APPENDIX E
Transportation and Traffic Data

Int #	Intersection		K-ICU EXISTING (2015) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU EXISTING WITH PROJECT (2015) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU AM Delta	AM Impact?	PM Delta	PM Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.699	B	0.779	C	0.700	B	0.780	C	0.001	NO	0.001	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.657	B	0.675	B	0.657	B	0.675	B	0.000	NO	0.000	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	0.802	D	0.757	C	0.801	D	0.757	C	-0.001	NO	0.000	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.764	C	1.355	F	0.764	C	1.355	F	0.000	NO	0.000	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.718	C	0.807	D	0.718	C	0.807	D	0.000	NO	0.000	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.542	A	0.537	A	0.541	A	0.538	A	-0.001	NO	0.001	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.579	A	0.646	B	0.580	A	0.647	B	0.001	NO	0.001	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.534	A	0.354	A	0.534	A	0.353	A	0.000	NO	-0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.464	A	0.567	A	0.465	A	0.568	A	0.001	NO	0.001	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.775	C	0.704	C	0.776	C	0.711	C	0.001	NO	0.007	NO

Int #	Intersection		K-ICU FUTURE WITHOUT PROJECT (2035) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU FUTURE WITH PROJECT (2035) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU AM Delta	AM Impact?	PM Delta	PM Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.820	D	0.909	E	0.820	D	0.911	E	0.000	NO	0.002	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.769	C	0.788	C	0.769	C	0.788	C	0.000	NO	0.000	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	0.937	E	0.883	D	0.938	E	0.884	D	0.001	NO	0.001	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.893	D	1.582	F	0.894	D	1.583	F	0.001	NO	0.001	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.840	D	0.943	E	0.840	D	0.943	E	0.000	NO	0.000	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.634	B	0.629	B	0.634	B	0.629	B	0.000	NO	0.000	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.675	B	0.755	C	0.676	B	0.757	C	0.001	NO	0.002	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.624	B	0.412	A	0.624	B	0.413	A	0.000	NO	0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.543	A	0.663	B	0.543	A	0.663	B	0.000	NO	0.000	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.906	E	0.826	D	0.907	E	0.830	D	0.001	NO	0.004	NO

Int #	Intersection		K-ICU CUMULATIVE WITHOUT PROJECT (2035) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU CUMULATIVE WITH PROJECT (2035) AM V/C	AM LOS	PM V/C	PM LOS	K-ICU AM Delta	AM Impact?	PM Delta	PM Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.818	D	0.894	D	0.818	D	0.895	D	0.000	NO	0.001	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.786	C	0.796	C	0.786	C	0.795	C	0.000	NO	-0.001	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	1.022	F	0.962	E	1.023	F	0.963	E	0.001	NO	0.001	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.874	D	1.521	F	0.874	D	1.522	F	0.000	NO	0.001	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.823	D	0.894	D	0.823	D	0.895	D	0.000	NO	0.001	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.643	B	0.622	B	0.643	B	0.622	B	0.000	NO	0.000	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.708	C	0.704	C	0.708	C	0.705	C	0.000	NO	0.001	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.614	B	0.370	A	0.614	B	0.371	A	0.000	NO	0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.496	A	0.669	B	0.497	A	0.670	B	0.001	NO	0.001	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.921	E	0.733	C	0.922	E	0.735	C	0.001	NO	0.002	NO

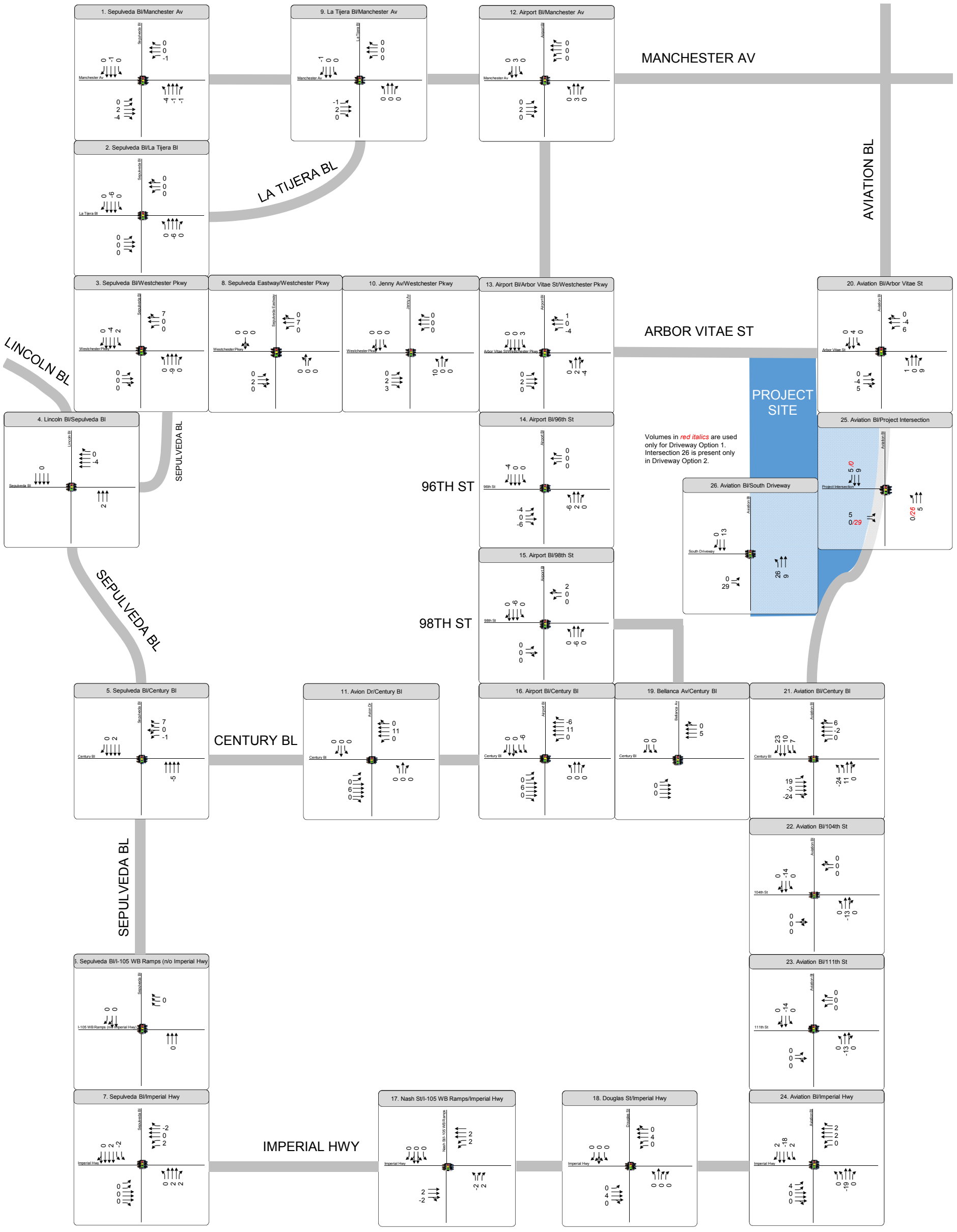
A-C D E F

FEHR PEERS

4/1/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing (2015)

FIGURE

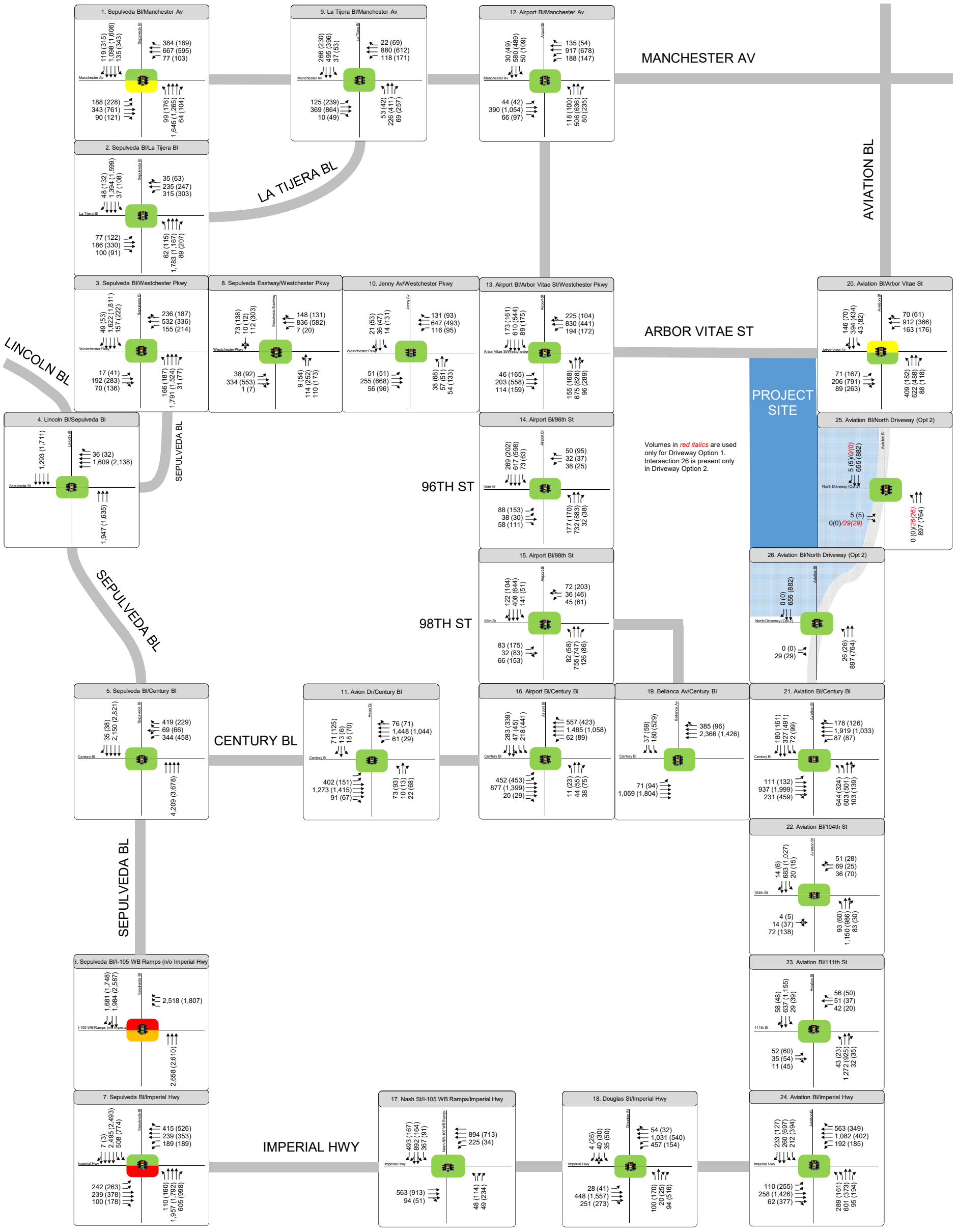


Project Only Volumes and Lane Configurations - Existing and Future (2015 and 2035)

FEHR PEERS

9/30/2016

FIGURE



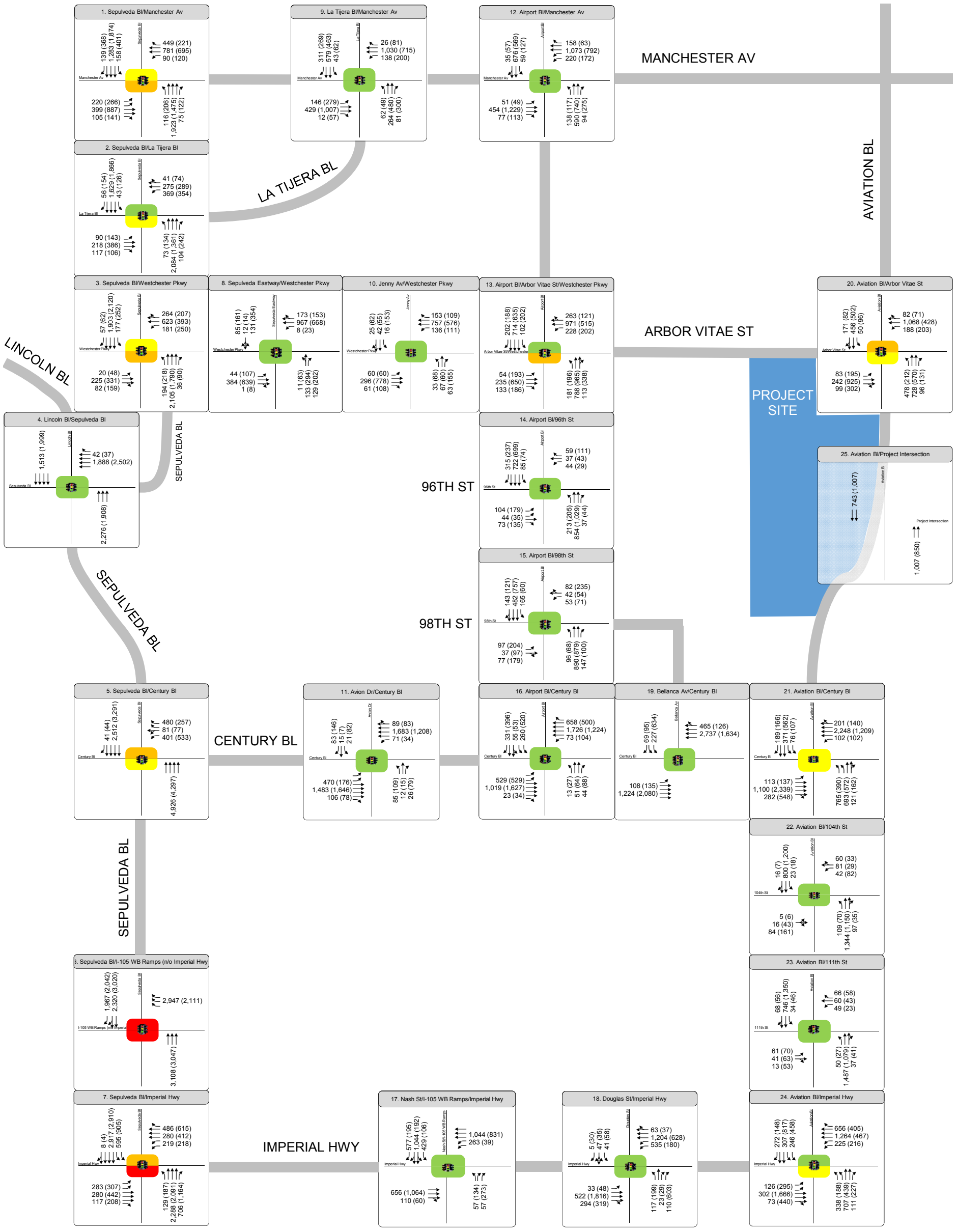
A-C D E F

FEHR PEERS

9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing with Project (2015)

FIGURE



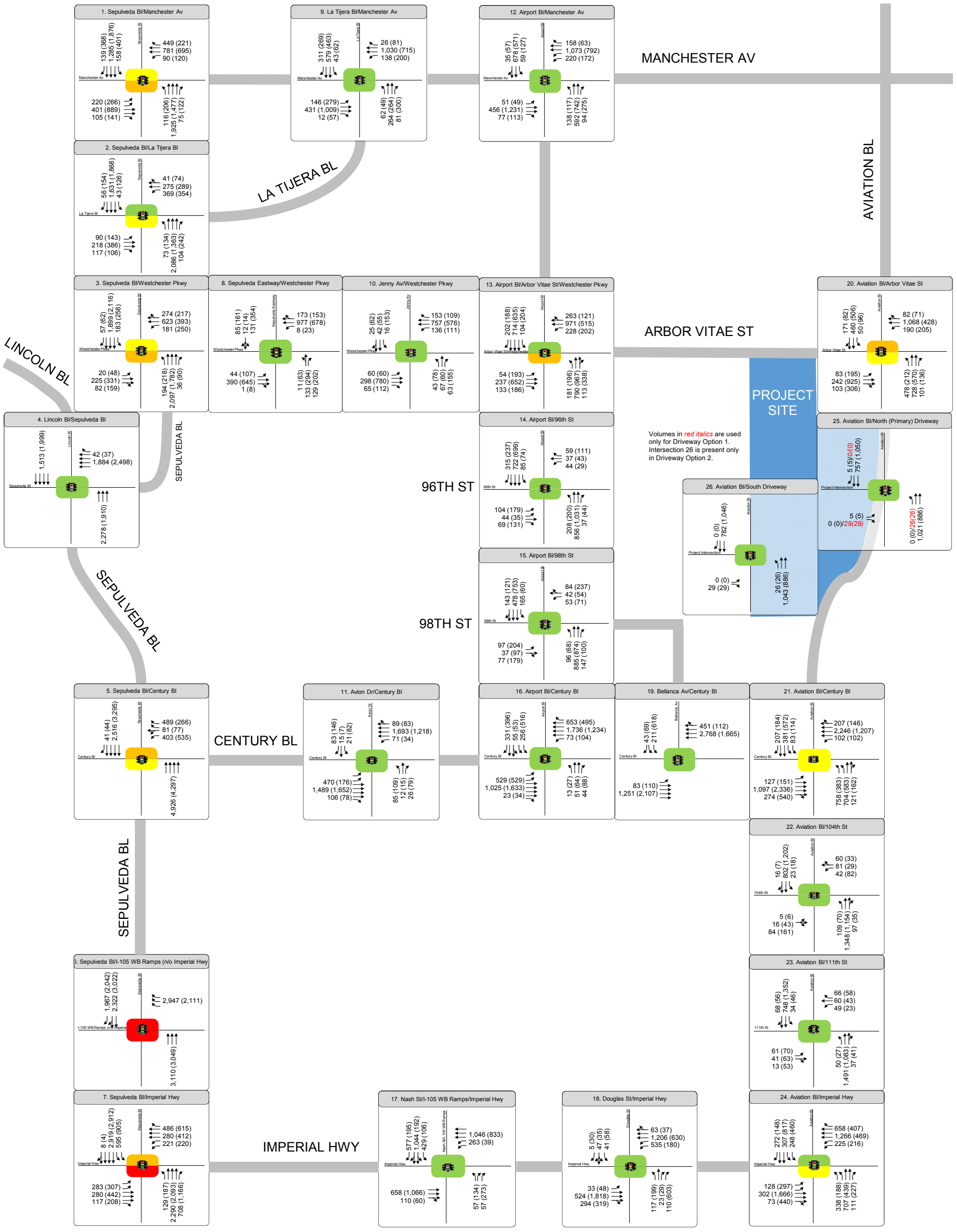
A-C D E F

FEHR PEERS

4/11/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Future without Project (2035)

