text{ or } \left\{ \frac{390 + 80}{3} \right\} \\
 & = 235
 \end{aligned}$$

$$\text{Critical Volumes} = 415 + 555 + 480 + 235 = 1,685$$

$$V/C = \frac{1,685}{1,375} - 0.00 = 1.225 \quad \text{LOS F}$$

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.

Intersection 86
ICU Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) A.M.
Peak Hour

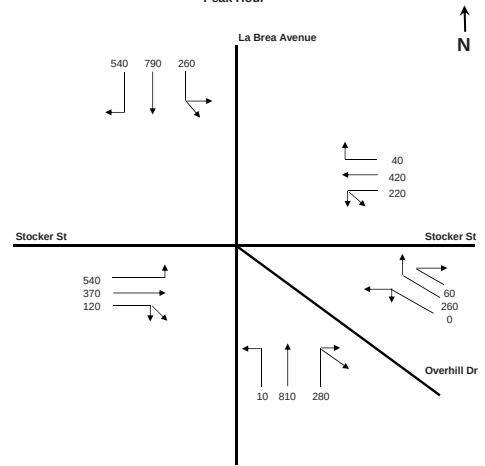


$$\begin{aligned}
 1) & \frac{500}{3200} \text{ or } \frac{330}{3200} \\
 & = 0.156 \\
 2) & \frac{760}{3200} \text{ or } \frac{30}{1600} \text{ or } \left\{ \frac{400 + 140}{3200} \right\} \\
 & = 0.238 \\
 3) & \frac{770}{3200} \text{ or } \frac{850}{4800} \text{ or } \frac{340}{3200} \\
 & = 0.241 \\
 4) & \frac{230}{3200} \text{ or } \left\{ \frac{430 + 70}{4800} \right\} \\
 & = 0.104
 \end{aligned}$$

Critical Volumes = 0.156 + 0.238 + 0.241 + 0.104 = 0.739

V/C = 0.739 - 0.00 = 0.739 LOS C

Intersection 86
ICU Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) M.D.
Peak Hour

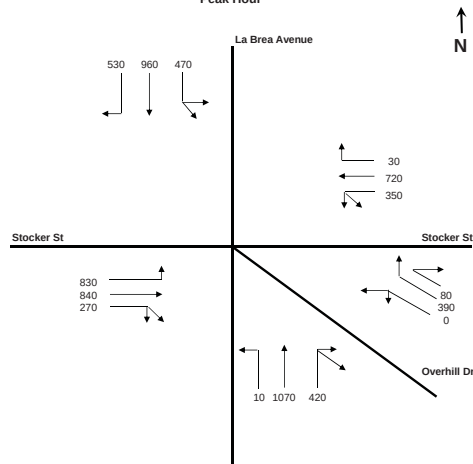


$$\begin{aligned}
 1) & \frac{540}{3200} \text{ or } \frac{220}{3200} \\
 & = 0.169 \\
 2) & \frac{420}{3200} \text{ or } \frac{40}{1600} \text{ or } \left\{ \frac{370 + 120}{3200} \right\} \\
 & = 0.153 \\
 3) & \frac{790}{3200} \text{ or } \frac{810}{4800} \text{ or } \frac{280}{3200} \\
 & = 0.247 \\
 4) & \frac{260}{3200} \text{ or } \left\{ \frac{260 + 60}{4800} \right\} \\
 & = 0.081
 \end{aligned}$$

Critical Volumes = 0.169 + 0.153 + 0.247 + 0.081 = 0.650

V/C = 0.650 - 0.00 = 0.650 LOS B

Intersection 86
ICU Methodology
"Future (2025) Without Alternative with Future MAP Levels" Conditions (78.9 MAP) P.M.
Peak Hour



$$\begin{aligned}
 1) & \frac{830}{3200} \text{ or } \frac{350}{3200} \\
 & = 0.259 \\
 2) & \frac{720}{3200} \text{ or } \frac{30}{1600} \text{ or } \left\{ \frac{840 + 270}{3200} \right\} \\
 & = 0.347 \\
 3) & \frac{960}{3200} \text{ or } \frac{1070}{4800} \text{ or } \frac{420}{3200} \\
 & = 0.3 \\
 4) & \frac{470}{3200} \text{ or } \left\{ \frac{390 + 80}{4800} \right\} \\
 & = 0.147
 \end{aligned}$$

Critical Volumes = 0.259 + 0.347 + 0.3 + 0.147 = 1.053

V/C = 1.053 - 0.00 = 1.053 LOS F

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in the Task 11-1.01.14 Memorandum was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1 of the LAX SPAS DEIR.