Attachment 4
LAX SPECIFIC PLAN AMENDMENT STUDY
Final EIR

Corrections and Additions to Appendix K2-6 of the SPAS Draft EIR

January 2013

Prepared for:

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Attachment 4
Corrections and Additions to Appendix K2-6

Attachment 1

Baseline (2010) Conditions

Critical Movement Analysis

Level of Service Worksheet
(Circular 212 Method)

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

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	0	0	**0**
	Left-Through		0			0	
	Through	1226	3	**409**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	0	0	0
	Left-Through		0			0	
	Through	861	3	287	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	483	1	270	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	792	2	**396**	0	0	0
	Through-Right		0			0	
	Right	322	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

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

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	172	1	**172**	0	0	0
	Left-Through		0			0	
	Through	859	3	286	0	0	**0**
	Through-Right		0			0	
	Right	242	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	630	1	**356**	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	210	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	504		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	978		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

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

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1374	3	**458**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1437	3	479	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	772	1	**423**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	577	2	289	0	0	0
	Through-Right		0			0	
	Right	178	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	691		North-South:	0
			East-West:	510		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: 1i Beta; 8/4/2011

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Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

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	1.00	205	1,600	0.128	N-S(1):	0.280
	TH	2.00	717	3,200	0.224 *	N-S(2):	0.339 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.167
Westbound	RT	0.00	51	0	0.000	E-W(2):	0.412 *
	TH	3.00	1,698	4,800	0.364 *		
	LT	2.00	301	2,880	0.105	V/C:	0.751
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	2.00	332	2,880	0.115 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.851
	TH	4.00	334	6,400	0.062		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.166
	TH	2.00	465	3,200	0.145 *	N-S(2):	0.203 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.281 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.278
	TH	3.00	825	4,800	0.188		
	LT	2.00	370	2,880	0.128 *	V/C:	0.484
Northbound	RT	1.00	171	1,600	0.000	Lost Time:	0.100
	TH	2.00	394	3,200	0.123	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.584
	TH	4.00	759	6,400	0.153 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.041	N-S(1):	0.217 *
	TH	2.00	230	3,200	0.072	N-S(2):	0.141
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.429 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.284
	TH	3.00	624	4,800	0.146		
	LT	2.00	208	2,880	0.072 *	V/C:	0.646
Northbound	RT	1.00	309	1,600	0.121	Lost Time:	0.100
	TH	2.00	571	3,200	0.178 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	498	0	0.000	ICU:	0.746
	TH	4.00	1,784	6,400	0.357 *		
	LT	1.00	220	1,600	0.138	LOS:	C

* - Denotes critical movement

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Attachment 2

Baseline (2010) with Alternative

Critical Movement Analysis

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 1/2			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1216	3	**405**	0	0	0
	Through-Right		0			0	
	Right	56	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	0	0	0
	Left-Through		0			0	
	Through	901	3	300	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	489	1	274	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	788	2	**394**	0	0	0
	Through-Right		0			0	
	Right	323	1	266	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	0
			East-West:	479		*East-West:*	0
			SUM:	998		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 1/2		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	903	3	**301**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	859	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	206	2	113	0	0	0
	Left-Through		0			0	
	Through	646	1	**359**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	608	2	304	0	0	0
	Through-Right		0			0	
	Right	202	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	479		*East-West:*	0
			SUM:	966		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 1/2			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	1369	3	**456**	0	0	0
	Through-Right		0			0	
	Right	101	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	1486	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	779	1	**427**	0	0	**0**
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	573	2	287	0	0	0
	Through-Right		0			0	
	Right	180	1	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	514		*East-West:*	0
			SUM:	1187		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 3			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	62	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	129	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	487	1	280	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	802	2	**401**	0	0	0
	Through-Right		0			0	
	Right	321	1	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 3			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	146	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	861	3	287	0	0	**0**
	Through-Right		0			0	
	Right	242	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	2	115	0	0	0
	Left-Through		0			0	
	Through	630	1	**364**	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	210	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 3			
	Count Date:		Analyst:		Date:

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	111	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1488	3	496	0	0	**0**
	Through-Right		0			0	
	Right	270	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	772	1	**428**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	582	2	291	0	0	0
	Through-Right		0			0	
	Right	180	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	0
			East-West:	522		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 4			
	Count Date:		Analyst:		Date:

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	**412**	0	0	0
	Through-Right		0			0	
	Right	58	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	486	1	273	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	816	2	**408**	0	0	0
	Through-Right		0			0	
	Right	323	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	1021		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	116	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	875	3	292	0	0	**0**
	Through-Right		0			0	
	Right	242	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	206	2	113	0	0	0
	Left-Through		0			0	
	Through	622	1	**354**	0	0	**0**
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	**119**	0	0	**0**
	Left-Through		0			0	
	Through	623	2	312	0	0	0
	Through-Right		0			0	
	Right	217	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	473		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	1382	3	**461**	0	0	0
	Through-Right		0			0	
	Right	101	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	226	1	**226**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	782	1	**429**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	586	2	293	0	0	0
	Through-Right		0			0	
	Right	178	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	1204		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.876			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	1	268	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	322	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	480		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 8			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	628	1	**349**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	592	2	296	0	0	0
	Through-Right		0			0	
	Right	210	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	469		*East-West:*	0
			SUM:	989		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.719			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1379	3	**460**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	767	1	**422**	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	178	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	0
			East-West:	509		*East-West:*	0
			SUM:	1202		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 9			
	Count Date:		Analyst:		Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	1	268	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	322	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	480		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	BASELINE (2010) WITH ALTERNATIVE 9			
	Count Date:		Analyst:	Date:	

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	628	1	**349**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	592	2	296	0	0	0
	Through-Right		0			0	
	Right	210	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	469		*East-West:*	0
			SUM:	989		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.719			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1379	3	**460**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	767	1	**422**	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	178	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	0
			East-West:	509		*East-West:*	0
			SUM:	1202		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

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	1.00	203	1,600	0.127	N-S(1):	0.275
	TH	2.00	726	3,200	0.227 *	N-S(2):	0.344 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.166
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	302	2,880	0.105	V/C:	0.753
Northbound	RT	1.00	136	1,600	0.000	Lost Time:	0.100
	TH	2.00	752	3,200	0.235	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.853
	TH	4.00	324	6,400	0.061		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.289 *
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.271
	TH	3.00	802	4,800	0.181		
	LT	2.00	391	2,880	0.136 *	V/C:	0.486
Northbound	RT	1.00	168	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	0.00	224	0	0.000	ICU:	0.586
	TH	4.00	752	6,400	0.153 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.040	N-S(1):	0.222 *
	TH	2.00	225	3,200	0.070	N-S(2):	0.139
	LT	1.00	69	1,600	0.043 *	E-W(1):	0.428 *
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.282
	TH	3.00	622	4,800	0.146		
	LT	2.00	215	2,880	0.075 *	V/C:	0.650
Northbound	RT	1.00	309	1,600	0.118	Lost Time:	0.100
	TH	2.00	574	3,200	0.179 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	497	0	0.000	ICU:	0.750
	TH	4.00	1,761	6,400	0.353 *		
	LT	1.00	218	1,600	0.136	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

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	1.00	145	1,600	0.091	N-S(1):	0.354 *
	TH	2.00	731	3,200	0.228	N-S(2):	0.344
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.149
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.397 *
	TH	3.00	1,664	4,800	0.349 *		
	LT	2.00	262	2,880	0.091	V/C:	0.751
Northbound	RT	1.00	37	1,600	0.000	Lost Time:	0.100
	TH	2.00	953	3,200	0.298 *	ITS:	0.000
	LT	2.00	334	2,880	0.116		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.851
	TH	4.00	311	6,400	0.058		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.206
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.212 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.276 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	3.00	725	4,800	0.153		
	LT	2.00	370	2,880	0.128 *	V/C:	0.488
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.165	ITS:	0.000
	LT	2.00	171	2,880	0.059 *		
Eastbound	RT	0.00	212	0	0.000	ICU:	0.588
	TH	4.00	736	6,400	0.148 *		
	LT	1.00	146	1,600	0.091	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.021	N-S(1):	0.251 *
	TH	2.00	339	3,200	0.106	N-S(2):	0.180
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.407 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.240
	TH	3.00	583	4,800	0.136		
	LT	2.00	169	2,880	0.059 *	V/C:	0.658
Northbound	RT	1.00	220	1,600	0.079	Lost Time:	0.100
	TH	2.00	681	3,200	0.213 *	ITS:	0.000
	LT	2.00	214	2,880	0.074		
Eastbound	RT	0.00	488	0	0.000	ICU:	0.758
	TH	4.00	1,737	6,400	0.348 *		
	LT	1.00	166	1,600	0.104	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