FIGURE



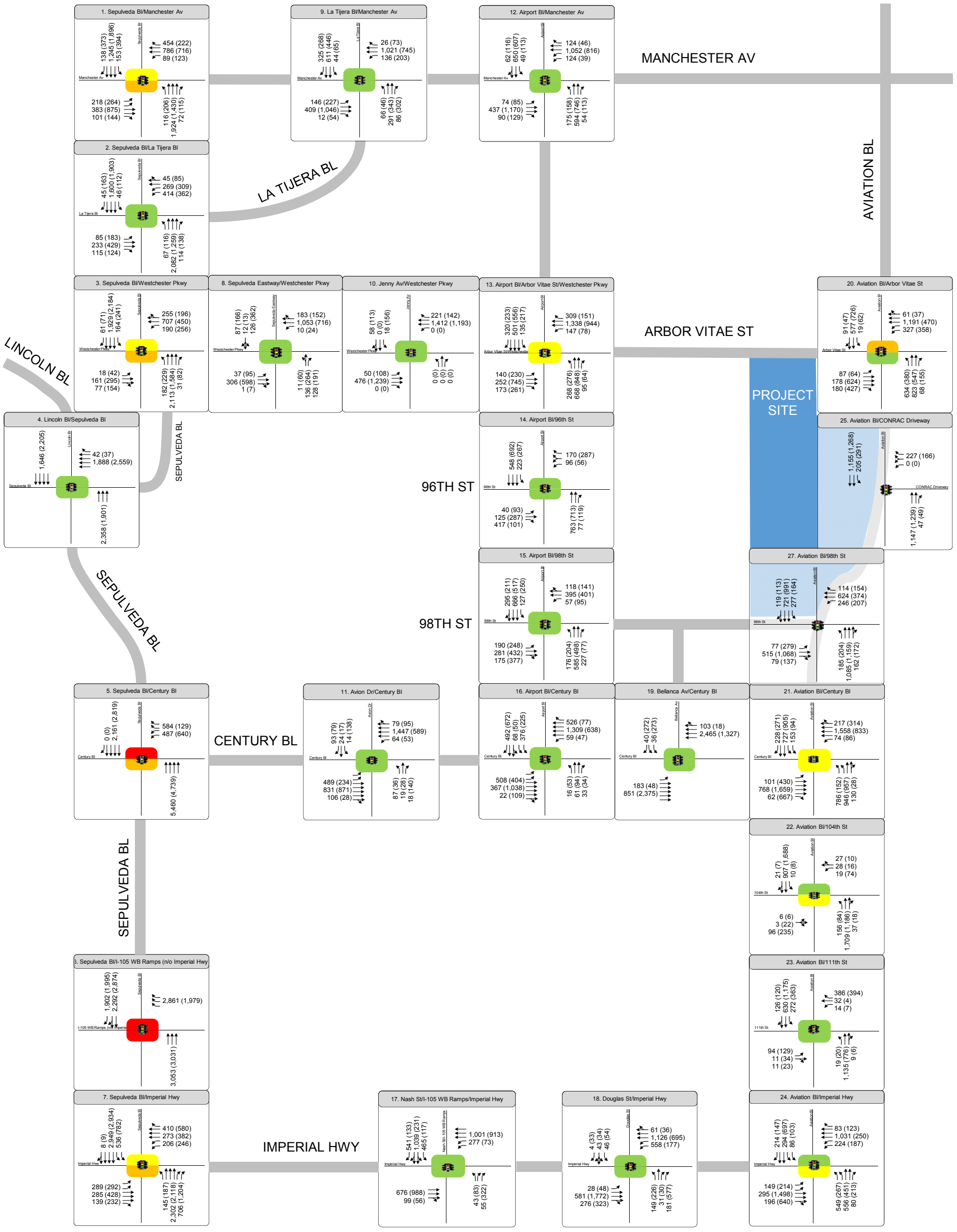
A-C D E F

FEHR PEERS

9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Future with Project (2035)

FIGURE



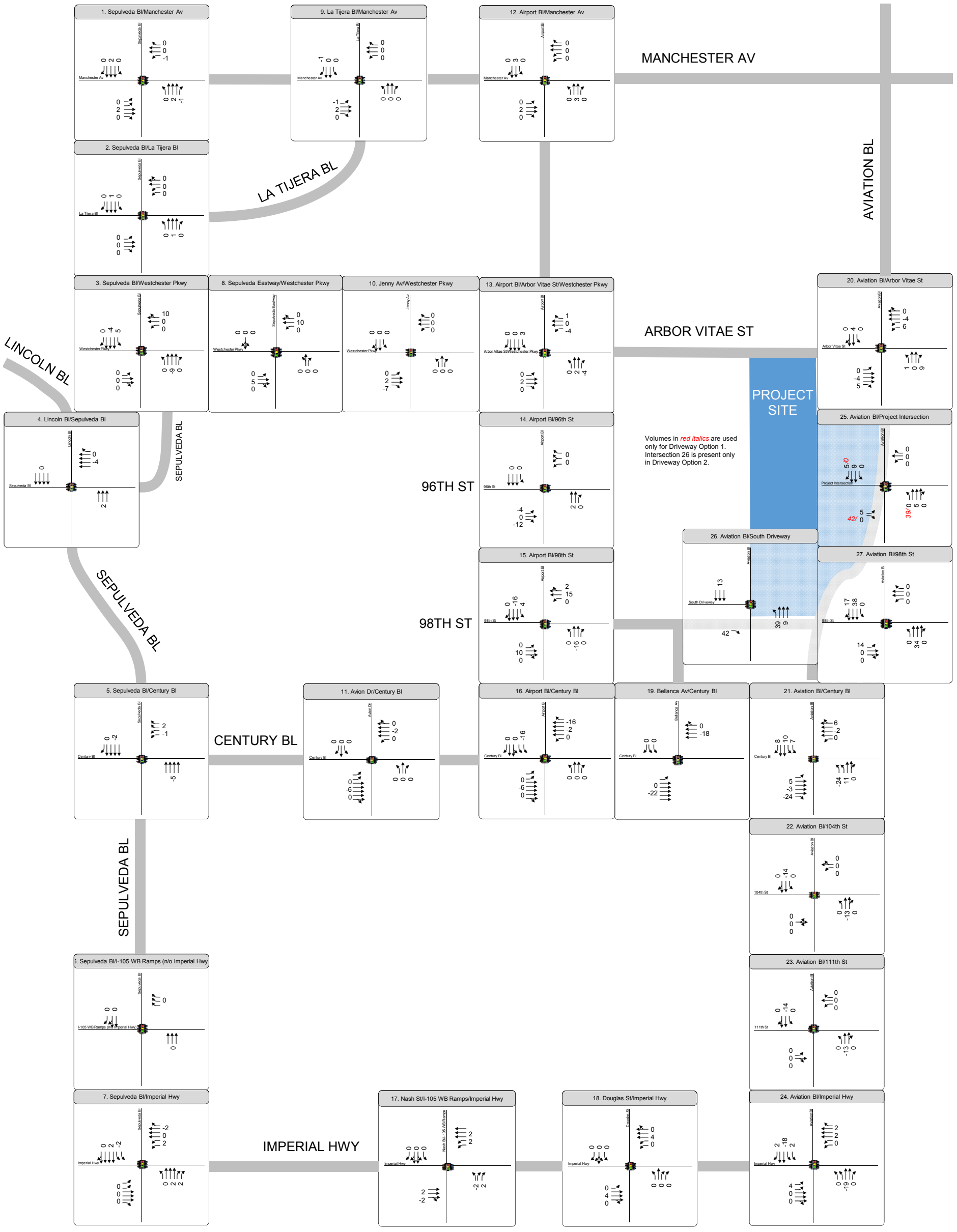
A-C D E F

FEHR PEERS

9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Cumulative without Project (2035)

FIGURE

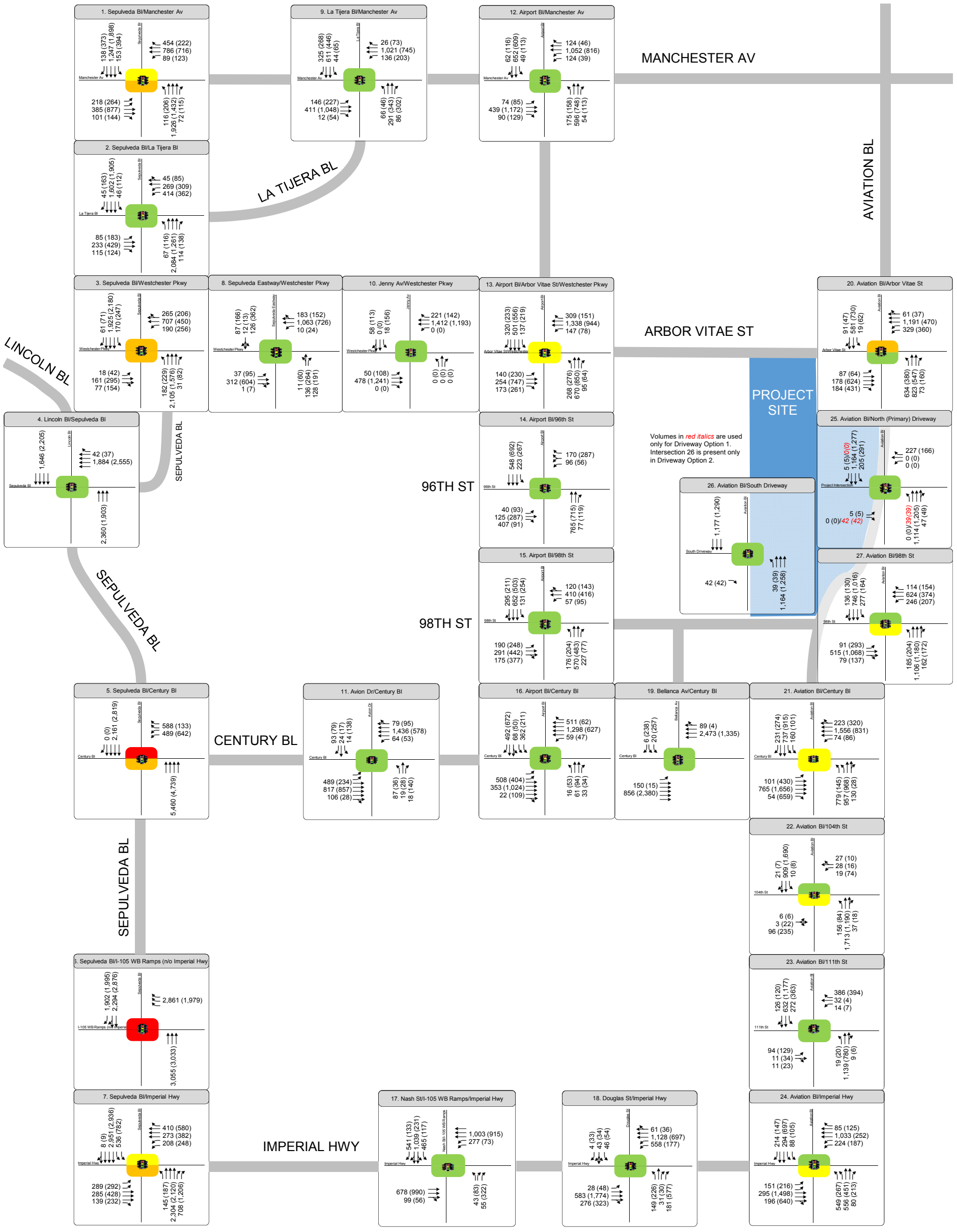


FEHR PEERS

Project Only Volumes and Lane Configurations - Cumulative with Project (2035)

9/30/2016

FIGURE



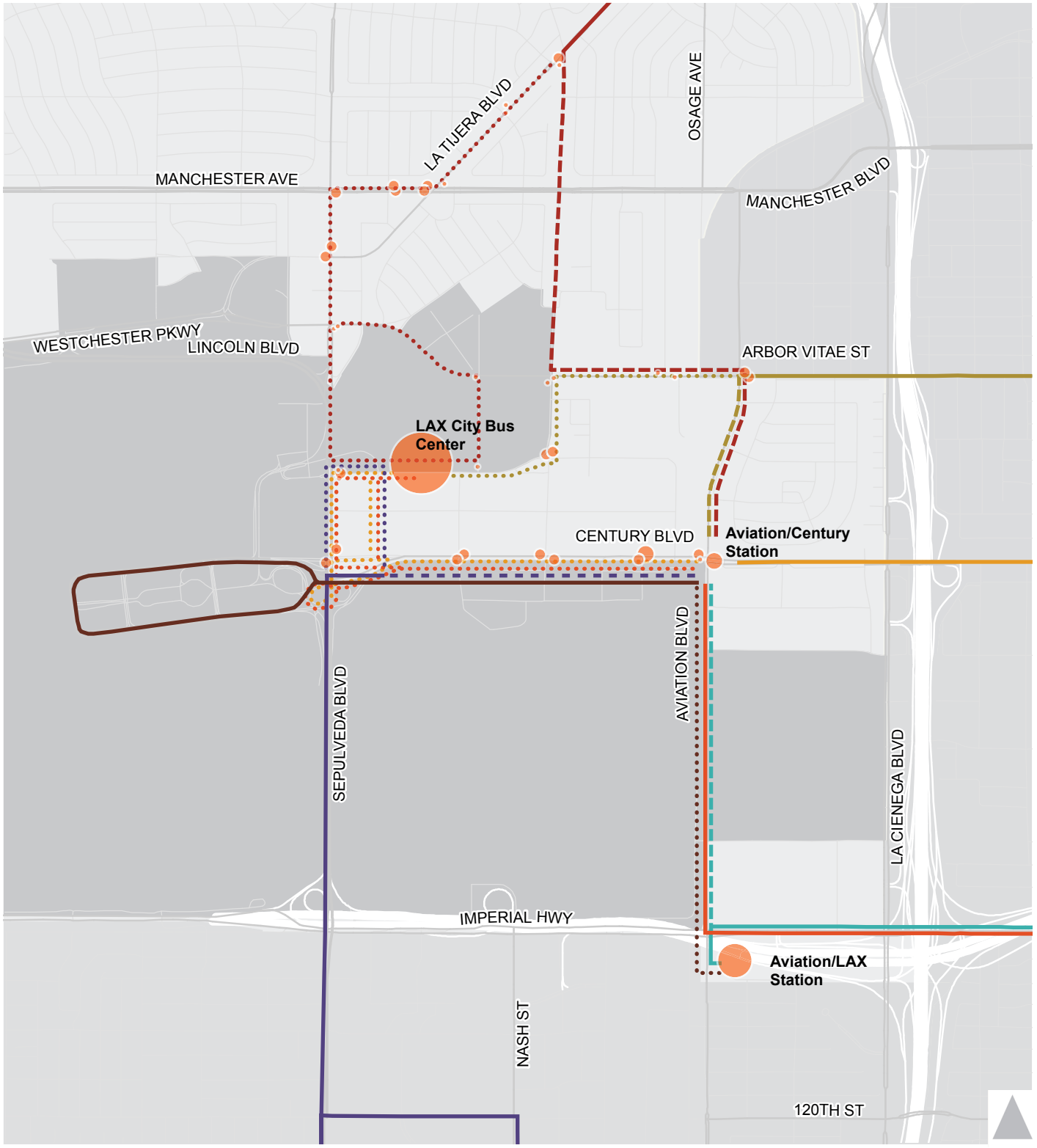
A-C D E F

FEHR PEERS

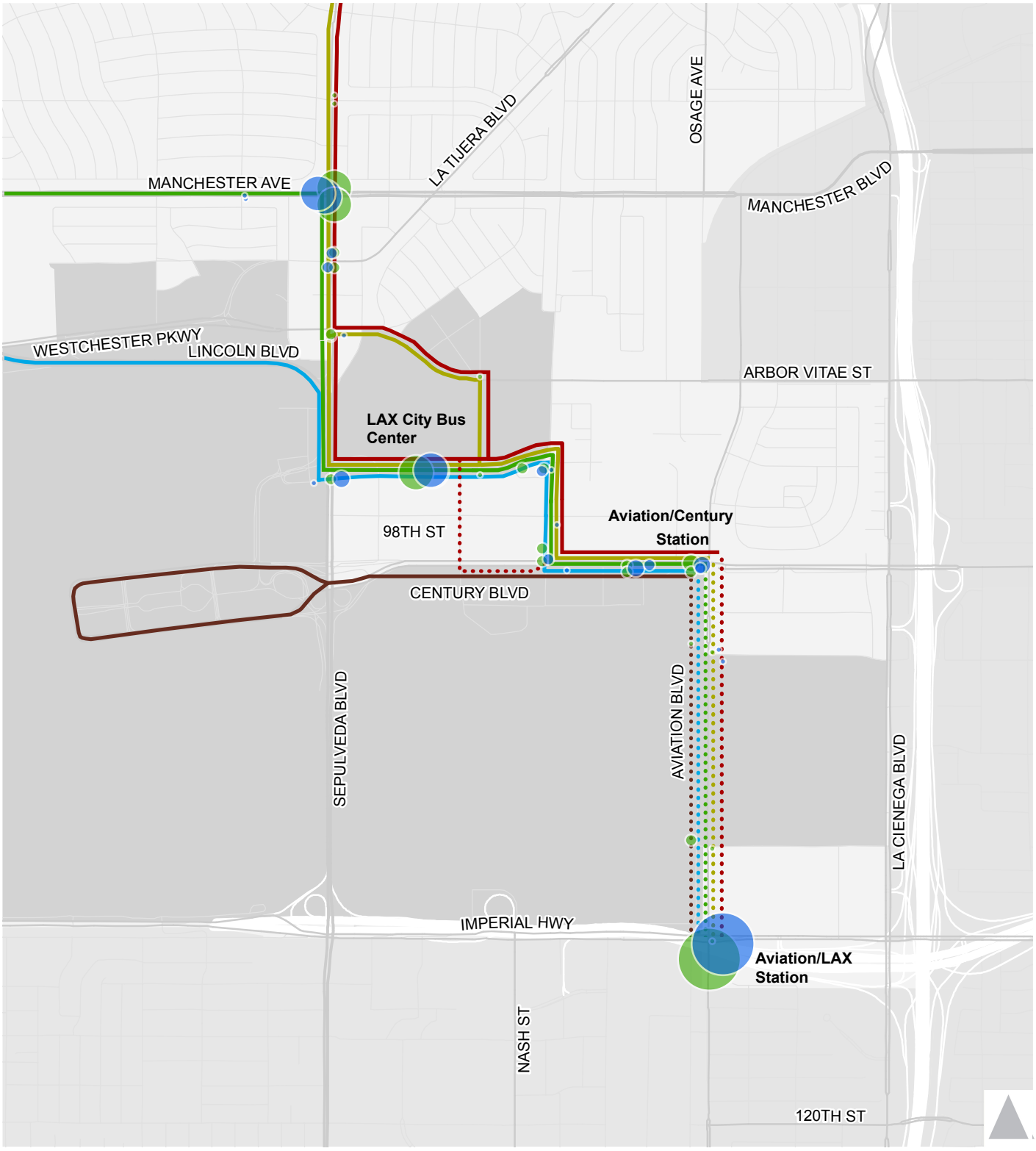
9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Cumulative with Project (2035) Conditions

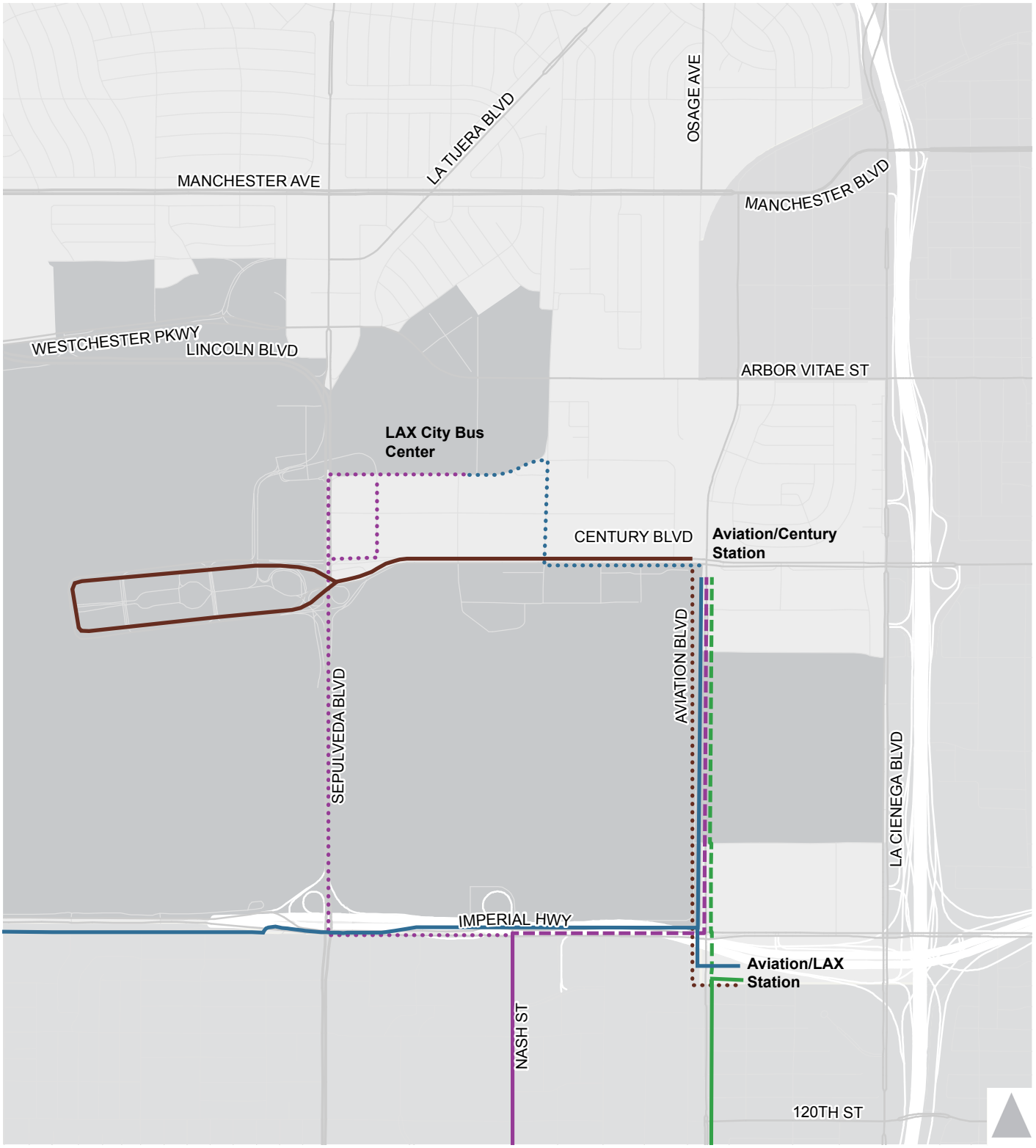
FIGURE



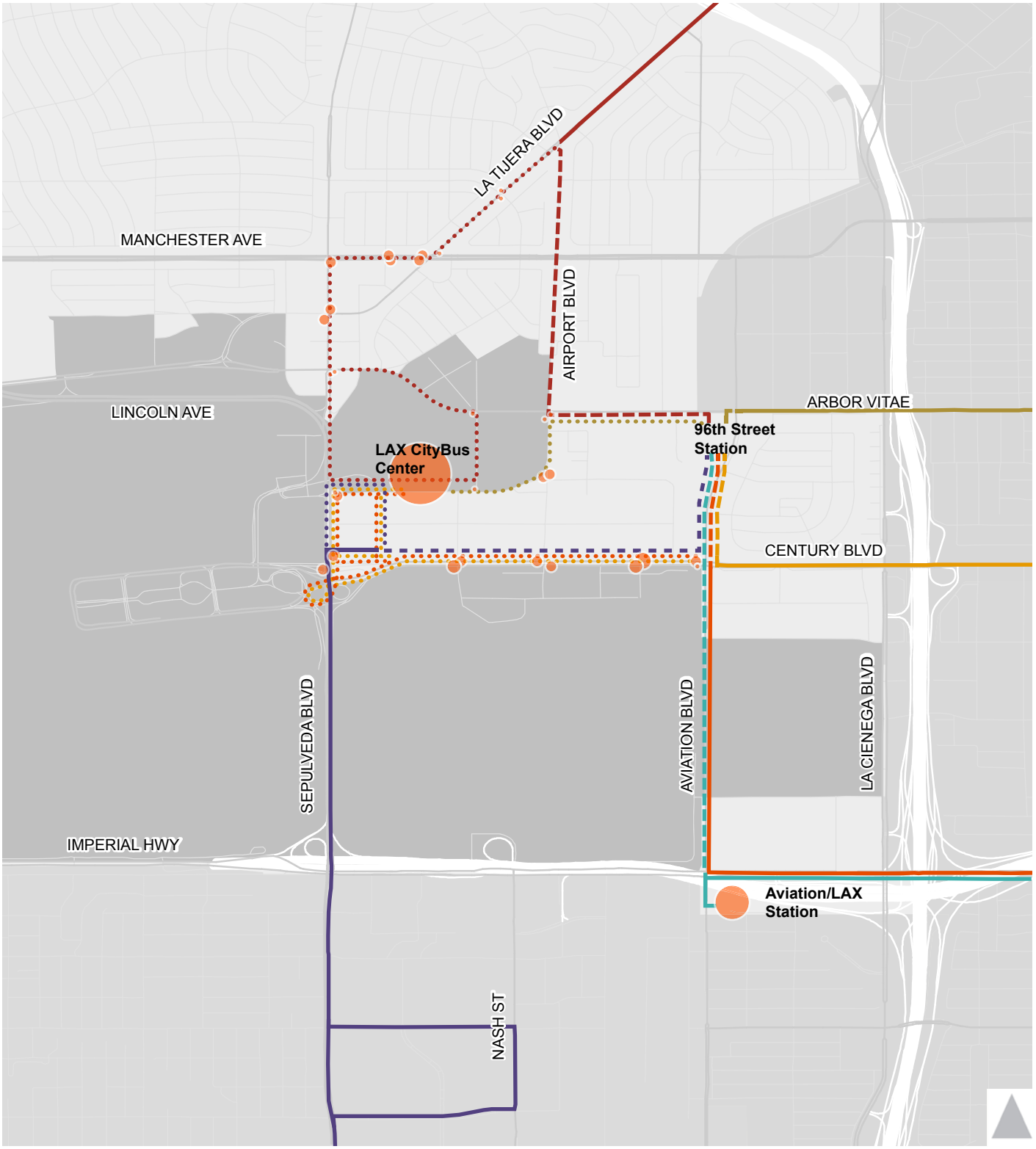
Metro Rerouting (Future without Project 2035)



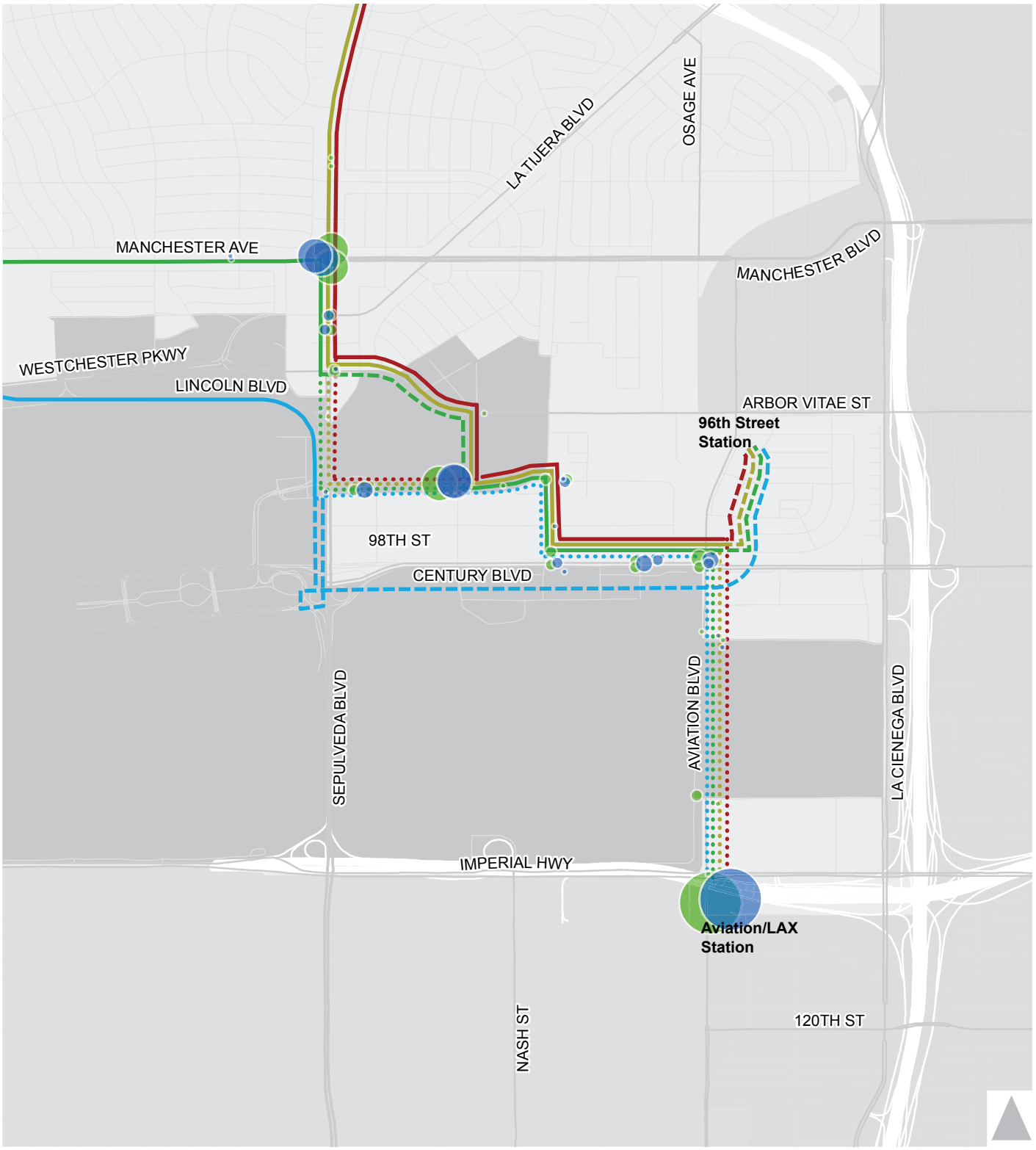
Big Blue Bus and Culver City Rerouting (Future without Project 2035)



Other Municipal Operators Rerouting (Future without Project 2035)



Metro Rerouting (Future/Cumulative with Project 2035)



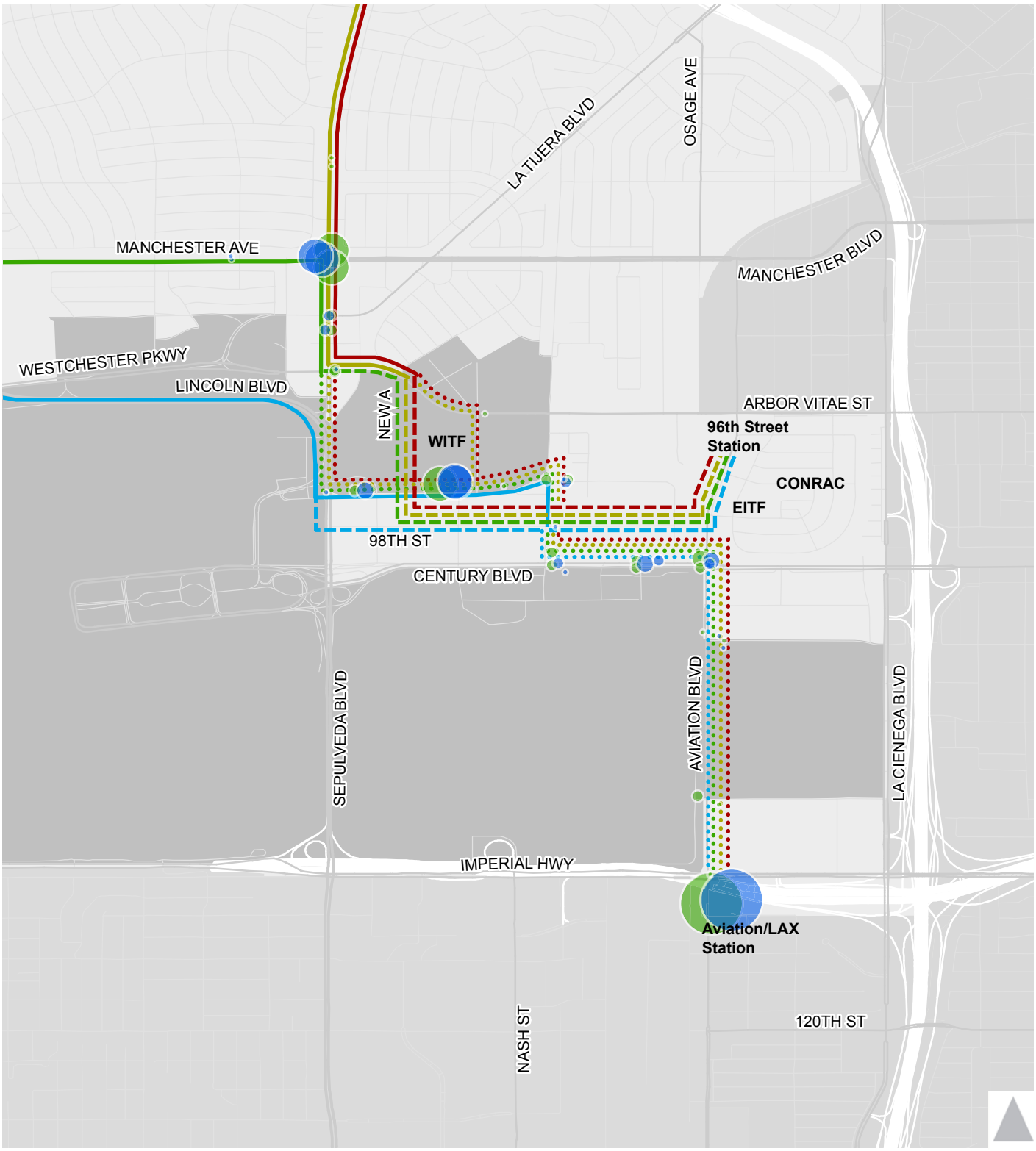
BBB Line 3, No change
BBB Line 3, New
BBB Line 3, Discontinued
CCB Line 6, No change
CCB Line 6, New
CCB Line 6, Discontinued
BBB R3, No change
BBB R3, New
BBB R3, Discontinued
CCB R6, No change
CCB R6, New
CCB R6, Discontinued

BBB = Big Blue Bus
CCB = Culver City Bus

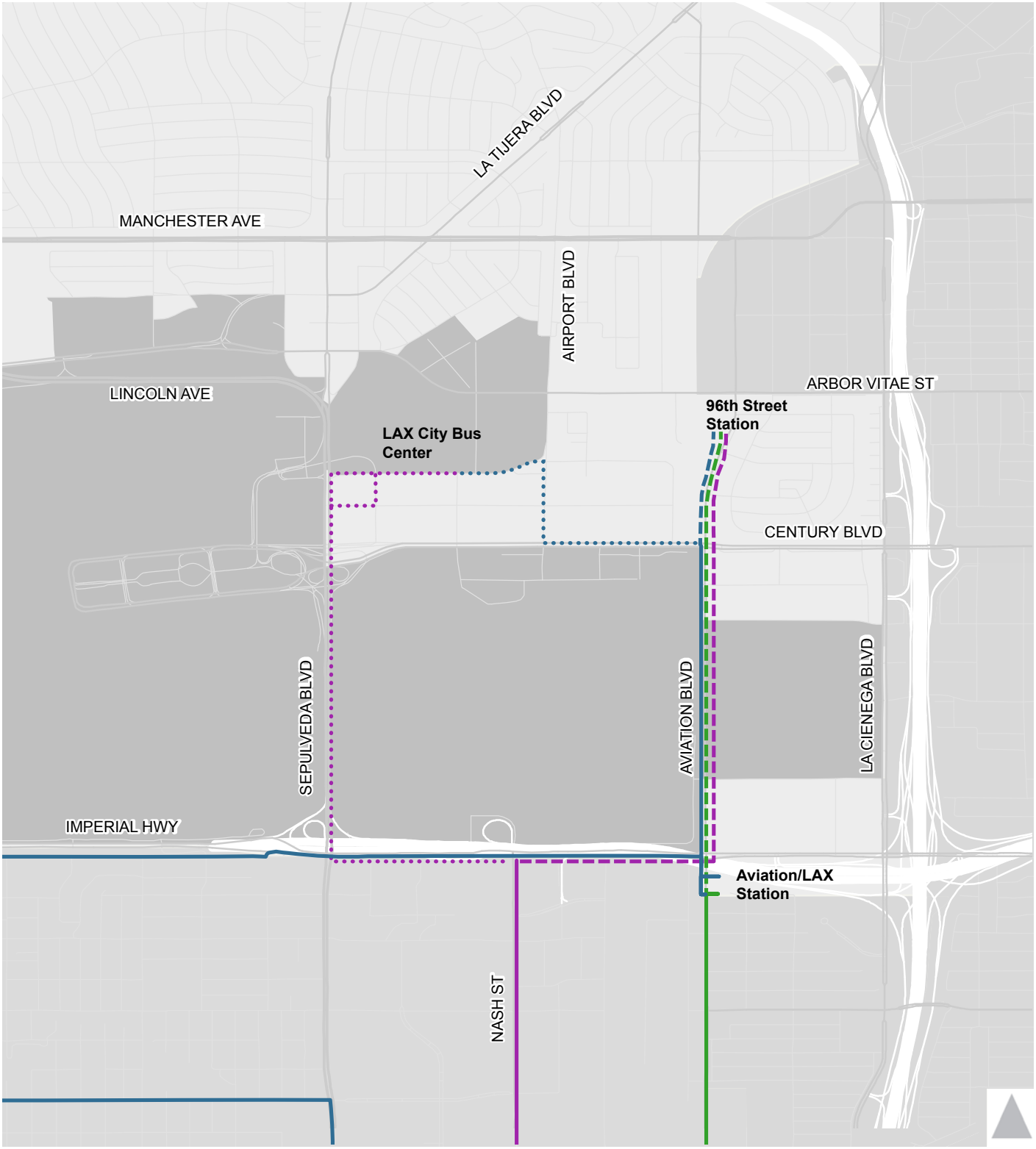
Stop Level Ridership

0 - 25
26 - 100
101 - 250
251 - 1,000
1,000 - 2,500

Big Blue Bus and Culver City Rerouting (Future with Project 2035)



Big Blue Bus and Culver City Rerouting (Cumulative with Project 2035)