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	1.00	205	1,600	0.128	N-S(1):	0.279
	TH	2.00	715	3,200	0.223 *	N-S(2):	0.338 *
	LT	1.00	63	1,600	0.039	E-W(1):	0.172
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.413 *
	TH	3.00	1,679	4,800	0.366 *		
	LT	2.00	321	2,880	0.111	V/C:	0.751
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	768	3,200	0.240	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.851
	TH	4.00	327	6,400	0.061		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.173
	TH	2.00	463	3,200	0.145 *	N-S(2):	0.203 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.283 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.280
	TH	3.00	808	4,800	0.190		
	LT	2.00	373	2,880	0.130 *	V/C:	0.486
Northbound	RT	1.00	166	1,600	0.000	Lost Time:	0.100
	TH	2.00	406	3,200	0.127	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	0.00	226	0	0.000	ICU:	0.586
	TH	4.00	753	6,400	0.153 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.041	N-S(1):	0.224 *
	TH	2.00	224	3,200	0.070	N-S(2):	0.140
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.432 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.280
	TH	3.00	617	4,800	0.145		
	LT	2.00	222	2,880	0.077 *	V/C:	0.656
Northbound	RT	1.00	304	1,600	0.113	Lost Time:	0.100
	TH	2.00	573	3,200	0.179 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	0.00	494	0	0.000	ICU:	0.756
	TH	4.00	1,775	6,400	0.355 *		
	LT	1.00	216	1,600	0.135	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

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	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.165
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.851
	TH	4.00	314	6,400	0.059		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.289 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.486
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.586
	TH	4.00	757	6,400	0.153 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.427 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.651
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	0.00	494	0	0.000	ICU:	0.751
	TH	4.00	1,752	6,400	0.351 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

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	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.165
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.851
	TH	4.00	314	6,400	0.059		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.289 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.486
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.586
	TH	4.00	757	6,400	0.153 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.427 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.651
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	0.00	494	0	0.000	ICU:	0.751
	TH	4.00	1,752	6,400	0.351 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Attachment 4
Future (2025) Conditions

Critical Movement Analysis

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	530	1	320	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	330	1	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	548		*East-West:*	0
			SUM:	1078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.784			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1150	3	**383**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	680	1	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	700	2	350	0	0	0
	Through-Right		0			0	
	Right	250	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1113		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	FUTURE (2025) CONDITIONS			
	Count Date:		Analyst:	Date:	

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1620	3	540	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	930	1	**510**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	190	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	840		North-South:	0
			East-West:	620		East-West:	0
			SUM:	1460		SUM:	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.062			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.062			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) CONDITIONS

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):	0.484 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	530	2,880	0.184 *	E-W(1):	0.075
Westbound	RT	1.91	440	3,061	0.000	E-W(2):	0.163 *
	TH	0.09	20	139	0.144 *		
	LT	1.00	80	1,600	0.050	V/C:	0.647
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.747
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.444 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	360	2,880	0.125 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.019	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.707
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.570 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	480	2,880	0.167 *	E-W(1):	0.106
Westbound	RT	1.92	700	3,068	0.061	E-W(2):	0.247 *
	TH	0.08	30	132	0.228 *		
	LT	1.00	130	1,600	0.081	V/C:	0.817
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.917
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) CONDITIONS

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.383 *
	TH	2.00	590	3,200	0.191	N-S(2):	0.204
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.098 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.18	20	291	0.069		
	LT	1.82	200	2,618	0.076 *	V/C:	0.481
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.209 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.581
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	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	20	0	0.000	N-S(1):	0.356 *
	TH	2.00	470	3,200	0.153	N-S(2):	0.166
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.36	60	582	0.103		
	LT	1.64	270	2,356	0.115	V/C:	0.522
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.269 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.622
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.413 *
	TH	2.00	890	3,200	0.288	N-S(2):	0.319
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.671
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	880	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.771
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) CONDITIONS

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	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.388 *
Westbound	RT	1.00	60	1,600	0.000	E-W(2):	0.306
	TH	2.00	820	3,200	0.256		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
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:	0.695
	TH	2.00	1,090	3,200	0.350 *		
	LT	1.00	80	1,600	0.050	LOS:	B