Other Municipal Operators Rerouting (Future/Cumulative with Project 2035)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
1	North-South Street:	Sepulveda Bl	East-West Street:	Manchester Av
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	99	176	1	176
	Left-Through		0			0	
	Through	1643	3	**548**	1263	3	**421**
	Through-Right		0			0	
	Right	65	1	0	105	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	343	1	**343**
	Left-Through		0			0	
	Through	1096	3	365	1604	3	535
	Through-Right		0			0	
	Right	119	1	68	315	1	253
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**103**	228	2	125
	Left-Through		0			0	
	Through	341	2	171	759	2	**380**
	Through-Right		0			0	
	Right	90	1	41	121	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	104	1	**104**
	Left-Through		0			0	
	Through	667	2	**334**	595	2	298
	Through-Right		0			0	
	Right	384	1	317	189	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	764
			East-West:	437		*East-West:*	484
			SUM:	1120		*SUM:*	1248
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.715**			**0.808**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
2	North-South Street:	Sepulveda Bl	East-West Street:	La Tijera Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	115	1	**115**
	Left-Through		0			0	
	Through	1782	3	**594**	1166	3	389
	Through-Right		0			0	
	Right	89	1	0	207	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	108	1	108
	Left-Through		0			0	
	Through	1393	3	464	1598	3	**533**
	Through-Right		0			0	
	Right	48	1	0	132	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	122	1	122
	Left-Through		0			0	
	Through	186	2	**93**	330	2	**165**
	Through-Right		0			0	
	Right	100	1	38	91	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	315	1	**315**	303	1	**303**
	Left-Through		0			0	
	Through	235	1	135	247	1	155
	Through-Right		1			1	
	Right	35	0	35	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	648
			East-West:	408		*East-West:*	468
			SUM:	1039		*SUM:*	1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.712**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
3	North-South Street:	Sepulveda Bl	East-West Street:	Westchester Pkwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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--		3	NB-- 3	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	166	1	166		187	1	**187**	
	Left-Through		0				0		
	Through	1800	3	**600**		1533	3	511	
	Through-Right		0				0		
	Right	31	1	0		77	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	152	1	**152**		217	1	217	
	Left-Through		0				0		
	Through	1626	3	542		1815	3	**605**	
	Through-Right		0				0		
	Right	49	1	32		53	1	12	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	17	1	**17**		41	1	41	
	Left-Through		0				0		
	Through	192	1	131		283	1	**210**	
	Through-Right		1				1		
	Right	70	0	70		136	0	136	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	155	1	155		214	1	**214**	
	Left-Through		0				0		
	Through	532	1	**379**		336	1	257	
	Through-Right		1				1		
	Right	226	0	226		177	0	177	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	752			*North-South:*	792	
			East-West:	396			*East-West:*	424	
			SUM:	1148			*SUM:*	1216	
VOLUME/CAPACITY *(V/C)* RATIO:				0.835				0.884	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.735**				**0.784**	
LEVEL OF SERVICE (LOS):				**C**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
4	North-South Street:	Lincoln Bl	East-West Street:	Sepulveda Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1945	3	**648**	1633	3	**544**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1293	4	323	1711	4	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1613	4	**403**	2142	4	**536**
	Through-Right		0			0	
	Right	36	1	36	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	648		*North-South:*	544
			East-West:	403		*East-West:*	536
			SUM:	1051		*SUM:*	1080
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.601**			**0.620**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	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--	2	EB-- 0	WB--	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4214	4	**1054**	3683	4	**921**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2148	4	537	2819	4	705
	Through-Right		0			0	
	Right	35	1	35	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	345	1	207	459	1	**263**
	Left-Through		1			1	
	Through	69	0	207	66	0	263
	Through-Right		0			0	
	Right	412	2	**227**	222	2	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1054		*North-South:*	921
			East-West:	227		*East-West:*	263
			SUM:	1281		*SUM:*	1184
	VOLUME/CAPACITY *(V/C)* RATIO:			0.854			0.789
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.754**			**0.689**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2658	3	**886**	2610	3	**870**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2518	3	**881**	1807	3	**632**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	886		*North-South:*	870
			East-West:	881		*East-West:*	632
			SUM:	1767		*SUM:*	1502
VOLUME/CAPACITY *(V/C)* RATIO:				1.178			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.078**			**0.901**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	160	1	160
	Left-Through		0			0	
	Through	1955	3	**652**	1790	3	597
	Through-Right		0			0	
	Right	603	1	552	996	1	**945**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	510	2	**281**	776	2	**427**
	Left-Through		0			0	
	Through	2493	3	625	2491	3	624
	Through-Right		1			1	
	Right	7	0	7	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	242	2	**133**	263	2	**145**
	Left-Through		0			0	
	Through	239	3	80	378	3	126
	Through-Right		0			0	
	Right	100	1	45	178	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	2	103	187	2	103
	Left-Through		0			0	
	Through	239	3	80	353	3	**118**
	Through-Right		0			0	
	Right	417	1	**136**	528	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	1372
			East-West:	269		*East-West:*	263
			SUM:	1202		*SUM:*	1635
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			1.189
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.774**			**1.089**
LEVEL OF SERVICE (LOS):				**C**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	54	0	54
	Left-Through		1			1	
	Through	114	0	**123**	252	0	**306**
	Through-Right		0			0	
	Right	110	1	107	173	1	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	0	**112**	303	0	**303**
	Left-Through		0			0	
	Through	10	0	195	12	0	453
	Through-Right		0			0	
	Right	73	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	92	1	**92**
	Left-Through		0			0	
	Through	329	1	165	548	1	278
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	20	1	20
	Left-Through		0			0	
	Through	826	1	**487**	572	1	**352**
	Through-Right		1			1	
	Right	148	0	148	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	609
			East-West:	525		East-West:	444
			SUM:	760		SUM:	1053
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.602**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				3			3
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	42	1	42
	Left-Through		0			0	
	Through	226	2	113	411	2	**206**
	Through-Right		0			0	
	Right	69	1	10	257	1	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	53	1	**53**
	Left-Through		0			0	
	Through	495	2	**248**	396	2	198
	Through-Right		0			0	
	Right	267	1	204	231	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	240	1	240
	Left-Through		0			0	
	Through	367	2	184	862	2	**431**
	Through-Right		0			0	
	Right	10	1	0	49	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	118	171	1	**171**
	Left-Through		0			0	
	Through	880	2	**440**	612	2	306
	Through-Right		0			0	
	Right	22	1	4	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	259
			East-West:	566		*East-West:*	602
			SUM:	867		*SUM:*	861
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.604
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.508**			**0.504**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	58	1	58
	Left-Through		0			0	
	Through	57	1	**57**	51	1	51
	Through-Right		0			0	
	Right	54	1	0	133	1	**86**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	131	1	**131**
	Left-Through		0			0	
	Through	36	1	29	47	1	47
	Through-Right		1			1	
	Right	21	0	21	53	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	51	1	51
	Left-Through		0			0	
	Through	253	2	127	666	2	**333**
	Through-Right		0			0	
	Right	53	1	39	93	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	95	1	**95**
	Left-Through		0			0	
	Through	647	2	**324**	493	2	247
	Through-Right		0			0	
	Right	131	1	124	93	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	71		North-South:	217
			East-West:	375		East-West:	428
			SUM:	446		SUM:	645
VOLUME/CAPACITY (V/C) RATIO:				0.297			0.430
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.197**			**0.330**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
11	North-South Street:	Avion Dr	East-West Street:	Century Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**	93	1	**93**
	Left-Through		0			0	
	Through	10	1	10	13	1	13
	Through-Right		0			0	
	Right	22	1	0	68	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	70	1	70
	Left-Through		0			0	
	Through	13	1	**13**	6	1	6
	Through-Right		0			0	
	Right	71	1	0	125	1	**84**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	402	2	**221**	151	2	83
	Left-Through		0			0	
	Through	1267	4	317	1409	4	**352**
	Through-Right		0			0	
	Right	91	1	55	67	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	29	1	**29**
	Left-Through		0			0	
	Through	1437	3	**378**	1033	3	276
	Through-Right		1			1	
	Right	76	0	76	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	86		*North-South:*	177
			East-West:	599		*East-West:*	381
			SUM:	685		*SUM:*	558
	VOLUME/CAPACITY *(V/C)* RATIO:			0.481			0.392
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.381**			**0.292**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	100	1	100
	Left-Through		0			0	
	Through	503	2	252	633	2	**317**
	Through-Right		0			0	
	Right	80	1	29	235	1	195
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	109	1	**109**
	Left-Through		0			0	
	Through	577	1	**304**	486	1	268
	Through-Right		1			1	
	Right	30	0	30	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	42	1	42
	Left-Through		0			0	
	Through	388	2	194	1052	2	**526**
	Through-Right		0			0	
	Right	66	1	7	97	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	147	2	**81**
	Left-Through		0			0	
	Through	917	2	**459**	678	2	339
	Through-Right		0			0	
	Right	135	1	110	54	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	422		*North-South:*	426
			East-West:	503		*East-West:*	607
			SUM:	925		*SUM:*	1033
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.651**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	155	1	155	168	1	168
	Left-Through		0			0	
	Through	673	1	**387**	826	1	**560**
	Through-Right		1			1	
	Right	100	0	100	293	0	293
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	172	1	**172**
	Left-Through		0			0	
	Through	610	3	203	544	3	181
	Through-Right		0			0	
	Right	173	1	127	161	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	165	1	165
	Left-Through		0			0	
	Through	201	2	101	556	2	**278**
	Through-Right		0			0	
	Right	114	1	0	159	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	198	176	1	**176**
	Left-Through		0			0	
	Through	830	1	**527**	441	1	272
	Through-Right		1			1	
	Right	224	0	224	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	732
			East-West:	573		*East-West:*	454
			SUM:	1046		*SUM:*	1186
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.763**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
14	North-South Street:	Airport Bl	East-West Street:	96th St
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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--		1	NB-- 0	SB--		1
		EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	183	1	183		176	1	176	
	Left-Through		0				0		
	Through	730	2	**365**		881	2	**441**	
	Through-Right		0				0		
	Right	32	1	13		38	1	26	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	73	1	**73**		63	1	**63**	
	Left-Through		0				0		
	Through	617	3	206		598	3	199	
	Through-Right		0				0		
	Right	273	1	0		206	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	92	2	**51**		157	2	**86**	
	Left-Through		0				0		
	Through	38	1	38		30	1	30	
	Through-Right		0				0		
	Right	64	1	0		117	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	38	1	38		25	1	25	
	Left-Through		0				0		
	Through	32	1	**32**		37	1	37	
	Through-Right		0				0		
	Right	50	1	14		95	1	**64**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	438			*North-South:*	504	
			East-West:	83			*East-West:*	150	
			SUM:	521			*SUM:*	654	
VOLUME/CAPACITY *(V/C)* RATIO:				0.379				0.476	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.279**				**0.376**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
15	North-South Street:	Airport Bl	East-West Street:	98th St
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					2				2
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	82	1	82		58	1	58	
	Left-Through		0				0		
	Through	761	2	**381**		753	2	**377**	
	Through-Right		0				0		
	Right	126	1	104		86	1	56	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	141	1	**141**		51	1	**51**	
	Left-Through		0				0		
	Through	414	2	179		650	2	251	
	Through-Right		1				1		
	Right	122	0	122		104	0	104	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	83	1	**83**		175	1	**175**	
	Left-Through		0				0		
	Through	32	0	98		83	0	236	
	Through-Right		1				1		
	Right	66	0	0		153	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	45	1	45		61	1	61	
	Left-Through		0				0		
	Through	36	0	**106**		46	0	**247**	
	Through-Right		1				1		
	Right	70	0	0		201	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	522			*North-South:*	428	
			East-West:	189			*East-West:*	422	
			SUM:	711			*SUM:*	850	
VOLUME/CAPACITY *(V/C)* RATIO:				0.474				0.567	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.374**				**0.467**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	11	23	1	23
	Left-Through		0			0	
	Through	44	2	**22**	55	2	28
	Through-Right		0			0	
	Right	38	1	7	75	1	**31**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	224	2	78	447	2	156
	Left-Through		1			1	
	Through	47	1	47	45	1	45
	Through-Right		0			0	
	Right	283	1	**159**	339	1	**215**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	452	2	**249**	453	2	**249**
	Left-Through		0			0	
	Through	871	4	218	1393	4	348
	Through-Right		0			0	
	Right	20	1	15	29	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	89	1	89
	Left-Through		0			0	
	Through	1474	4	369	1047	4	262
	Through-Right		0			0	
	Right	563	1	**485**	429	1	**273**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	181		*North-South:*	246
			East-West:	734		*East-West:*	522
			SUM:	915		*SUM:*	768
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.459**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	50	1	**50**		116	1	**116**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	47	2	0		232	2	110	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	367	1	**315**		91	1	91	
	Left-Through		1				1		
	Through	892	0	315		164	0	**164**	
	Through-Right		1				1		
	Right	493	1	315		167	1	92	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	561	2	**219**		911	2	**321**	
	Through-Right		1				1		
	Right	96	0	96		53	0	53	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	223	2	**123**		32	2	**18**	
	Left-Through		0				0		
	Through	892	3	297		711	3	237	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	365			North-South:	280	
			East-West:	342			East-West:	339	
			SUM:	707			SUM:	619	
VOLUME/CAPACITY (V/C) RATIO:				0.514				0.450	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**				**0.350**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	170	1	170
	Left-Through		0			0	
	Through	20	1	20	25	1	25
	Through-Right		0			0	
	Right	94	2	0	516	2	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	50	1	**40**
	Left-Through		0			0	
	Through	40	0	**40**	30	0	40
	Through-Right		0			0	
	Right	4	1	0	26	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	41	1	41
	Left-Through		0			0	
	Through	444	2	**222**	1553	2	**609**
	Through-Right		1			1	
	Right	251	0	201	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	457	2	**251**	154	2	**85**
	Left-Through		0			0	
	Through	1027	2	360	536	2	189
	Through-Right		1			1	
	Right	54	0	54	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	239
			East-West:	473		*East-West:*	694
			SUM:	613		*SUM:*	933
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.346**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
19	

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	529	2	**291**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	37	1	2	59	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	94	1	**94**
	Left-Through		0			0	
	Through	1069	4	267	1804	4	451
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2361	3	**687**	1421	3	**379**
	Through-Right		1			1	
	Right	385	0	385	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	99		*North-South:*	291
			East-West:	758		*East-West:*	473
			SUM:	857		*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.471**			**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	408	1	**408**	181	1	**181**
	Left-Through		0			0	
	Through	622	2	311	488	2	244
	Through-Right		0			0	
	Right	79	1	1	109	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	82	1	82
	Left-Through		0			0	
	Through	390	1	**268**	430	1	**250**
	Through-Right		1			1	
	Right	146	0	146	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	167	1	167
	Left-Through		0			0	
	Through	210	1	147	795	1	**527**
	Through-Right		1			1	
	Right	84	0	84	258	0	258
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	157	170	1	**170**
	Left-Through		0			0	
	Through	916	1	**493**	370	1	216
	Through-Right		1			1	
	Right	70	0	70	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	676		*North-South:*	431
			East-West:	564		*East-West:*	697
			SUM:	1240		*SUM:*	1128
VOLUME/CAPACITY *(V/C)* RATIO:				0.902			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.802**			**0.720**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
21	North-South Street:	Aviation Bl	East-West Street:	Century Bl
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	668	2	**367**	348	2	**191**
	Left-Through		0			0	
	Through	592	1	348	490	1	315
	Through-Right		1			1	
	Right	103	0	103	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	2	36	92	2	51
	Left-Through		0			0	
	Through	317	2	**159**	481	2	**241**
	Through-Right		0			0	
	Right	157	1	65	138	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	113	1	113
	Left-Through		0			0	
	Through	940	3	299	2002	3	**621**
	Through-Right		1			1	
	Right	255	0	255	483	0	483
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	87	1	**87**
	Left-Through		0			0	
	Through	1921	3	**523**	1035	3	289
	Through-Right		1			1	
	Right	172	0	172	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	432
			East-West:	615		*East-West:*	708
			SUM:	1141		*SUM:*	1140
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.729**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
22	North-South Street:	Aviation Bl	East-West Street:	104th St
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	60	1	**60**
	Left-Through		0			0	
	Through	1163	1	**623**	999	1	515
	Through-Right		1			1	
	Right	83	0	83	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	15	1	15
	Left-Through		0			0	
	Through	697	1	356	1041	1	**524**
	Through-Right		1			1	
	Right	14	0	14	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	0	4	5	0	5
	Left-Through		0			0	
	Through	14	0	**90**	37	0	**180**
	Through-Right		0			0	
	Right	72	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	70	1	**70**
	Left-Through		0			0	
	Through	69	0	**120**	25	0	53
	Through-Right		1			1	
	Right	51	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	584
			East-West:	210		East-West:	250
			SUM:	853		SUM:	834
VOLUME/CAPACITY (V/C) RATIO:				0.620			0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.507**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
23	North-South Street:	Aviation Bl	East-West Street:	111th St
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	23	1	**23**
	Left-Through		0			0	
	Through	1285	1	**659**	938	1	487
	Through-Right		1			1	
	Right	32	0	32	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	651	1	355	1169	1	**609**
	Through-Right		1			1	
	Right	58	0	58	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	60	1	60
	Left-Through		0			0	
	Through	35	0	46	54	0	**99**
	Through-Right		1			1	
	Right	11	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	20	1	20
	Left-Through		0			0	
	Through	51	1	**51**	37	1	**37**
	Through-Right		0			0	
	Right	56	1	42	50	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	632
			East-West:	103		*East-West:*	136
			SUM:	791		*SUM:*	768
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.475**			**0.459**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy
	Scenario:	Existing		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	289	2	159	161	2	**89**
	Left-Through		0			0	
	Through	620	2	**310**	392	2	196
	Through-Right		0			0	
	Right	95	1	0	194	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	**116**	392	2	216
	Left-Through		0			0	
	Through	278	2	139	715	2	**358**
	Through-Right		0			0	
	Right	231	1	173	125	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	2	**58**	251	2	138
	Left-Through		0			0	
	Through	258	2	107	1426	2	**601**
	Through-Right		1			1	
	Right	62	0	62	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	2	106	185	2	**102**
	Left-Through		0			0	
	Through	1080	3	360	400	3	133
	Through-Right		0			0	
	Right	561	1	**445**	347	1	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	447
			East-West:	503		*East-West:*	703
			SUM:	929		*SUM:*	1150
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.836
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.736**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	119	1,600	0.000	N-S(1):	0.426 *
	TH	3.00	1,096	4,800	0.228	N-S(2):	0.290
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.156
Westbound	RT	1.00	384	1,600	0.000	E-W(2):	0.273 *
	TH	2.00	667	3,200	0.208 *		
	LT	1.00	78	1,600	0.049	V/C:	0.699
Northbound	RT	1.00	65	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,643	4,800	0.342 *	ITS:	0.000
	LT	1.00	99	1,600	0.062		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.799
	TH	2.00	341	3,200	0.107		
	LT	2.00	188	2,880	0.065 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	315	1,600	0.000	N-S(1):	0.477 *
	TH	3.00	1,604	4,800	0.334	N-S(2):	0.444
	LT	1.00	343	1,600	0.214 *	E-W(1):	0.302 *
Westbound	RT	1.00	189	1,600	0.000	E-W(2):	0.265
	TH	2.00	595	3,200	0.186		
	LT	1.00	104	1,600	0.065 *	V/C:	0.779
Northbound	RT	1.00	105	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,263	4,800	0.263 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	121	1,600	0.000	ICU:	0.879
	TH	2.00	759	3,200	0.237 *		
	LT	2.00	228	2,880	0.079	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.405 *
	TH	4.00	1,293	6,400	0.202		N-S(2):	0.202
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	36	1,600	0.000		E-W(2):	0.252 *
	TH	4.00	1,613	6,400	0.252	*		
	LT	0.00	0	0	0.000		V/C:	0.657
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	1,945	4,800	0.405	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.757
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.340 *
	TH	4.00	1,711	6,400	0.267		N-S(2):	0.267
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	32	1,600	0.000		E-W(2):	0.335 *
	TH	4.00	2,142	6,400	0.335	*		
	LT	0.00	0	0	0.000		V/C:	0.675
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	1,633	4,800	0.340	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.775
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	35	1,600	0.000		N-S(1):	0.658 *
	TH	4.00	2,148	6,400	0.336		N-S(2):	0.336
	LT	0.00	0	0	0.000	*	E-W(1):	0.144 *
Westbound	RT	2.00	412	3,200	0.000		E-W(2):	0.129
	TH	0.33	69	533	0.129			
	LT	1.67	345	2,400	0.144	*	V/C:	0.802
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	4.00	4,214	6,400	0.658	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.902
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000		N-S(1):	0.575 *
	TH	5.00	2,819	8,000	0.357		N-S(2):	0.357
	LT	0.00	0	0	0.000	*	E-W(1):	0.182 *
Westbound	RT	2.00	222	3,200	0.000		E-W(2):	0.164
	TH	0.25	66	402	0.164			
	LT	1.75	459	2,518	0.182	*	V/C:	0.757
Northbound	RT	1.00	0	1,600	0.000		Lost Time:	0.100
	TH	4.00	3,683	6,400	0.575	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.857
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,681	2,202	0.000	N-S(1):	0.554
	TH	1.62	1,984	2,598	0.764 *	N-S(2):	0.764 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,518	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.764
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,658	4,800	0.554	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.864
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,748	0	0.000	N-S(1):	0.544
	TH	2.00	2,587	3,200	1.355 *	N-S(2):	1.355 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,807	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.355
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,610	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.455
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	7	0	0.000	N-S(1):	0.584 *
	TH	4.00	2,493	6,400	0.391	N-S(2):	0.460
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.115
Westbound	RT	1.00	417	1,600	0.000	E-W(2):	0.134 *
	TH	3.00	239	4,800	0.050 *		
	LT	2.00	187	2,880	0.065	V/C:	0.718
Northbound	RT	1.00	603	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,955	4,800	0.407 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.818
	TH	3.00	239	4,800	0.050		
	LT	2.00	242	2,880	0.084 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.642 *
	TH	4.00	2,491	6,400	0.390	N-S(2):	0.490
	LT	2.00	776	2,880	0.269 *	E-W(1):	0.144
Westbound	RT	1.00	528	1,600	0.000	E-W(2):	0.165 *
	TH	3.00	353	4,800	0.074 *		
	LT	2.00	187	2,880	0.065	V/C:	0.807
Northbound	RT	1.00	996	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,790	4,800	0.373 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	178	1,600	0.000	ICU:	0.907
	TH	3.00	378	4,800	0.079		
	LT	2.00	263	2,880	0.091 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.000		N-S(1):	0.094
	TH	2.00	495	3,200	0.155	*	N-S(2):	0.188 *
	LT	1.00	37	1,600	0.023		E-W(1):	0.189
Westbound	RT	1.00	22	1,600	0.000		E-W(2):	0.354 *
	TH	2.00	880	3,200	0.275	*		
	LT	1.00	118	1,600	0.074		V/C:	0.542
Northbound	RT	1.00	69	1,600	0.000		Lost Time:	0.100
	TH	2.00	226	3,200	0.071		ITS:	0.000
	LT	1.00	53	1,600	0.033	*		
Eastbound	RT	1.00	10	1,600	0.000		ICU:	0.642
	TH	2.00	367	3,200	0.115			
	LT	1.00	126	1,600	0.079	*	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	231	1,600	0.000		N-S(1):	0.161 *
	TH	2.00	396	3,200	0.124		N-S(2):	0.150
	LT	1.00	53	1,600	0.033	*	E-W(1):	0.376 *
Westbound	RT	1.00	69	1,600	0.000		E-W(2):	0.341
	TH	2.00	612	3,200	0.191			
	LT	1.00	171	1,600	0.107	*	V/C:	0.537
Northbound	RT	1.00	257	1,600	0.000		Lost Time:	0.100
	TH	2.00	411	3,200	0.128	*	ITS:	0.000
	LT	1.00	42	1,600	0.026			
Eastbound	RT	1.00	49	1,600	0.000		ICU:	0.637
	TH	2.00	862	3,200	0.269	*		
	LT	1.00	240	1,600	0.150		LOS:	B

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000		N-S(1):	0.188
	TH	2.00	577	3,200	0.190	*	N-S(2):	0.264 *
	LT	1.00	50	1,600	0.031		E-W(1):	0.186
Westbound	RT	1.00	135	1,600	0.000		E-W(2):	0.315 *
	TH	2.00	917	3,200	0.287	*		
	LT	2.00	188	2,880	0.065		V/C:	0.579
Northbound	RT	1.00	80	1,600	0.000		Lost Time:	0.100
	TH	2.00	503	3,200	0.157		ITS:	0.000
	LT	1.00	118	1,600	0.074	*		
Eastbound	RT	1.00	66	1,600	0.000		ICU:	0.679
	TH	2.00	388	3,200	0.121			
	LT	1.00	44	1,600	0.028	*	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000		N-S(1):	0.266 *
	TH	2.00	486	3,200	0.167		N-S(2):	0.230
	LT	1.00	109	1,600	0.068	*	E-W(1):	0.380 *
Westbound	RT	1.00	54	1,600	0.000		E-W(2):	0.238
	TH	2.00	678	3,200	0.212			
	LT	2.00	147	2,880	0.051	*	V/C:	0.646
Northbound	RT	1.00	235	1,600	0.000		Lost Time:	0.100
	TH	2.00	633	3,200	0.198	*	ITS:	0.000
	LT	1.00	100	1,600	0.063			
Eastbound	RT	1.00	97	1,600	0.000		ICU:	0.746
	TH	2.00	1,052	3,200	0.329	*		
	LT	1.00	42	1,600	0.026		LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	493	1,709	0.000	N-S(1):	0.320 *
	TH	1.93	892	3,091	0.289 *	N-S(2):	0.000
	LT	1.00	367	1,600	0.229	E-W(1):	0.214 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.186
	TH	3.00	892	4,800	0.186		
	LT	2.00	223	2,880	0.077 *	V/C:	0.534
Northbound	RT	2.00	47	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	50	1,600	0.031 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.634
	TH	3.00	561	4,800	0.137 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	167	2,422	0.000	N-S(1):	0.142 *
	TH	1.49	164	2,378	0.069 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.212 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.148
	TH	3.00	711	4,800	0.148		
	LT	2.00	32	2,880	0.011 *	V/C:	0.354
Northbound	RT	2.00	232	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	116	1,600	0.073 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.454
	TH	3.00	911	4,800	0.201 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.088 *
	TH	1.00	40	1,600	0.025 *	N-S(2):	0.000
	LT	1.00	35	1,600	0.022	E-W(1):	0.376 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.243
	TH	3.00	1,027	4,800	0.225		
	LT	2.00	457	2,880	0.159 *	V/C:	0.464
Northbound	RT	2.00	94	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	251	0	0.000	ICU:	0.564
	TH	3.00	444	3,200	0.217 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	26	1,600	0.000	N-S(1):	0.134 *
	TH	0.75	30	1,200	0.025	N-S(2):	0.000
	LT	1.25	50	1,800	0.028 *	E-W(1):	0.433 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.144
	TH	3.00	536	4,800	0.118		
	LT	2.00	154	2,880	0.053 *	V/C:	0.567
Northbound	RT	2.00	516	3,200	0.000	Lost Time:	0.100
	TH	1.00	25	1,600	0.016	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	273	0	0.000	ICU:	0.667
	TH	3.00	1,553	4,800	0.380 *		
	LT	1.00	41	1,600	0.026	LOS:	B

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **EXISTING CONDITIONS**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.221
	TH	2.00	390	3,200	0.168 *	N-S(2):	0.423 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.190
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.352 *
	TH	2.00	916	3,200	0.308 *		
	LT	1.00	157	1,600	0.098	V/C:	0.775
Northbound	RT	1.00	79	1,600	0.000	Lost Time:	0.100
	TH	2.00	622	3,200	0.194	ITS:	0.000
	LT	1.00	408	1,600	0.255 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.875
	TH	2.00	210	3,200	0.092		
	LT	1.00	71	1,600	0.044 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.204
	TH	2.00	430	3,200	0.156 *	N-S(2):	0.269 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.435 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.239
	TH	2.00	370	3,200	0.135		
	LT	1.00	170	1,600	0.106 *	V/C:	0.704
Northbound	RT	1.00	109	1,600	0.000	Lost Time:	0.100
	TH	2.00	488	3,200	0.153	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.804
	TH	2.00	795	3,200	0.329 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
1	North-South Street:	Sepulveda Bl	East-West Street:	Manchester Av		
	Scenario:	Existing with Project (2015)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	99	176	1	176
	Left-Through		0			0	
	Through	1645	3	**548**	1265	3	**422**
	Through-Right		0			0	
	Right	64	1	0	104	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	343	1	**343**
	Left-Through		0			0	
	Through	1098	3	366	1606	3	535
	Through-Right		0			0	
	Right	119	1	68	315	1	253
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**103**	228	2	125
	Left-Through		0			0	
	Through	343	2	172	761	2	**381**
	Through-Right		0			0	
	Right	90	1	41	121	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	103	1	**103**
	Left-Through		0			0	
	Through	667	2	**334**	595	2	298
	Through-Right		0			0	
	Right	384	1	317	189	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	683		*North-South:*	765
			East-West:	437		*East-West:*	484
			SUM:	1120		*SUM:*	1249
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.908
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.808**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
2	North-South Street:	Sepulveda Bl	East-West Street:	La Tijera Bl		
	Scenario:	Existing with Project (2015)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 3	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	115	1	**115**
	Left-Through		0			0	
	Through	1783	3	**594**	1167	3	389
	Through-Right		0			0	
	Right	89	1	0	207	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	108	1	108
	Left-Through		0			0	
	Through	1394	3	465	1599	3	**533**
	Through-Right		0			0	
	Right	48	1	0	132	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	122	1	122
	Left-Through		0			0	
	Through	186	2	**93**	330	2	**165**
	Through-Right		0			0	
	Right	100	1	38	91	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	315	1	**315**	303	1	**303**
	Left-Through		0			0	
	Through	235	1	135	247	1	155
	Through-Right		1			1	
	Right	35	0	35	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	631		*North-South:*	648
			East-West:	408		*East-West:*	468
			SUM:	1039		*SUM:*	1116
	VOLUME/CAPACITY *(V/C)* RATIO:			0.756			0.812
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.656**			**0.712**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	<Project Name>		
3	North-South Street:	Sepulveda Bl	East-West Street:	Westchester Pkwy
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	166	1	166	187	1	**187**
	Left-Through		0			0	
	Through	1791	3	**597**	1524	3	508
	Through-Right		0			0	
	Right	31	1	0	77	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	**157**	222	1	222
	Left-Through		0			0	
	Through	1622	3	541	1811	3	**604**
	Through-Right		0			0	
	Right	49	1	32	53	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	41	1	41
	Left-Through		0			0	
	Through	192	1	131	283	1	**210**
	Through-Right		1			1	
	Right	70	0	70	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	214	1	**214**
	Left-Through		0			0	
	Through	532	1	**384**	336	1	262
	Through-Right		1			1	
	Right	236	0	236	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	754		*North-South:*	791
			East-West:	401		*East-West:*	424
			SUM:	1155		*SUM:*	1215
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.740**			**0.784**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
4	North-South Street:	Lincoln Bl	East-West Street:	Sepulveda Bl		
	Scenario:	Existing with Project (2015)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1947	3	**649**	1635	3	**545**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1293	4	323	1711	4	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1609	4	**402**	2138	4	**535**
	Through-Right		0			0	
	Right	36	1	36	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	649		*North-South:*	545
			East-West:	402		*East-West:*	535
			SUM:	1051		*SUM:*	1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.720
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.601**			**0.620**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
	No. of Phases			2			2
	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--	2	EB-- 0	WB--	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4209	4	**1052**	3678	4	**920**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2150	4	538	2821	4	705
	Through-Right		0			0	
	Right	35	1	35	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	1	207	458	1	**262**
	Left-Through		1			1	
	Through	69	0	207	66	0	262
	Through-Right		0			0	
	Right	419	2	**230**	229	2	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1052		*North-South:*	920
			East-West:	230		*East-West:*	262
			SUM:	1282		*SUM:*	1182
	VOLUME/CAPACITY *(V/C)* RATIO:			0.855			0.788
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.755**			**0.688**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2658	3	**886**	2610	3	**870**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2518	3	**881**	1807	3	**632**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	886		*North-South:*	870
			East-West:	881		*East-West:*	632
			SUM:	1767		*SUM:*	1502
	VOLUME/CAPACITY *(V/C)* RATIO:			1.178			1.001
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.078**			**0.901**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy		
	Scenario:	Existing with Project (2015)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	160	1	160
	Left-Through		0			0	
	Through	1957	3	**652**	1792	3	597
	Through-Right		0			0	
	Right	605	1	553	998	1	**946**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	508	2	**279**	774	2	**426**
	Left-Through		0			0	
	Through	2495	3	626	2493	3	624
	Through-Right		1			1	
	Right	7	0	7	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	242	2	**133**	263	2	**145**
	Left-Through		0			0	
	Through	239	3	80	378	3	126
	Through-Right		0			0	
	Right	100	1	45	178	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	104	189	2	104
	Left-Through		0			0	
	Through	239	3	80	353	3	**118**
	Through-Right		0			0	
	Right	415	1	**136**	526	1	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	931		*North-South:*	1372
			East-West:	269		*East-West:*	263
			SUM:	1200		*SUM:*	1635
	VOLUME/CAPACITY *(V/C)* RATIO:			0.873			1.189
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.773**			**1.089**
	LEVEL OF SERVICE (LOS):			**C**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	54	0	54
	Left-Through		1			1	
	Through	114	0	**123**	252	0	**306**
	Through-Right		0			0	
	Right	110	1	107	173	1	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	0	**112**	303	0	**303**
	Left-Through		0			0	
	Through	10	0	195	12	0	453
	Through-Right		0			0	
	Right	73	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	92	1	**92**
	Left-Through		0			0	
	Through	334	1	168	553	1	280
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	20	1	20
	Left-Through		0			0	
	Through	836	1	**492**	582	1	**357**
	Through-Right		1			1	
	Right	148	0	148	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	235		*North-South:*	609
			East-West:	530		*East-West:*	449
			SUM:	765		*SUM:*	1058
	VOLUME/CAPACITY *(V/C)* RATIO:			0.510			0.705
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.410**			**0.605**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	42	1	42
	Left-Through		0			0	
	Through	226	2	113	411	2	**206**
	Through-Right		0			0	
	Right	69	1	10	257	1	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	53	1	**53**
	Left-Through		0			0	
	Through	495	2	**248**	396	2	198
	Through-Right		0			0	
	Right	266	1	204	230	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	239	1	239
	Left-Through		0			0	
	Through	369	2	185	864	2	**432**
	Through-Right		0			0	
	Right	10	1	0	49	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	118	171	1	**171**
	Left-Through		0			0	
	Through	880	2	**440**	612	2	306
	Through-Right		0			0	
	Right	22	1	4	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	259
			East-West:	565		*East-West:*	603
			SUM:	866		*SUM:*	862
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.605
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.508**			**0.505**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					2				2
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	38	1	38		68	1	68	
	Left-Through		0				0		
	Through	57	1	**57**		51	1	51	
	Through-Right		0				0		
	Right	54	1	0		133	1	**86**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	14	1	**14**		131	1	**131**	
	Left-Through		0				0		
	Through	36	1	29		47	1	47	
	Through-Right		1				1		
	Right	21	0	21		53	0	28	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	51	1	**51**		51	1	51	
	Left-Through		0				0		
	Through	255	2	128		668	2	**334**	
	Through-Right		0				0		
	Right	56	1	37		96	1	62	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	116	1	116		95	1	**95**	
	Left-Through		0				0		
	Through	647	2	**324**		493	2	247	
	Through-Right		0				0		
	Right	131	1	124		93	1	28	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	71			North-South:	217	
			East-West:	375			East-West:	429	
			SUM:	446			SUM:	646	
VOLUME/CAPACITY (V/C) RATIO:				0.297				0.431	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.197**				**0.331**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
11	North-South Street:	Avion Dr	East-West Street:	Century Bl
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**	93	1	**93**
	Left-Through		0			0	
	Through	10	1	10	13	1	13
	Through-Right		0			0	
	Right	22	1	0	68	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	70	1	70
	Left-Through		0			0	
	Through	13	1	**13**	6	1	6
	Through-Right		0			0	
	Right	71	1	0	125	1	**84**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	402	2	**221**	151	2	83
	Left-Through		0			0	
	Through	1273	4	318	1415	4	**354**
	Through-Right		0			0	
	Right	91	1	55	67	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	29	1	**29**
	Left-Through		0			0	
	Through	1448	3	**381**	1044	3	279
	Through-Right		1			1	
	Right	76	0	76	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	86		*North-South:*	177
			East-West:	602		*East-West:*	383
			SUM:	688		*SUM:*	560
	VOLUME/CAPACITY *(V/C)* RATIO:			0.483			0.393
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.383**			**0.293**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	118	1	**118**		100	1	100	
	Left-Through		0				0		
	Through	506	2	253		636	2	**318**	
	Through-Right		0				0		
	Right	80	1	29		235	1	195	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1	50		109	1	**109**	
	Left-Through		0				0		
	Through	580	1	**305**		489	1	269	
	Through-Right		1				1		
	Right	30	0	30		49	0	49	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	44	1	**44**		42	1	42	
	Left-Through		0				0		
	Through	390	2	195		1054	2	**527**	
	Through-Right		0				0		
	Right	66	1	7		97	1	47	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	188	2	103		147	2	**81**	
	Left-Through		0				0		
	Through	917	2	**459**		678	2	339	
	Through-Right		0				0		
	Right	135	1	110		54	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	423			*North-South:*	427	
			East-West:	503			*East-West:*	608	
			SUM:	926			*SUM:*	1035	
VOLUME/CAPACITY *(V/C)* RATIO:				0.673				0.753	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**				**0.653**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	155	168	1	168
	Left-Through		0			0	
	Through	675	1	**386**	828	1	**559**
	Through-Right		1			1	
	Right	96	0	96	289	0	289
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	175	1	**175**
	Left-Through		0			0	
	Through	610	3	203	544	3	181
	Through-Right		0			0	
	Right	173	1	127	161	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	165	1	165
	Left-Through		0			0	
	Through	203	2	102	558	2	**279**
	Through-Right		0			0	
	Right	114	1	0	159	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	172	1	**172**
	Left-Through		0			0	
	Through	830	1	**528**	441	1	273
	Through-Right		1			1	
	Right	225	0	225	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	475		*North-South:*	734
			East-West:	574		*East-West:*	451
			SUM:	1049		*SUM:*	1185
	VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.862
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.762**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
14	North-South Street:	Airport Bl	East-West Street:	96th St
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	1	NB-- 0	SB--	1
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	177	170	1	170
	Left-Through		0			0	
	Through	732	2	**366**	883	2	**442**
	Through-Right		0			0	
	Right	32	1	13	38	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	63	1	**63**
	Left-Through		0			0	
	Through	617	3	206	598	3	199
	Through-Right		0			0	
	Right	269	1	0	202	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	2	**48**	153	2	**84**
	Left-Through		0			0	
	Through	38	1	38	30	1	30
	Through-Right		0			0	
	Right	58	1	0	111	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	25	1	25
	Left-Through		0			0	
	Through	32	1	**32**	37	1	37
	Through-Right		0			0	
	Right	50	1	14	95	1	**64**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	439		*North-South:*	505
			East-West:	80		*East-West:*	148
			SUM:	519		*SUM:*	653
VOLUME/CAPACITY *(V/C)* RATIO:				0.377			0.475
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.277**			**0.375**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
15	North-South Street:	Airport Bl	East-West Street:	98th St
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	58	1	58
	Left-Through		0			0	
	Through	755	2	**378**	747	2	**374**
	Through-Right		0			0	
	Right	126	1	104	86	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	51	1	**51**
	Left-Through		0			0	
	Through	408	2	177	644	2	249
	Through-Right		1			1	
	Right	122	0	122	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	175	1	**175**
	Left-Through		0			0	
	Through	32	0	98	83	0	236
	Through-Right		1			1	
	Right	66	0	0	153	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	61	1	61
	Left-Through		0			0	
	Through	36	0	**108**	46	0	**249**
	Through-Right		1			1	
	Right	72	0	0	203	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	519		North-South:	425
			East-West:	191		East-West:	424
			SUM:	710		SUM:	849
VOLUME/CAPACITY (V/C) RATIO:				0.473			0.566
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.373**			**0.466**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	11	23	1	23
	Left-Through		0			0	
	Through	44	2	**22**	55	2	28
	Through-Right		0			0	
	Right	38	1	7	75	1	**31**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	76	441	2	154
	Left-Through		1			1	
	Through	47	1	47	45	1	45
	Through-Right		0			0	
	Right	283	1	**159**	339	1	**215**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	452	2	**249**	453	2	**249**
	Left-Through		0			0	
	Through	877	4	219	1399	4	350
	Through-Right		0			0	
	Right	20	1	15	29	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	89	1	89
	Left-Through		0			0	
	Through	1485	4	371	1058	4	265
	Through-Right		0			0	
	Right	557	1	**481**	423	1	**269**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	181		*North-South:*	246
			East-West:	730		*East-West:*	518
			SUM:	911		*SUM:*	764
	VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.556
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.563**			**0.456**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date: <date>