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):	0.144 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.250
Westbound	RT	1.00	70	1,600	0.006	E-W(2):	0.262 *
	TH	2.00	740	3,200	0.231 *		
	LT	1.00	70	1,600	0.044	V/C:	0.406
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.506
	TH	2.00	610	3,200	0.206		
	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):	0.237 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.103
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.376
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	V/C:	0.627
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:	0.727
	TH	2.00	970	3,200	0.313		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

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	1.00	280	1,600	0.175	N-S(1):	0.294
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.356 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.196
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,880	4,800	0.410 *		
	LT	2.00	380	2,880	0.132	V/C:	0.822
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.250	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.922
	TH	4.00	340	6,400	0.064		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.182
	TH	2.00	500	3,200	0.156 *	N-S(2):	0.215 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.322
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.323 *
	TH	3.00	980	4,800	0.223 *		
	LT	2.00	440	2,880	0.153	V/C:	0.538
Northbound	RT	1.00	230	1,600	0.000	Lost Time:	0.100
	TH	2.00	440	3,200	0.138	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.638
	TH	4.00	840	6,400	0.169		
	LT	1.00	160	1,600	0.100 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.056	N-S(1):	0.241 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.482 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.358
	TH	3.00	650	4,800	0.152		
	LT	2.00	260	2,880	0.090 *	V/C:	0.723
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.823
	TH	4.00	2,010	6,400	0.392 *		
	LT	1.00	330	1,600	0.206	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Attachment 5
Future (2025) with Alternative

Critical Movement Analysis

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 1/2			
	Count Date:		Analyst:	Date:	

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1340	3	**447**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1260	3	420	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	560	1	325	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**465**	0	0	0
	Through-Right		0			0	
	Right	330	1	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	553		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	730	1	**410**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	250	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

			PM					
No. of Phases					4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0	NB-- 0	SB--	0
	EB--	0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1750	3	**583**	0	0	0
	Through-Right		0			0	
	Right	140	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	910	1	**500**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	190	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1250	3	**417**	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	130	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	490	1	335	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**480**	0	0	0
	Through-Right		0			0	
	Right	350	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	574		*East-West:*	0
			SUM:	1111		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.808			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.808			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 3			
	Count Date:		Analyst:	Date:	

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	1100	3	**367**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	680	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	260	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1142		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.831			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.831			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1800	3	600	0	0	**0**
	Through-Right		0			0	
	Right	280	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	2	110	0	0	0
	Left-Through		0			0	
	Through	910	1	**505**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	190	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	625		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	580	1	330	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	380	1	315	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	0
			East-West:	558		*East-West:*	0
			SUM:	1131		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.823			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 4			
	Count Date:		Analyst:	Date:	

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1210	3	**403**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1110	3	370	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	670	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	270	1	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	1118		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

			PM					
No. of Phases					4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0	NB-- 0	SB--	0
	EB--	0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1710	3	570	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	920	1	**505**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	190	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	1	325	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**465**	0	0	0
	Through-Right		0			0	
	Right	330	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.817			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	700	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	260	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	1132		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.823			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	900	1	**495**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	190	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.058			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	1	325	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**465**	0	0	0
	Through-Right		0			0	
	Right	330	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
114	North-South Street:	SEPULVEDA BOULEVARD	East-West Street:	MANCHESTER AVENUE	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 9			
	Count Date:		Analyst:	Date:	

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	700	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	260	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	1132		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.823			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114

PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

			PM					
No. of Phases				4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or 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	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	900	1	**495**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	190	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

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):	0.488 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.660
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.451 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.012	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.614
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.714
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.573 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.061	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.823
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.923
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.396 *
	TH	2.00	600	3,200	0.194	N-S(2):	0.207
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.508
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.222 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.608
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	B

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):	0.368 *
	TH	2.00	480	3,200	0.156	N-S(2):	0.169
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.34	60	549	0.109		
	LT	1.66	290	2,386	0.122	V/C:	0.534
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.413 *
	TH	2.00	910	3,200	0.294	N-S(2):	0.325
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.671
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.771
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