		AM				PM			
	No. of Phases				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	48	1	**48**		114	1	**114**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	49	2	0		234	2	110	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	367	1	**315**		91	1	91	
	Left-Through		1				1		
	Through	892	0	315		164	0	**164**	
	Through-Right		1				1		
	Right	493	1	315		167	1	92	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	563	2	**219**		913	2	**321**	
	Through-Right		1				1		
	Right	94	0	94		51	0	51	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	225	2	**124**		34	2	**19**	
	Left-Through		0				0		
	Through	894	3	298		713	3	238	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		North-South:	363			North-South:	278	
			East-West:	343			East-West:	340	
			SUM:	706			SUM:	618	
	VOLUME/CAPACITY (V/C) RATIO:			0.513				0.449	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.413**				**0.349**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	170	1	170
	Left-Through		0			0	
	Through	20	1	20	25	1	25
	Through-Right		0			0	
	Right	94	2	0	516	2	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	50	1	**40**
	Left-Through		0			0	
	Through	40	0	**40**	30	0	40
	Through-Right		0			0	
	Right	4	1	0	26	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	41	1	41
	Left-Through		0			0	
	Through	448	2	**224**	1557	2	**610**
	Through-Right		1			1	
	Right	251	0	201	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	457	2	**251**	154	2	**85**
	Left-Through		0			0	
	Through	1031	2	362	540	2	191
	Through-Right		1			1	
	Right	54	0	54	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	239
			East-West:	475		*East-West:*	695
			SUM:	615		*SUM:*	934
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.347**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
19	North-South Street:	Bellanca Av	East-West Street:	Century Bl
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
	No. of Phases				2				2
	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?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	180	2	**99**		529	2	**291**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	37	1	2		59	1	12	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	71	1	**71**		94	1	**94**	
	Left-Through		0				0		
	Through	1069	4	267		1804	4	451	
	Through-Right		0				0		
	Right	0	0	0		1	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	2366	3	**688**		1426	3	**381**	
	Through-Right		1				1		
	Right	385	0	385		96	0	96	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	99			*North-South:*	291	
			East-West:	759			*East-West:*	475	
			SUM:	858			*SUM:*	766	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.572				0.511	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**				**0.411**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	409	1	**409**		182	1	**182**	
	Left-Through		0				0		
	Through	622	2	311		488	2	244	
	Through-Right		0				0		
	Right	88	1	7		118	1	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	43	1	43		82	1	82	
	Left-Through		0				0		
	Through	394	1	**270**		434	1	**252**	
	Through-Right		1				1		
	Right	146	0	146		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	71	1	**71**		167	1	167	
	Left-Through		0				0		
	Through	206	1	148		791	1	**527**	
	Through-Right		1				1		
	Right	89	0	89		263	0	263	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	163	1	163		176	1	**176**	
	Left-Through		0				0		
	Through	912	1	**491**		366	1	214	
	Through-Right		1				1		
	Right	70	0	70		61	0	61	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	679			*North-South:*	434	
			East-West:	562			*East-West:*	703	
			SUM:	1241			*SUM:*	1137	
VOLUME/CAPACITY *(V/C)* RATIO:				0.903				0.827	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.803**				**0.727**	
LEVEL OF SERVICE (LOS):				**D**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
21	North-South Street:	Aviation Bl	East-West Street:	Century Bl
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	644	2	**354**	324	2	**178**
	Left-Through		0			0	
	Through	603	1	353	501	1	320
	Through-Right		1			1	
	Right	103	0	103	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	2	40	99	2	54
	Left-Through		0			0	
	Through	327	2	**164**	491	2	**246**
	Through-Right		0			0	
	Right	180	1	69	161	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	132	1	132
	Left-Through		0			0	
	Through	937	3	292	1999	3	**615**
	Through-Right		1			1	
	Right	231	0	231	459	0	459
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	87	1	**87**
	Left-Through		0			0	
	Through	1919	3	**524**	1033	3	290
	Through-Right		1			1	
	Right	178	0	178	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	518		*North-South:*	424
			East-West:	635		*East-West:*	702
			SUM:	1153		*SUM:*	1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.819
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.719**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
22	North-South Street:	Aviation Bl	East-West Street:	104th St	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	60	1	**60**
	Left-Through		0			0	
	Through	1150	1	**617**	986	1	508
	Through-Right		1			1	
	Right	83	0	83	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	15	1	15
	Left-Through		0			0	
	Through	683	1	349	1027	1	**517**
	Through-Right		1			1	
	Right	14	0	14	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	0	4	5	0	5
	Left-Through		0			0	
	Through	14	0	**90**	37	0	**180**
	Through-Right		0			0	
	Right	72	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	70	1	**70**
	Left-Through		0			0	
	Through	69	0	**120**	25	0	53
	Through-Right		1			1	
	Right	51	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	637		North-South:	577
			East-West:	210		East-West:	250
			SUM:	847		SUM:	827
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.601
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.501**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
23	North-South Street:	Aviation Bl	East-West Street:	111th St	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
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?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	43	1	43		23	1	**23**	
	Left-Through		0				0		
	Through	1272	1	**652**		925	1	480	
	Through-Right		1				1		
	Right	32	0	32		35	0	35	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	29	1	**29**		39	1	39	
	Left-Through		0				0		
	Through	637	1	348		1155	1	**602**	
	Through-Right		1				1		
	Right	58	0	58		48	0	48	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	52	1	**52**		60	1	60	
	Left-Through		0				0		
	Through	35	0	46		54	0	**99**	
	Through-Right		1				1		
	Right	11	0	0		45	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	42	1	42		20	1	20	
	Left-Through		0				0		
	Through	51	1	**51**		37	1	**37**	
	Through-Right		0				0		
	Right	56	1	42		50	1	31	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	681			*North-South:*	625	
			East-West:	103			*East-West:*	136	
			SUM:	784			*SUM:*	761	
VOLUME/CAPACITY *(V/C)* RATIO:				0.570				0.553	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.470**				**0.453**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	289	2	159	161	2	**89**
	Left-Through		0			0	
	Through	601	2	**301**	373	2	187
	Through-Right		0			0	
	Right	95	1	0	194	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	394	2	217
	Left-Through		0			0	
	Through	260	2	130	697	2	**349**
	Through-Right		0			0	
	Right	233	1	172	127	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	255	2	140
	Left-Through		0			0	
	Through	258	2	107	1426	2	**601**
	Through-Right		1			1	
	Right	62	0	62	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	2	106	185	2	**102**
	Left-Through		0			0	
	Through	1082	3	361	402	3	134
	Through-Right		0			0	
	Right	563	1	**446**	349	1	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	438
			East-West:	507		*East-West:*	703
			SUM:	925		*SUM:*	1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.830
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.730**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
25	North-South Street:	Aviation Bl	East-West Street:	North Driveway (Opt 2)	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	897	2	**449**	764	2	382
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	655	2	328	882	2	**441**
	Through-Right		0			0	
	Right	5	1	3	5	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	449		North-South:	441
			East-West:	5		East-West:	5
			SUM:	454		SUM:	446
	VOLUME/CAPACITY (V/C) RATIO:			0.319			0.313
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.219**			**0.213**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
26	North-South Street:	Aviation Bl	East-West Street:	South Driveway	
	Scenario:	Existing with Project (2015)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	897	2	**449**	764	2	382
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	655	2	328	882	2	**441**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	467
			East-West:	16		*East-West:*	16
			SUM:	465		*SUM:*	483
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.322
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.210**			**0.222**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
250	North-South Street:	Aviation Bl	East-West Street:	Primary Driveway (Opt1)
	Scenario:	Existing with Project (2015)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
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?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	26	1	26		26	1	**26**	
	Left-Through		0				0		
	Through	871	2	**436**		738	2	369	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	**0**		0	0	0	
	Left-Through		0				0		
	Through	655	2	328		882	2	**441**	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	5	1	5		5	1	5	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	29	1	**16**		29	1	**16**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	436			*North-South:*	467	
			East-West:	16			*East-West:*	16	
			SUM:	452			*SUM:*	483	
VOLUME/CAPACITY *(V/C)* RATIO:				0.317				0.339	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.217**				**0.239**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	119	1,600	0.000	N-S(1):	0.427 *
	TH	3.00	1,098	4,800	0.229	N-S(2):	0.291
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.155
Westbound	RT	1.00	384	1,600	0.000	E-W(2):	0.273 *
	TH	2.00	667	3,200	0.208 *		
	LT	1.00	77	1,600	0.048	V/C:	0.700
Northbound	RT	1.00	64	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,645	4,800	0.343 *	ITS:	0.000
	LT	1.00	99	1,600	0.062		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.800
	TH	2.00	343	3,200	0.107		
	LT	2.00	188	2,880	0.065 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	315	1,600	0.000	N-S(1):	0.478 *
	TH	3.00	1,606	4,800	0.335	N-S(2):	0.445
	LT	1.00	343	1,600	0.214 *	E-W(1):	0.302 *
Westbound	RT	1.00	189	1,600	0.000	E-W(2):	0.265
	TH	2.00	595	3,200	0.186		
	LT	1.00	103	1,600	0.064 *	V/C:	0.780
Northbound	RT	1.00	104	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,265	4,800	0.264 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	121	1,600	0.000	ICU:	0.880
	TH	2.00	761	3,200	0.238 *		
	LT	2.00	228	2,880	0.079	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.406 *
	TH	4.00	1,293	6,400	0.202	N-S(2):	0.202
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	36	1,600	0.000	E-W(2):	0.251 *
	TH	4.00	1,609	6,400	0.251 *		
	LT	0.00	0	0	0.000	V/C:	0.657
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,947	4,800	0.406 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.757
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	4.00	1,711	6,400	0.267	N-S(2):	0.267
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	32	1,600	0.000	E-W(2):	0.334 *
	TH	4.00	2,138	6,400	0.334 *		
	LT	0.00	0	0	0.000	V/C:	0.675
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,635	4,800	0.341 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.775
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	35	1,600	0.000		N-S(1):	0.658 *
	TH	4.00	2,150	6,400	0.336		N-S(2):	0.336
	LT	0.00	0	0	0.000	*	E-W(1):	0.143 *
Westbound	RT	2.00	419	3,200	0.000		E-W(2):	0.129
	TH	0.33	69	535	0.129			
	LT	1.67	344	2,399	0.143	*	V/C:	0.801
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	4.00	4,209	6,400	0.658	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.901
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000		N-S(1):	0.575 *
	TH	5.00	2,821	8,000	0.357		N-S(2):	0.357
	LT	0.00	0	0	0.000	*	E-W(1):	0.182 *
Westbound	RT	2.00	229	3,200	0.000		E-W(2):	0.164
	TH	0.25	66	403	0.164			
	LT	1.75	458	2,517	0.182	*	V/C:	0.757
Northbound	RT	1.00	0	1,600	0.000		Lost Time:	0.100
	TH	4.00	3,678	6,400	0.575	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.857
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,681	2,202	0.000	N-S(1):	0.554
	TH	1.62	1,984	2,598	0.764 *	N-S(2):	0.764 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,518	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.764
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,658	4,800	0.554	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.864
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,748	0	0.000	N-S(1):	0.544
	TH	2.00	2,587	3,200	1.355 *	N-S(2):	1.355 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,807	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.355
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,610	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.455
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	7	0	0.000	N-S(1):	0.584 *
	TH	4.00	2,495	6,400	0.391	N-S(2):	0.460
	LT	2.00	508	2,880	0.176 *	E-W(1):	0.116
Westbound	RT	1.00	415	1,600	0.000	E-W(2):	0.134 *
	TH	3.00	239	4,800	0.050 *		
	LT	2.00	189	2,880	0.066	V/C:	0.718
Northbound	RT	1.00	605	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,957	4,800	0.408 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.818
	TH	3.00	239	4,800	0.050		
	LT	2.00	242	2,880	0.084 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.642 *
	TH	4.00	2,493	6,400	0.390	N-S(2):	0.490
	LT	2.00	774	2,880	0.269 *	E-W(1):	0.145
Westbound	RT	1.00	526	1,600	0.000	E-W(2):	0.165 *
	TH	3.00	353	4,800	0.074 *		
	LT	2.00	189	2,880	0.066	V/C:	0.807
Northbound	RT	1.00	998	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,792	4,800	0.373 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	178	1,600	0.000	ICU:	0.907
	TH	3.00	378	4,800	0.079		
	LT	2.00	263	2,880	0.091 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	266	1,600	0.000	N-S(1):	0.094
	TH	2.00	495	3,200	0.155 *	N-S(2):	0.188 *
	LT	1.00	37	1,600	0.023	E-W(1):	0.189
Westbound	RT	1.00	22	1,600	0.000	E-W(2):	0.353 *
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	118	1,600	0.074	V/C:	0.541
Northbound	RT	1.00	69	1,600	0.000	Lost Time:	0.100
	TH	2.00	226	3,200	0.071	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.641
	TH	2.00	369	3,200	0.115		
	LT	1.00	125	1,600	0.078 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.000	N-S(1):	0.161 *
	TH	2.00	396	3,200	0.124	N-S(2):	0.150
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.377 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2):	0.340
	TH	2.00	612	3,200	0.191		
	LT	1.00	171	1,600	0.107 *	V/C:	0.538
Northbound	RT	1.00	257	1,600	0.000	Lost Time:	0.100
	TH	2.00	411	3,200	0.128 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	1.00	49	1,600	0.000	ICU:	0.638
	TH	2.00	864	3,200	0.270 *		
	LT	1.00	239	1,600	0.149	LOS:	B

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.189
	TH	2.00	580	3,200	0.191 *	N-S(2):	0.265 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.187
Westbound	RT	1.00	135	1,600	0.000	E-W(2):	0.315 *
	TH	2.00	917	3,200	0.287 *		
	LT	2.00	188	2,880	0.065	V/C:	0.580
Northbound	RT	1.00	80	1,600	0.000	Lost Time:	0.100
	TH	2.00	506	3,200	0.158	ITS:	0.000
	LT	1.00	118	1,600	0.074 *		
Eastbound	RT	1.00	66	1,600	0.000	ICU:	0.680
	TH	2.00	390	3,200	0.122		
	LT	1.00	44	1,600	0.028 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.267 *
	TH	2.00	489	3,200	0.168	N-S(2):	0.231
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.380 *
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.238
	TH	2.00	678	3,200	0.212		
	LT	2.00	147	2,880	0.051 *	V/C:	0.647
Northbound	RT	1.00	235	1,600	0.000	Lost Time:	0.100
	TH	2.00	636	3,200	0.199 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	97	1,600	0.000	ICU:	0.747
	TH	2.00	1,054	3,200	0.329 *		
	LT	1.00	42	1,600	0.026	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **EXISTING PLUS PROJECT 2015**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	493	1,709	0.000	N-S(1):	0.319 *
	TH	1.93	892	3,091	0.289 *	N-S(2):	0.000
	LT	1.00	367	1,600	0.229	E-W(1):	0.215 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.186
	TH	3.00	894	4,800	0.186		
	LT	2.00	225	2,880	0.078 *	V/C:	0.534
Northbound	RT	2.00	49	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.634
	TH	3.00	563	4,800	0.137 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	167	2,422	0.000	N-S(1):	0.140 *
	TH	1.49	164	2,378	0.069 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.213 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.149
	TH	3.00	713	4,800	0.149		
	LT	2.00	34	2,880	0.012 *	V/C:	0.353
Northbound	RT	2.00	234	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.453
	TH	3.00	913	4,800	0.201 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **EXISTING PLUS PROJECT 2015**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.088 *
	TH	1.00	40	1,600	0.025 *	N-S(2):	0.000
	LT	1.00	35	1,600	0.022	E-W(1):	0.377 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.244
	TH	3.00	1,031	4,800	0.226		
	LT	2.00	457	2,880	0.159 *	V/C:	0.465
Northbound	RT	2.00	94	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	251	0	0.000	ICU:	0.565
	TH	3.00	448	3,200	0.218 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	26	1,600	0.000	N-S(1):	0.134 *
	TH	0.75	30	1,200	0.025	N-S(2):	0.000
	LT	1.25	50	1,800	0.028 *	E-W(1):	0.434 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.145
	TH	3.00	540	4,800	0.119		
	LT	2.00	154	2,880	0.053 *	V/C:	0.568
Northbound	RT	2.00	516	3,200	0.000	Lost Time:	0.100
	TH	1.00	25	1,600	0.016	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	273	0	0.000	ICU:	0.668
	TH	3.00	1,557	4,800	0.381 *		
	LT	1.00	41	1,600	0.026	LOS:	B