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	0.006	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	60	1,600	0.000	E-W(2):	0.322
	TH	2.00	870	3,200	0.272		
	LT	1.00	60	1,600	0.038 *	V/C:	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):	0.260
Westbound	RT	1.00	70	1,600	0.000	E-W(2):	0.284 *
	TH	2.00	810	3,200	0.253 *		
	LT	1.00	70	1,600	0.044	V/C:	0.447
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.547
	TH	2.00	640	3,200	0.216		
	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):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.103
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.379
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.394 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	V/C:	0.644
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:	0.744
	TH	2.00	980	3,200	0.316		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

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	1.00	280	1,600	0.175	N-S(1):	0.319
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.352 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.205
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,950	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.831
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.931
	TH	4.00	350	6,400	0.066		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.210
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.225 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.327
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,060	4,800	0.250 *		
	LT	2.00	420	2,880	0.146	V/C:	0.581
Northbound	RT	1.00	210	1,600	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.681
	TH	4.00	930	6,400	0.181		
	LT	1.00	170	1,600	0.106 *	LOS:	B

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 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.496 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.369
	TH	3.00	760	4,800	0.175		
	LT	2.00	250	2,880	0.087 *	V/C:	0.753
Northbound	RT	1.00	340	1,600	0.126	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.853
	TH	4.00	2,120	6,400	0.409 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

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):	0.481 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.650
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.750
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.444 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	360	2,880	0.125 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.019	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.707
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.573 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.100
Westbound	RT	1.92	700	3,068	0.058	E-W(2):	0.247 *
	TH	0.08	30	132	0.228 *		
	LT	1.00	120	1,600	0.075	V/C:	0.820
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.920
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.374 *
	TH	2.00	570	3,200	0.184	N-S(2):	0.197
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.108 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.17	20	267	0.075		
	LT	1.83	220	2,640	0.083 *	V/C:	0.482
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.200 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.582
	TH	2.00	30	3,200	0.025 *		
	LT	0.00	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	20	0	0.000	N-S(1):	0.368 *
	TH	2.00	470	3,200	0.153	N-S(2):	0.166
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.32	60	505	0.119		
	LT	1.68	320	2,425	0.132	V/C:	0.534
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.417 *
	TH	2.00	900	3,200	0.291	N-S(2):	0.322
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.675
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.775
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

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	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.391 *
Westbound	RT	1.00	60	1,600	0.000	E-W(2):	0.316
	TH	2.00	850	3,200	0.266		
	LT	1.00	70	1,600	0.044 *	V/C:	0.598
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:	0.698
	TH	2.00	1,080	3,200	0.347 *		
	LT	1.00	80	1,600	0.050	LOS:	B

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):	0.144 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.253
Westbound	RT	1.00	70	1,600	0.006	E-W(2):	0.287 *
	TH	2.00	820	3,200	0.256 *		
	LT	1.00	70	1,600	0.044	V/C:	0.431
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.531
	TH	2.00	620	3,200	0.209		
	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	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.379
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.397 *
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	100	1,600	0.063	V/C:	0.647
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:	0.747
	TH	2.00	980	3,200	0.316		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

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	1.00	210	1,600	0.131	N-S(1):	0.359
	TH	2.00	880	3,200	0.275 *	N-S(2):	0.393 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.177
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.479 *
	TH	3.00	2,000	4,800	0.429 *		
	LT	2.00	310	2,880	0.108	V/C:	0.872
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	970	3,200	0.303	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.972
	TH	4.00	370	6,400	0.069		
	LT	1.00	80	1,600	0.050 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113	N-S(1):	0.259
	TH	2.00	620	3,200	0.194 *	N-S(2):	0.263 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.316 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	920	4,800	0.208		
	LT	2.00	460	2,880	0.160 *	V/C:	0.579
Northbound	RT	1.00	180	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	2.00	200	2,880	0.069 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.679
	TH	4.00	780	6,400	0.156 *		
	LT	1.00	170	1,600	0.106	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.044	N-S(1):	0.297 *
	TH	2.00	410	3,200	0.128	N-S(2):	0.201
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.471 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.330
	TH	3.00	720	4,800	0.167		
	LT	2.00	210	2,880	0.073 *	V/C:	0.768
Northbound	RT	1.00	310	1,600	0.121	Lost Time:	0.100
	TH	2.00	810	3,200	0.253 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.868
	TH	4.00	2,050	6,400	0.398 *		
	LT	1.00	260	1,600	0.163	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