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **EXISTING PLUS PROJECT 2015**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.221
	TH	2.00	394	3,200	0.169 *	N-S(2):	0.425 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.194
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.351 *
	TH	2.00	912	3,200	0.307 *		
	LT	1.00	163	1,600	0.102	V/C:	0.776
Northbound	RT	1.00	88	1,600	0.000	Lost Time:	0.100
	TH	2.00	622	3,200	0.194	ITS:	0.000
	LT	1.00	409	1,600	0.256 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.876
	TH	2.00	206	3,200	0.092		
	LT	1.00	71	1,600	0.044 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.204
	TH	2.00	434	3,200	0.158 *	N-S(2):	0.272 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.439 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.237
	TH	2.00	366	3,200	0.133		
	LT	1.00	176	1,600	0.110 *	V/C:	0.711
Northbound	RT	1.00	118	1,600	0.000	Lost Time:	0.100
	TH	2.00	488	3,200	0.153	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	263	0	0.000	ICU:	0.811
	TH	2.00	791	3,200	0.329 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
1	North-South Street:	Sepulveda Bl	East-West Street:	Manchester Av		
	Scenario:	Future without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1923	3	**641**	1475	3	**492**
	Through-Right		0			0	
	Right	75	1	0	122	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	401	1	**401**
	Left-Through		0			0	
	Through	1283	3	428	1874	3	625
	Through-Right		0			0	
	Right	139	1	79	368	1	295
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	266	2	146
	Left-Through		0			0	
	Through	399	2	200	887	2	**444**
	Through-Right		0			0	
	Right	105	1	47	141	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	781	2	**391**	695	2	348
	Through-Right		0			0	
	Right	449	1	370	221	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	799		North-South:	893
			East-West:	512		East-West:	564
			SUM:	1311		SUM:	1457
VOLUME/CAPACITY (V/C) RATIO:				0.953			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.853**			**0.960**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	2084	3	**695**	1361	3	454
	Through-Right		0			0	
	Right	104	1	0	242	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	126	1	126
	Left-Through		0			0	
	Through	1629	3	543	1866	3	**622**
	Through-Right		0			0	
	Right	56	1	0	154	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	218	2	**109**	386	2	**193**
	Through-Right		0			0	
	Right	117	1	44	106	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	369	1	**369**	354	1	**354**
	Left-Through		0			0	
	Through	275	1	158	289	1	182
	Through-Right		1			1	
	Right	41	0	41	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	756
			East-West:	478		*East-West:*	547
			SUM:	1216		*SUM:*	1303
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.948
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.848**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	194	1	194	218	1	**218**
	Left-Through		0			0	
	Through	2105	3	**702**	1790	3	597
	Through-Right		0			0	
	Right	36	1	0	90	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	1	**177**	252	1	252
	Left-Through		0			0	
	Through	1903	3	634	2120	3	**707**
	Through-Right		0			0	
	Right	57	1	37	62	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	48	1	48
	Left-Through		0			0	
	Through	225	1	154	331	1	**245**
	Through-Right		1			1	
	Right	82	0	82	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	181	250	1	**250**
	Left-Through		0			0	
	Through	623	1	**444**	393	1	300
	Through-Right		1			1	
	Right	264	0	264	207	0	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	879		*North-South:*	925
			East-West:	464		*East-West:*	495
			SUM:	1343		*SUM:*	1420
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.877**			**0.933**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
4	North-South Street:	Lincoln Bl	East-West Street:	Sepulveda Bl
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2276	3	**759**	1908	3	**636**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1513	4	378	1999	4	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1888	4	**472**	2502	4	**626**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	759		*North-South:*	636
			East-West:	472		*East-West:*	626
			SUM:	1231		*SUM:*	1262
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.741**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl		
	Scenario:	Future without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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--	2	EB-- 0	WB--	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4926	4	**1232**	4297	4	**1074**
	Through-Right		0			0	
	Right	3	0	0	3	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2512	4	628	3291	4	823
	Through-Right		0			0	
	Right	41	1	41	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	401	1	241	533	1	**305**
	Left-Through		1			1	
	Through	81	0	241	77	0	305
	Through-Right		0			0	
	Right	480	2	**264**	257	2	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1232		*North-South:*	1074
			East-West:	264		*East-West:*	305
			SUM:	1496		*SUM:*	1379
	VOLUME/CAPACITY *(V/C)* RATIO:			0.997			0.919
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.897**			**0.819**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3108	3	**1036**	3047	3	**1016**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2947	3	**1031**	2111	3	**739**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1036		*North-South:*	1016
			East-West:	1031		*East-West:*	739
			SUM:	2067		*SUM:*	1755
	VOLUME/CAPACITY *(V/C)* RATIO:			1.378			1.170
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.278**			**1.070**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy		
	Scenario:	Future without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	129	1	129	187	1	187
	Left-Through		0			0	
	Through	2288	3	**763**	2091	3	697
	Through-Right		0			0	
	Right	706	1	646	1164	1	**1104**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	595	2	**327**	905	2	**498**
	Left-Through		0			0	
	Through	2917	3	731	2910	3	729
	Through-Right		1			1	
	Right	8	0	8	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	283	2	**156**	307	2	**169**
	Left-Through		0			0	
	Through	280	3	93	442	3	147
	Through-Right		0			0	
	Right	117	1	53	208	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	2	120	218	2	120
	Left-Through		0			0	
	Through	280	3	93	412	3	**137**
	Through-Right		0			0	
	Right	486	1	**159**	615	1	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	1090		North-South:	1602
			East-West:	315		East-West:	306
			SUM:	1405		SUM:	1908
	VOLUME/CAPACITY (V/C) RATIO:			1.022			1.388
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.922**			**1.288**
	LEVEL OF SERVICE (LOS):			**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					2				2
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	11	0	11		63	0	63	
	Left-Through		1				1		
	Through	133	0	**144**		294	0	**357**	
	Through-Right		0				0		
	Right	129	1	125		202	1	191	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	131	0	**131**		354	0	**354**	
	Left-Through		0				0		
	Through	12	0	228		14	0	529	
	Through-Right		0				0		
	Right	85	0	0		161	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	44	1	**44**		107	1	**107**	
	Left-Through		0				0		
	Through	384	1	193		639	1	324	
	Through-Right		1				1		
	Right	1	0	1		8	0	8	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	8	1	8		23	1	23	
	Left-Through		0				0		
	Through	967	1	**570**		668	1	**411**	
	Through-Right		1				1		
	Right	173	0	173		153	0	153	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	275			*North-South:*	711	
			East-West:	614			*East-West:*	518	
			SUM:	889			*SUM:*	1229	
VOLUME/CAPACITY *(V/C)* RATIO:				0.593				0.819	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**				**0.719**	
LEVEL OF SERVICE (LOS):				**A**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					3				3
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	62	1	**62**		49	1	49	
	Left-Through		0				0		
	Through	264	2	132		480	2	**240**	
	Through-Right		0				0		
	Right	81	1	12		300	1	200	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	43	1	43		62	1	**62**	
	Left-Through		0				0		
	Through	579	2	**290**		463	2	232	
	Through-Right		0				0		
	Right	311	1	238		269	1	130	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	146	1	**146**		279	1	279	
	Left-Through		0				0		
	Through	429	2	215		1007	2	**504**	
	Through-Right		0				0		
	Right	12	1	0		57	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	138	1	138		200	1	**200**	
	Left-Through		0				0		
	Through	1030	2	**515**		715	2	358	
	Through-Right		0				0		
	Right	26	1	5		81	1	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	352			North-South:	302	
			East-West:	661			East-West:	704	
			SUM:	1013			SUM:	1006	
VOLUME/CAPACITY (V/C) RATIO:				0.711				0.706	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**				**0.606**	
LEVEL OF SERVICE (LOS):				**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	68	1	68
	Left-Through		0			0	
	Through	67	1	**67**	60	1	60
	Through-Right		0			0	
	Right	63	1	0	155	1	**100**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	153	1	**153**
	Left-Through		0			0	
	Through	42	1	34	55	1	55
	Through-Right		1			1	
	Right	25	0	25	62	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	60	1	60
	Left-Through		0			0	
	Through	296	2	148	778	2	**389**
	Through-Right		0			0	
	Right	61	1	45	108	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	111	1	**111**
	Left-Through		0			0	
	Through	757	2	**379**	576	2	288
	Through-Right		0			0	
	Right	153	1	145	109	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	83		North-South:	253
			East-West:	439		East-West:	500
			SUM:	522		SUM:	753
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.502
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.248**			**0.402**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
11	North-South Street:	Avion Dr	East-West Street:	Century Bl
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	109	1	**109**
	Left-Through		0			0	
	Through	12	1	12	15	1	15
	Through-Right		0			0	
	Right	26	1	0	79	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	82	1	82
	Left-Through		0			0	
	Through	15	1	**15**	7	1	7
	Through-Right		0			0	
	Right	83	1	0	146	1	**98**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	176	2	97
	Left-Through		0			0	
	Through	1483	4	371	1646	4	**412**
	Through-Right		0			0	
	Right	106	1	64	78	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	34	1	**34**
	Left-Through		0			0	
	Through	1683	3	**443**	1208	3	323
	Through-Right		1			1	
	Right	89	0	89	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	100		North-South:	207
			East-West:	702		East-West:	446
			SUM:	802		SUM:	653
	VOLUME/CAPACITY (V/C) RATIO:			0.563			0.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.463**			**0.358**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	138	1	**138**		117	1	117	
	Left-Through		0				0		
	Through	590	2	295		740	2	**370**	
	Through-Right		0				0		
	Right	94	1	34		275	1	228	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	59	1	59		127	1	**127**	
	Left-Through		0				0		
	Through	676	1	**356**		569	1	313	
	Through-Right		1				1		
	Right	35	0	35		57	0	57	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	51	1	**51**		49	1	49	
	Left-Through		0				0		
	Through	454	2	227		1229	2	**615**	
	Through-Right		0				0		
	Right	77	1	8		113	1	55	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	220	2	121		172	2	**95**	
	Left-Through		0				0		
	Through	1073	2	**537**		792	2	396	
	Through-Right		0				0		
	Right	158	1	129		63	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	494			North-South:	497	
			East-West:	588			East-West:	710	
			SUM:	1082			SUM:	1207	
VOLUME/CAPACITY (V/C) RATIO:				0.787				0.878	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**				**0.778**	
LEVEL OF SERVICE (LOS):				**B**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	1	181	196	1	196
	Left-Through		0			0	
	Through	788	1	**451**	965	1	**652**
	Through-Right		1			1	
	Right	113	0	113	338	0	338
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	202	1	**202**
	Left-Through		0			0	
	Through	714	3	238	635	3	212
	Through-Right		0			0	
	Right	202	1	148	188	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	193	1	193
	Left-Through		0			0	
	Through	235	2	118	650	2	**325**
	Through-Right		0			0	
	Right	133	1	0	186	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	228	202	1	**202**
	Left-Through		0			0	
	Through	971	1	**617**	515	1	318
	Through-Right		1			1	
	Right	263	0	263	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	854
			East-West:	671		*East-West:*	527
			SUM:	1224		*SUM:*	1381
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			1.004
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.790**			**0.904**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
14	

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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--	1	NB-- 0	SB--	1
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	213	1	213	205	1	205
	Left-Through		0			0	
	Through	854	2	**427**	1029	2	**515**
	Through-Right		0			0	
	Right	37	1	15	44	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	74	1	**74**
	Left-Through		0			0	
	Through	722	3	241	699	3	233
	Through-Right		0			0	
	Right	315	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	2	**57**	179	2	**98**
	Left-Through		0			0	
	Through	44	1	44	35	1	35
	Through-Right		0			0	
	Right	73	1	0	135	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	29	1	29
	Left-Through		0			0	
	Through	37	1	**37**	43	1	43
	Through-Right		0			0	
	Right	59	1	17	111	1	**74**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	589
			East-West:	94		*East-West:*	172
			SUM:	606		*SUM:*	761
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.341**			**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
15	North-South Street:	Airport Bl	East-West Street:	98th St
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	68	1	68
	Left-Through		0			0	
	Through	890	2	**445**	879	2	**440**
	Through-Right		0			0	
	Right	147	1	121	100	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	60	1	**60**
	Left-Through		0			0	
	Through	482	2	208	757	2	293
	Through-Right		1			1	
	Right	143	0	143	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	**97**	204	1	**204**
	Left-Through		0			0	
	Through	37	0	114	97	0	276
	Through-Right		1			1	
	Right	77	0	0	179	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	71	1	71
	Left-Through		0			0	
	Through	42	0	**124**	54	0	**289**
	Through-Right		1			1	
	Right	82	0	0	235	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	500
			East-West:	221		East-West:	493
			SUM:	831		SUM:	993
VOLUME/CAPACITY (V/C) RATIO:				0.554			0.662
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.562**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	51	2	**26**	64	2	32
	Through-Right		0			0	
	Right	44	1	8	88	1	**36**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	91	520	2	182
	Left-Through		1			1	
	Through	55	1	55	53	1	53
	Through-Right		0			0	
	Right	331	1	**186**	396	1	**251**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	529	2	**291**	529	2	**291**
	Left-Through		0			0	
	Through	1019	4	255	1627	4	407
	Through-Right		0			0	
	Right	23	1	17	34	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	104	1	104
	Left-Through		0			0	
	Through	1726	4	432	1224	4	306
	Through-Right		0			0	
	Right	658	1	**567**	500	1	**318**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	287
			East-West:	858		*East-West:*	609
			SUM:	1070		*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.678**			**0.552**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy		
	Scenario:	Future without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	134	1	**134**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	2	0	273	2	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	429	1	**368**	106	1	106
	Left-Through		1			1	
	Through	1044	0	368	192	0	**192**
	Through-Right		1			1	
	Right	577	1	368	195	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	656	2	**255**	1064	2	**375**
	Through-Right		1			1	
	Right	110	0	110	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	263	2	**145**	39	2	**21**
	Left-Through		0			0	
	Through	1044	3	348	831	3	277
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	425		*North-South:*	326
			East-West:	400		*East-West:*	396
			SUM:	825		*SUM:*	722
	VOLUME/CAPACITY *(V/C)* RATIO:			0.600			0.525
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.500**			**0.425**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	199	1	199
	Left-Through		0			0	
	Through	23	1	23	29	1	29
	Through-Right		0			0	
	Right	110	2	0	603	2	**233**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	41	58	1	**47**
	Left-Through		0			0	
	Through	47	0	**47**	35	0	47
	Through-Right		0			0	
	Right	5	1	0	30	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	48	1	48
	Left-Through		0			0	
	Through	522	2	**261**	1816	2	**712**
	Through-Right		1			1	
	Right	294	0	236	319	0	319
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	535	2	**294**	180	2	**99**
	Left-Through		0			0	
	Through	1204	2	422	628	2	222
	Through-Right		1			1	
	Right	63	0	63	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	164		North-South:	280
			East-West:	555		East-West:	811
			SUM:	719		SUM:	1091
VOLUME/CAPACITY (V/C) RATIO:				0.523			0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.693**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
19	

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	2	**125**	634	2	**349**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	69	1	15	95	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	135	1	**135**
	Left-Through		0			0	
	Through	1224	4	306	2080	4	520
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2737	3	**801**	1634	3	**440**
	Through-Right		1			1	
	Right	465	0	465	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	349
			East-West:	909		*East-West:*	575
			SUM:	1034		*SUM:*	924
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.589**			**0.516**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	478	1	**478**	212	1	**212**
	Left-Through		0			0	
	Through	728	2	364	570	2	285
	Through-Right		0			0	
	Right	96	1	2	131	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	96	1	96
	Left-Through		0			0	
	Through	456	1	**314**	502	1	**292**
	Through-Right		1			1	
	Right	171	0	171	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	195	1	195
	Left-Through		0			0	
	Through	242	1	171	925	1	**614**
	Through-Right		1			1	
	Right	99	0	99	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	188	203	1	**203**
	Left-Through		0			0	
	Through	1068	1	**575**	428	1	250
	Through-Right		1			1	
	Right	82	0	82	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	504
			East-West:	658		*East-West:*	817
			SUM:	1450		*SUM:*	1321
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.955**			**0.861**
LEVEL OF SERVICE (LOS):				**E**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
21	North-South Street:	Aviation Bl	East-West Street:	Century Bl
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	765	2	**421**	390	2	**215**
	Left-Through		0			0	
	Through	693	1	407	572	1	367
	Through-Right		1			1	
	Right	121	0	121	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	2	42	107	2	59
	Left-Through		0			0	
	Through	371	2	**186**	562	2	**281**
	Through-Right		0			0	
	Right	189	1	76	166	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	137	1	137
	Left-Through		0			0	
	Through	1100	3	346	2339	3	**722**
	Through-Right		1			1	
	Right	282	0	282	548	0	548
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	102	1	**102**
	Left-Through		0			0	
	Through	2248	3	**612**	1209	3	337
	Through-Right		1			1	
	Right	201	0	201	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	496
			East-West:	725		*East-West:*	824
			SUM:	1332		*SUM:*	1320
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.960
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.869**			**0.860**
LEVEL OF SERVICE (LOS):				**D**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
22	North-South Street:	Aviation Bl	East-West Street:	104th St
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	70	1	**70**
	Left-Through		0			0	
	Through	1344	1	**721**	1150	1	593
	Through-Right		1			1	
	Right	97	0	97	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	18	1	18
	Left-Through		0			0	
	Through	800	1	408	1200	1	**604**
	Through-Right		1			1	
	Right	16	0	16	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	16	0	**105**	43	0	**210**
	Through-Right		0			0	
	Right	84	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	82	1	**82**
	Left-Through		0			0	
	Through	81	0	**141**	29	0	62
	Through-Right		1			1	
	Right	60	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	744		North-South:	674
			East-West:	246		East-West:	292
			SUM:	990		SUM:	966
	VOLUME/CAPACITY (V/C) RATIO:			0.720			0.703
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.620**			**0.603**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
23	North-South Street:	Aviation Bl	East-West Street:	111th St		
	Scenario:	Future without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	27	1	**27**
	Left-Through		0			0	
	Through	1487	1	**762**	1079	1	560
	Through-Right		1			1	
	Right	37	0	37	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	46	1	46
	Left-Through		0			0	
	Through	746	1	407	1350	1	**703**
	Through-Right		1			1	
	Right	68	0	68	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	70	1	70
	Left-Through		0			0	
	Through	41	0	54	63	0	**116**
	Through-Right		1			1	
	Right	13	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	23	1	23
	Left-Through		0			0	
	Through	60	1	**60**	43	1	**43**
	Through-Right		0			0	
	Right	66	1	49	58	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	730
			East-West:	121		*East-West:*	159
			SUM:	917		*SUM:*	889
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.567**			**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy
	Scenario:	Future without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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--		3	NB-- 3	SB--		3
		EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	338	2	186		188	2	**103**	
	Left-Through		0				0		
	Through	707	2	**354**		439	2	220	
	Through-Right		0				0		
	Right	111	1	0		227	1	108	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	246	2	**135**		458	2	252	
	Left-Through		0				0		
	Through	307	2	154		817	2	**409**	
	Through-Right		0				0		
	Right	272	1	203		148	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	126	2	**69**		295	2	162	
	Left-Through		0				0		
	Through	302	2	125		1666	2	**702**	
	Through-Right		1				1		
	Right	73	0	73		440	0	440	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	225	2	124		216	2	**119**	
	Left-Through		0				0		
	Through	1264	3	421		467	3	156	
	Through-Right		0				0		
	Right	656	1	**521**		405	1	153	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	489			North-South:	512	
			East-West:	590			East-West:	821	
			SUM:	1079			SUM:	1333	
VOLUME/CAPACITY (V/C) RATIO:				0.785				0.969	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**				**0.869**	
LEVEL OF SERVICE (LOS):				**B**				**D**	