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):	0.488 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.660
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.447 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.018	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.613
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.713
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.575 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	495	2,880	0.172 *	E-W(1):	0.102
Westbound	RT	1.92	710	3,070	0.059	E-W(2):	0.247 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.822
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.922
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.393 *
	TH	2.00	600	3,200	0.194	N-S(2):	0.207
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.109 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.16	20	256	0.078		
	LT	1.84	230	2,650	0.087 *	V/C:	0.502
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.602
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	B

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):	0.368 *
	TH	2.00	490	3,200	0.159	N-S(2):	0.172
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125	V/C:	0.534
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.413 *
	TH	2.00	900	3,200	0.291	N-S(2):	0.322
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.671
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.771
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

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	40	1,600	0.000	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	60	1,600	0.000	E-W(2):	0.322
	TH	2.00	870	3,200	0.272		
	LT	1.00	60	1,600	0.038 *	V/C:	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):	0.260
Westbound	RT	1.00	70	1,600	0.000	E-W(2):	0.287 *
	TH	2.00	820	3,200	0.256 *		
	LT	1.00	70	1,600	0.044	V/C:	0.450
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.550
	TH	2.00	640	3,200	0.216		
	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	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.382
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	V/C:	0.640
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:	0.740
	TH	2.00	990	3,200	0.319		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

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	1.00	320	1,600	0.200	N-S(1):	0.297
	TH	2.00	720	3,200	0.225 *	N-S(2):	0.343 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.205
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.485 *
	TH	3.00	1,940	4,800	0.429 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.928
	TH	4.00	350	6,400	0.066		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.219
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.333
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,040	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.677
	TH	4.00	950	6,400	0.184		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.063	N-S(1):	0.260 *
	TH	2.00	270	3,200	0.084	N-S(2):	0.160
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.498 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.371
	TH	3.00	770	4,800	0.177		
	LT	2.00	250	2,880	0.087 *	V/C:	0.758
Northbound	RT	1.00	330	1,600	0.119	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.858
	TH	4.00	2,130	6,400	0.411 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

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):	0.488 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.657
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.757
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.451 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.015	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.617
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.717
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.573 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.061	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.823
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.923
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.393 *
	TH	2.00	590	3,200	0.191	N-S(2):	0.204
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.505
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.605
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	B

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):	0.365 *
	TH	2.00	480	3,200	0.156	N-S(2):	0.169
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125	V/C:	0.531
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.631
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.417 *
	TH	2.00	910	3,200	0.294	N-S(2):	0.325
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.675
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.775
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

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	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.394 *
Westbound	RT	1.00	60	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 *	V/C:	0.601
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:	0.701
	TH	2.00	1,110	3,200	0.356 *		
	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):	0.260
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	V/C:	0.444
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	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	640	3,200	0.216		
	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	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	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):	0.394 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	V/C:	0.638
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:	0.738
	TH	2.00	980	3,200	0.316		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

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	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.203
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.928
	TH	4.00	340	6,400	0.064		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.677
	TH	4.00	930	6,400	0.181		
	LT	1.00	170	1,600	0.106 *	LOS:	B

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):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.494 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.754
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.854
	TH	4.00	2,130	6,400	0.411 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

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):	0.488 *
	TH	2.00	1,030	3,200	0.328	N-S(2):	0.341
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.657
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.757
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.451 *
	TH	2.00	690	3,200	0.225	N-S(2):	0.250
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.015	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.617
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.717
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	C

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):	0.573 *
	TH	2.00	1,170	3,200	0.375	N-S(2):	0.388
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.061	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.823
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.923
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

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 :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.393 *
	TH	2.00	590	3,200	0.191	N-S(2):	0.204
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.076	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.505
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.605
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	B

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):	0.365 *
	TH	2.00	480	3,200	0.156	N-S(2):	0.169
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.166 *
Westbound	RT	1.00	360	1,600	0.138 *	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125	V/C:	0.531
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.631
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

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):	0.417 *
	TH	2.00	910	3,200	0.294	N-S(2):	0.325
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.258 *
Westbound	RT	1.00	530	1,600	0.227 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.675
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.775
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

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	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.394 *
Westbound	RT	1.00	60	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 *	V/C:	0.601
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:	0.701
	TH	2.00	1,110	3,200	0.356 *		
	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):	0.260
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	V/C:	0.444
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	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	640	3,200	0.216		
	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	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	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):	0.394 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	V/C:	0.638
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:	0.738
	TH	2.00	980	3,200	0.316		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

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	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.203
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.928
	TH	4.00	340	6,400	0.064		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.677
	TH	4.00	930	6,400	0.181		
	LT	1.00	170	1,600	0.106 *	LOS:	B

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):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.494 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.754
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.854
	TH	4.00	2,130	6,400	0.411 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Attachment 6

Future (2025) with Alternative with Mitigation

Critical Movement Analysis

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB--	WB--	0	NB-- 0 EB-- 0	SB--	WB--	0
ATSAC-1 or 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		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	380	1	**240**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**450**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	490		*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: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	160	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	450	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	690	2	**345**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	590	1	335	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION		
	Count Date:		Analyst:	Date:

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or 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		0			0	
	Through	590	2	295	0	0	0
	Through-Right		0			0	
	Right	160	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	365	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	550		*North-South:*	0
			East-West:	700		*East-West:*	0
			SUM:	1250		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.909			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.909			0.000
	LEVEL OF SERVICE (LOS):			**E**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION		
	Count Date:		Analyst:	Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	470	2	235	0	0	0
	Through-Right		0			0	
	Right	150	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	400	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	380	2	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	840	1	**445**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	300	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	320	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION		
	Count Date:		Analyst:	Date:

			PM					
No. of Phases					4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB-- 0	SB--	0
	EB--	0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	200	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	760	2	**380**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	355	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1165		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Workheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	350	1	**230**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	380	2	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**420**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION			
	Count Date:		Analyst:	Date:	

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**295**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	375		*East-West:*	0
			SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION		
	Count Date:		Analyst:	Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	970	2	**485**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	330	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	645		*East-West:*	0
			SUM:	1230		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	350	1	**230**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	380	2	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**420**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS		
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**295**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	375		*East-West:*	0
			SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX SPAS			
10	North-South Street:	AVIATIO BOULEVARD	East-West Street:	ARBOR VITAE STREET	
	Scenario:	FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION			
	Count Date:		Analyst:	Date:	

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or 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		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	970	2	**485**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	330	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	645		*East-West:*	0
			SUM:	1230		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i 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 "Chapter 4.12.2 Off-Airport Surface Transportation" 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.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

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):	0.194
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.300 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.256
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.306 *
	TH	2.00	850	3,200	0.281 *		
	LT	1.00	170	1,600	0.106	V/C:	0.606
Northbound	RT	1.00	120	1,600	0.022	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.706
	TH	2.00	480	3,200	0.150		
	LT	1.00	40	1,600	0.025 *	LOS:	C

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):	0.235
	TH	2.00	450	3,200	0.181 *	N-S(2):	0.294 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.304 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.259
	TH	2.00	590	3,200	0.209		
	LT	1.00	140	1,600	0.088 *	V/C:	0.598
Northbound	RT	1.00	160	1,600	0.056	Lost Time:	0.100
	TH	2.00	610	3,200	0.191	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.698
	TH	2.00	690	3,200	0.216 *		
	LT	1.00	80	1,600	0.050	LOS:	B

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):	0.228
	TH	2.00	430	3,200	0.206 *	N-S(2):	0.344 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.438 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.291
	TH	2.00	690	3,200	0.228		
	LT	1.00	190	1,600	0.119 *	V/C:	0.782
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	190	1,600	0.050	ICU:	0.882
	TH	2.00	1,020	3,200	0.319 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

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Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

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	220	0	0.000	N-S(1):	0.593 *
	TH	4.00	1,310	6,400	0.239	N-S(2):	0.333
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.118 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	1.60	40	2,560	0.016		
	LT	2.40	60	3,456	0.017 *	V/C:	0.711
Northbound	RT	1.00	410	1,600	0.239	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	150	1,600	0.094	ICU:	0.811
	TH	1.97	140	1,545	0.091		
	LT	1.03	150	1,490	0.101 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.369
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.022	E-W(2):	0.000
	TH	2.00	310	3,200	0.097		
	LT	2.00	280	2,880	0.097 *	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

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):	0.455
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.268 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	1.28	240	2,048	0.117		
	LT	2.72	510	3,917	0.130 *	V/C:	0.813
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,110	6,400	0.330	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.913
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

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Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

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	210	1,600	0.131	N-S(1):	0.285
	TH	3.00	880	4,800	0.183 *	N-S(2):	0.301 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.177
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.479 *
	TH	3.00	2,000	4,800	0.429 *		
	LT	2.00	310	2,880	0.108	V/C:	0.780
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	970	4,800	0.229	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.880
	TH	4.00	370	6,400	0.069		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113	N-S(1):	0.237 *
	TH	3.00	620	4,800	0.129	N-S(2):	0.198
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.316 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	920	4,800	0.208		
	LT	2.00	460	2,880	0.160 *	V/C:	0.553
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.156 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.653
	TH	4.00	780	6,400	0.156 *		
	LT	1.00	170	1,600	0.106	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.044	N-S(1):	0.277 *
	TH	3.00	410	4,800	0.085	N-S(2):	0.158
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.471 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.330
	TH	3.00	720	4,800	0.167		
	LT	2.00	210	2,880	0.073 *	V/C:	0.748
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.233 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	500	0	0.000	ICU:	0.848
	TH	4.00	2,050	6,400	0.398 *		
	LT	1.00	260	1,600	0.163	LOS:	D

* - Denotes critical movement

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Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

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):	0.172
	TH	2.00	400	3,200	0.156 *	N-S(2):	0.306 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.282
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.303 *
	TH	2.00	840	3,200	0.278 *		
	LT	1.00	260	1,600	0.163	V/C:	0.609
Northbound	RT	1.00	150	1,600	0.013	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.709
	TH	2.00	380	3,200	0.119		
	LT	1.00	40	1,600	0.025 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.216
	TH	2.00	320	3,200	0.156 *	N-S(2):	0.269 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.272 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.231
	TH	2.00	500	3,200	0.181		
	LT	1.00	180	1,600	0.113 *	V/C:	0.541
Northbound	RT	1.00	300	1,600	0.131	Lost Time:	0.100
	TH	2.00	550	3,200	0.172	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.641
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	240	0	0.000	N-S(1):	0.257
	TH	2.00	430	3,200	0.209 *	N-S(2):	0.347 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.382 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.328
	TH	2.00	670	3,200	0.222		
	LT	1.00	230	1,600	0.144 *	V/C:	0.729
Northbound	RT	1.00	200	1,600	0.053	Lost Time:	0.100
	TH	2.00	680	3,200	0.213	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	190	1,600	0.050	ICU:	0.829
	TH	2.00	760	3,200	0.238 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

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	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.207
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.119		
	LT	1.00	40	1,600	0.025 *	LOS:	B

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):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.232
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234 *
	TH	2.00	510	3,200	0.184 *		
	LT	1.00	110	1,600	0.069	V/C:	0.525
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.625
	TH	2.00	520	3,200	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.403 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.769
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	190	1,600	0.050	ICU:	0.869
	TH	2.00	970	3,200	0.303 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - 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 “Chapter 4.12.2 Off-Airport Surface Transportation” 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.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

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	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.118 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	1.67	50	2,667	0.019		
	LT	2.33	70	3,360	0.021 *	V/C:	0.707
Northbound	RT	1.00	400	1,600	0.229	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.807
	TH	1.93	140	3,086	0.088		
	LT	1.07	150	1,543	0.097 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

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):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.268 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	1.28	240	2,048	0.117		
	LT	2.72	510	3,917	0.130 *	V/C:	0.813
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.913
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

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Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

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	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.207
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.119		
	LT	1.00	40	1,600	0.025 *	LOS:	B

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):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.232
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234 *
	TH	2.00	510	3,200	0.184 *		
	LT	1.00	110	1,600	0.069	V/C:	0.525
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.625
	TH	2.00	520	3,200	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.403 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.769
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	190	1,600	0.050	ICU:	0.869
	TH	2.00	970	3,200	0.303 *		
	LT	1.00	100	1,600	0.063	LOS:	D

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Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

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	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.118 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	1.67	50	2,667	0.019		
	LT	2.33	70	3,360	0.021 *	V/C:	0.707
Northbound	RT	1.00	400	1,600	0.229	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.807
	TH	1.93	140	3,086	0.088		
	LT	1.07	150	1,543	0.097 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

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):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.268 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	1.28	240	2,048	0.117		
	LT	2.72	510	3,917	0.130 *	V/C:	0.813
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.913
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

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