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Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.000	N-S(1):	0.500 *
	TH	3.00	1,283	4,800	0.267	N-S(2):	0.339
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.181
Westbound	RT	1.00	449	1,600	0.000	E-W(2):	0.320 *
	TH	2.00	781	3,200	0.244 *		
	LT	1.00	90	1,600	0.056	V/C:	0.820
Northbound	RT	1.00	75	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,923	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	105	1,600	0.000	ICU:	0.920
	TH	2.00	399	3,200	0.125		
	LT	2.00	220	2,880	0.076 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.000	N-S(1):	0.557 *
	TH	3.00	1,874	4,800	0.390	N-S(2):	0.519
	LT	1.00	401	1,600	0.250 *	E-W(1):	0.352 *
Westbound	RT	1.00	221	1,600	0.000	E-W(2):	0.309
	TH	2.00	695	3,200	0.217		
	LT	1.00	120	1,600	0.075 *	V/C:	0.909
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,475	4,800	0.307 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	141	1,600	0.000	ICU:	1.009
	TH	2.00	887	3,200	0.277 *		
	LT	2.00	266	2,880	0.092	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.474 *
	TH	4.00	1,513	6,400	0.236	N-S(2):	0.236
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000	E-W(2):	0.295 *
	TH	4.00	1,888	6,400	0.295 *		
	LT	0.00	0	0	0.000	V/C:	0.769
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,276	4,800	0.474 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.869
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.397 *
	TH	4.00	1,999	6,400	0.312	N-S(2):	0.312
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000	E-W(2):	0.391 *
	TH	4.00	2,502	6,400	0.391 *		
	LT	0.00	0	0	0.000	V/C:	0.788
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,908	4,800	0.397 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.888
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000		N-S(1):	0.770 *
	TH	4.00	2,512	6,400	0.392		N-S(2):	0.392
	LT	0.00	0	0	0.000	*	E-W(1):	0.167 *
Westbound	RT	2.00	480	3,200	0.000		E-W(2):	0.150
	TH	0.34	81	537	0.150			
	LT	1.66	401	2,397	0.167	*	V/C:	0.937
Northbound	RT	0.00	3	0	0.000		Lost Time:	0.100
	TH	4.00	4,926	6,400	0.770	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.037
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000		N-S(1):	0.671 *
	TH	5.00	3,291	8,000	0.417		N-S(2):	0.417
	LT	0.00	0	0	0.000	*	E-W(1):	0.212 *
Westbound	RT	2.00	257	3,200	0.000		E-W(2):	0.191
	TH	0.25	77	404	0.191			
	LT	1.75	533	2,516	0.212	*	V/C:	0.883
Northbound	RT	1.00	3	1,600	0.000		Lost Time:	0.100
	TH	4.00	4,297	6,400	0.671	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.983
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,967	2,203	0.000	N-S(1):	0.648
	TH	1.62	2,320	2,597	0.893 *	N-S(2):	0.893 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,947	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.893
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,108	4,800	0.648	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.993
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2,042	0	0.000	N-S(1):	0.635
	TH	2.00	3,020	3,200	1.582 *	N-S(2):	1.582 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,111	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.582
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,047	4,800	0.635	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.682
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.684 *
	TH	4.00	2,917	6,400	0.457	N-S(2):	0.537
	LT	2.00	595	2,880	0.207 *	E-W(1):	0.134
Westbound	RT	1.00	486	1,600	0.000	E-W(2):	0.156 *
	TH	3.00	280	4,800	0.058 *		
	LT	2.00	219	2,880	0.076	V/C:	0.840
Northbound	RT	1.00	706	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,288	4,800	0.477 *	ITS:	0.000
	LT	1.00	129	1,600	0.080		
Eastbound	RT	1.00	117	1,600	0.000	ICU:	0.940
	TH	3.00	280	4,800	0.058		
	LT	2.00	283	2,880	0.098 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.750 *
	TH	4.00	2,910	6,400	0.455	N-S(2):	0.572
	LT	2.00	905	2,880	0.314 *	E-W(1):	0.168
Westbound	RT	1.00	615	1,600	0.000	E-W(2):	0.193 *
	TH	3.00	412	4,800	0.086 *		
	LT	2.00	218	2,880	0.076	V/C:	0.943
Northbound	RT	1.00	1,164	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,091	4,800	0.436 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	208	1,600	0.000	ICU:	1.043
	TH	3.00	442	4,800	0.092		
	LT	2.00	307	2,880	0.107 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	311	1,600	0.000	N-S(1):	0.110
	TH	2.00	579	3,200	0.181 *	N-S(2):	0.220 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.220
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.414 *
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	138	1,600	0.086	V/C:	0.634
Northbound	RT	1.00	81	1,600	0.000	Lost Time:	0.100
	TH	2.00	264	3,200	0.083	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.734
	TH	2.00	429	3,200	0.134		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	269	1,600	0.000	N-S(1):	0.189 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.176
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.440 *
Westbound	RT	1.00	81	1,600	0.000	E-W(2):	0.398
	TH	2.00	715	3,200	0.223		
	LT	1.00	200	1,600	0.125 *	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.150 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	1.00	57	1,600	0.000	ICU:	0.729
	TH	2.00	1,007	3,200	0.315 *		
	LT	1.00	279	1,600	0.175	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.221
	TH	2.00	676	3,200	0.222 *	N-S(2):	0.308 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.218
Westbound	RT	1.00	158	1,600	0.000	E-W(2):	0.367 *
	TH	2.00	1,073	3,200	0.335 *		
	LT	2.00	220	2,880	0.076	V/C:	0.675
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	138	1,600	0.086 *		
Eastbound	RT	1.00	77	1,600	0.000	ICU:	0.775
	TH	2.00	454	3,200	0.142		
	LT	1.00	51	1,600	0.032 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.311 *
	TH	2.00	569	3,200	0.196	N-S(2):	0.269
	LT	1.00	127	1,600	0.080 *	E-W(1):	0.444 *
Westbound	RT	1.00	63	1,600	0.000	E-W(2):	0.279
	TH	2.00	792	3,200	0.248		
	LT	2.00	172	2,880	0.060 *	V/C:	0.755
Northbound	RT	1.00	275	1,600	0.000	Lost Time:	0.100
	TH	2.00	740	3,200	0.231 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	113	1,600	0.000	ICU:	0.855
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	49	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **FUTURE without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	577	1,709	0.000	N-S(1):	0.373 *
	TH	1.93	1,044	3,091	0.338 *	N-S(2):	0.000
	LT	1.00	429	1,600	0.268	E-W(1):	0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.217
	TH	3.00	1,044	4,800	0.217		
	LT	2.00	263	2,880	0.091 *	V/C:	0.624
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.035 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.724
	TH	3.00	656	4,800	0.160 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	195	2,422	0.000	N-S(1):	0.164 *
	TH	1.49	192	2,378	0.081 *	N-S(2):	0.000
	LT	1.00	106	1,600	0.066	E-W(1):	0.248 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	3.00	831	4,800	0.173		
	LT	2.00	39	2,880	0.014 *	V/C:	0.412
Northbound	RT	2.00	273	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	134	1,600	0.083 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.512
	TH	3.00	1,064	4,800	0.234 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **FUTURE without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,600	0.000	N-S(1):	0.102 *
	TH	1.00	47	1,600	0.029 *	N-S(2):	0.000
	LT	1.00	41	1,600	0.026	E-W(1):	0.441 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.284
	TH	3.00	1,204	4,800	0.264		
	LT	2.00	535	2,880	0.186 *	V/C:	0.543
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	23	1,600	0.015	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	0.00	294	0	0.000	ICU:	0.643
	TH	3.00	522	3,200	0.255 *		
	LT	1.00	33	1,600	0.020	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.000	N-S(1):	0.156 *
	TH	0.75	35	1,200	0.029	N-S(2):	0.000
	LT	1.25	58	1,800	0.032 *	E-W(1):	0.507 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.169
	TH	3.00	628	4,800	0.139		
	LT	2.00	180	2,880	0.062 *	V/C:	0.663
Northbound	RT	2.00	603	3,200	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.763
	TH	3.00	1,816	4,800	0.445 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **FUTURE without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.258
	TH	2.00	456	3,200	0.196 *	N-S(2):	0.495 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.224
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.411 *
	TH	2.00	1,068	3,200	0.359 *		
	LT	1.00	188	1,600	0.117	V/C:	0.906
Northbound	RT	1.00	96	1,600	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.227	ITS:	0.000
	LT	1.00	478	1,600	0.299 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	1.006
	TH	2.00	242	3,200	0.107		
	LT	1.00	83	1,600	0.052 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.238
	TH	2.00	502	3,200	0.183 *	N-S(2):	0.316 *
	LT	1.00	96	1,600	0.060	E-W(1):	0.510 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.278
	TH	2.00	428	3,200	0.156		
	LT	1.00	203	1,600	0.127 *	V/C:	0.826
Northbound	RT	1.00	131	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	302	0	0.000	ICU:	0.926
	TH	2.00	925	3,200	0.383 *		
	LT	1.00	195	1,600	0.122	LOS:	E

* - Denotes critical movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Future with Project (2035) Conditions

		AM			PM		
No. of Phases				4			4
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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1925	3	**642**	1477	3	**492**
	Through-Right		0			0	
	Right	75	1	0	122	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	401	1	**401**
	Left-Through		0			0	
	Through	1285	3	428	1876	3	625
	Through-Right		0			0	
	Right	139	1	79	368	1	295
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	266	2	146
	Left-Through		0			0	
	Through	401	2	201	889	2	**445**
	Through-Right		0			0	
	Right	105	1	47	141	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	781	2	**391**	695	2	348
	Through-Right		0			0	
	Right	449	1	370	221	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	893
			East-West:	512		*East-West:*	565
			SUM:	1312		*SUM:*	1458
VOLUME/CAPACITY *(V/C)* RATIO:				0.954			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.854**			**0.960**
LEVEL OF SERVICE (LOS):				**D**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
2	North-South Street:	Sepulveda Bl	East-West Street:	La Tijera Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
No. of Phases				4			4
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--	3		NB-- 3	SB--	3
	EB-- 3	WB--	0		EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	2086	3	**695**	1363	3	454
	Through-Right		0			0	
	Right	104	1	0	242	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	126	1	126
	Left-Through		0			0	
	Through	1631	3	544	1868	3	**623**
	Through-Right		0			0	
	Right	56	1	0	154	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	218	2	**109**	386	2	**193**
	Through-Right		0			0	
	Right	117	1	44	106	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	369	1	**369**	354	1	**354**
	Left-Through		0			0	
	Through	275	1	158	289	1	182
	Through-Right		1			1	
	Right	41	0	41	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	757
			East-West:	478		*East-West:*	547
			SUM:	1216		*SUM:*	1304
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.948
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.848**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
3	North-South Street:	Sepulveda Bl	East-West Street:	Westchester Pkwy
	Scenario:	Future with Project (2035) Conditions		

			AM				PM			
						4				4
						0				0
		NB--	3	SB--		3	NB--	3	SB--	3
		EB--	0	WB--		0	EB--	0	WB--	0
						2				2
						0				0
	MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left		194	1	194		218	1	**218**	
	Left-Through			0				0		
	Through		2097	3	**699**		1782	3	594	
	Through-Right			0				0		
	Right		36	1	0		90	1	0	
	Left-Through-Right			0				0		
	Left-Right			0				0		
SOUTHBOUND	Left		183	1	**183**		258	1	258	
	Left-Through			0				0		
	Through		1899	3	633		2116	3	**705**	
	Through-Right			0				0		
	Right		57	1	37		62	1	14	
	Left-Through-Right			0				0		
	Left-Right			0				0		
EASTBOUND	Left		20	1	**20**		48	1	48	
	Left-Through			0				0		
	Through		225	1	154		331	1	**245**	
	Through-Right			1				1		
	Right		82	0	82		159	0	159	
	Left-Through-Right			0				0		
	Left-Right			0				0		
WESTBOUND	Left		181	1	181		250	1	**250**	
	Left-Through			0				0		
	Through		623	1	**449**		393	1	305	
	Through-Right			1				1		
	Right		274	0	274		217	0	217	
	Left-Through-Right			0				0		
	Left-Right			0				0		
	CRITICAL VOLUMES			*North-South:*	882			*North-South:*	923	
				East-West:	469			*East-West:*	495	
				SUM:	1351			*SUM:*	1418	
	VOLUME/CAPACITY *(V/C)* RATIO:				0.983				1.031	
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.883**				**0.931**	
	LEVEL OF SERVICE (LOS):				**D**				**E**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
4	North-South Street:	Lincoln Bl	East-West Street:	Sepulveda Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2278	3	**759**	1910	3	**637**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1513	4	378	1999	4	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1884	4	**471**	2498	4	**625**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	759		*North-South:*	637
			East-West:	471		*East-West:*	625
			SUM:	1230		*SUM:*	1262
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.841
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.720**			**0.741**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
No. of Phases				2			2
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--	2		EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4926	4	**1232**	4297	4	**1074**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2516	4	629	3295	4	824
	Through-Right		0			0	
	Right	41	1	41	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	403	1	242	535	1	**306**
	Left-Through		1			1	
	Through	81	0	242	77	0	306
	Through-Right		0			0	
	Right	489	2	**269**	266	2	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1232		*North-South:*	1074
			East-West:	269		*East-West:*	306
			SUM:	1501		*SUM:*	1380
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.920
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.820**
LEVEL OF SERVICE (LOS):				**E**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3110	3	**1037**	3049	3	**1016**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2947	3	**1031**	2111	3	**739**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1037		*North-South:*	1016
			East-West:	1031		*East-West:*	739
			SUM:	2068		*SUM:*	1755
	VOLUME/CAPACITY *(V/C)* RATIO:			1.379			1.170
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.279**			**1.070**
	LEVEL OF SERVICE (LOS):			**F**			**F**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy
	Scenario:	Future with Project (2035) Conditions		

			AM			PM		
	No. of Phases			4			4	
	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--	3	EB-- 0	WB--	3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity			0			0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	129	1	129	187	1	187	
	Left-Through		0			0		
	Through	2290	3	**763**	2093	3	698	
	Through-Right		0			0		
	Right	708	1	647	1166	1	**1106**	
	Left-Through-Right		0			0		
	Left-Right		0			0		
SOUTHBOUND	Left	595	2	**327**	905	2	**498**	
	Left-Through		0			0		
	Through	2919	3	732	2912	3	729	
	Through-Right		1			1		
	Right	8	0	8	4	0	4	
	Left-Through-Right		0			0		
	Left-Right		0			0		
EASTBOUND	Left	283	2	**156**	307	2	**169**	
	Left-Through		0			0		
	Through	280	3	93	442	3	147	
	Through-Right		0			0		
	Right	117	1	53	208	1	115	
	Left-Through-Right		0			0		
	Left-Right		0			0		
WESTBOUND	Left	221	2	122	220	2	121	
	Left-Through		0			0		
	Through	280	3	93	412	3	**137**	
	Through-Right		0			0		
	Right	486	1	**159**	615	1	117	
	Left-Through-Right		0			0		
	Left-Right		0			0		
	CRITICAL VOLUMES		*North-South:*	1090		*North-South:*	1604	
			East-West:	315		*East-West:*	306	
			SUM:	1405		*SUM:*	1910	
	VOLUME/CAPACITY *(V/C)* RATIO:			1.022			1.389	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.922**			**1.289**	
	LEVEL OF SERVICE (LOS):			**E**			**F**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	63	0	63
	Left-Through		1			1	
	Through	133	0	**144**	294	0	**357**
	Through-Right		0			0	
	Right	129	1	125	202	1	191
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	0	**131**	354	0	**354**
	Left-Through		0			0	
	Through	12	0	228	14	0	529
	Through-Right		0			0	
	Right	85	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	107	1	**107**
	Left-Through		0			0	
	Through	390	1	196	645	1	327
	Through-Right		1			1	
	Right	1	0	1	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	23	1	23
	Left-Through		0			0	
	Through	977	1	**575**	678	1	**416**
	Through-Right		1			1	
	Right	173	0	173	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	711
			East-West:	619		*East-West:*	523
			SUM:	894		*SUM:*	1234
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.496**			**0.723**
LEVEL OF SERVICE (LOS):				**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av
	Scenario:	Future with Project (2035) Conditions		

			AM				PM		
		No. of Phases			3				3
		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?			2				2
		Override Capacity			0				0
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	62	1	**62**	49	1	49	
		Left-Through		0			0		
		Through	264	2	132	480	2	**240**	
		Through-Right		0			0		
		Right	81	1	12	300	1	200	
		Left-Through-Right		0			0		
		Left-Right		0			0		
SOUTHBOUND		Left	43	1	43	62	1	**62**	
		Left-Through		0			0		
		Through	579	2	**290**	463	2	232	
		Through-Right		0			0		
		Right	311	1	238	269	1	130	
		Left-Through-Right		0			0		
		Left-Right		0			0		
EASTBOUND		Left	146	1	**146**	279	1	279	
		Left-Through		0			0		
		Through	431	2	216	1009	2	**505**	
		Through-Right		0			0		
		Right	12	1	0	57	1	33	
		Left-Through-Right		0			0		
		Left-Right		0			0		
WESTBOUND		Left	138	1	138	200	1	**200**	
		Left-Through		0			0		
		Through	1030	2	**515**	715	2	358	
		Through-Right		0			0		
		Right	26	1	5	81	1	50	
		Left-Through-Right		0			0		
		Left-Right		0			0		
	CRITICAL VOLUMES			*North-South:*	352		*North-South:*	302	
				East-West:	661		*East-West:*	705	
				SUM:	1013		*SUM:*	1007	
	VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.707	
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.607**	
	LEVEL OF SERVICE (LOS):				**B**			**B**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	78	1	78
	Left-Through		0			0	
	Through	67	1	**67**	60	1	60
	Through-Right		0			0	
	Right	63	1	0	155	1	**100**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	153	1	**153**
	Left-Through		0			0	
	Through	42	1	34	55	1	55
	Through-Right		1			1	
	Right	25	0	25	62	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	60	1	60
	Left-Through		0			0	
	Through	298	2	149	780	2	**390**
	Through-Right		0			0	
	Right	65	1	44	112	1	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	111	1	**111**
	Left-Through		0			0	
	Through	757	2	**379**	576	2	288
	Through-Right		0			0	
	Right	153	1	145	109	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	83		*North-South:*	253
			East-West:	439		*East-West:*	501
			SUM:	522		*SUM:*	754
	VOLUME/CAPACITY *(V/C)* RATIO:			0.348			0.503
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.248**			**0.403**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
11	North-South Street:	Avion Dr	East-West Street:	Century Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
No. of Phases				3			3
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	109	1	**109**
	Left-Through		0			0	
	Through	12	1	12	15	1	15
	Through-Right		0			0	
	Right	26	1	0	79	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	82	1	82
	Left-Through		0			0	
	Through	15	1	**15**	7	1	7
	Through-Right		0			0	
	Right	83	1	0	146	1	**98**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	176	2	97
	Left-Through		0			0	
	Through	1489	4	372	1652	4	**413**
	Through-Right		0			0	
	Right	106	1	64	78	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	34	1	**34**
	Left-Through		0			0	
	Through	1693	3	**446**	1218	3	325
	Through-Right		1			1	
	Right	89	0	89	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	207
			East-West:	705		*East-West:*	447
			SUM:	805		*SUM:*	654
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.459
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.465**			**0.359**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av
	Scenario:	Future with Project (2035) Conditions		

	AM			PM		
No. of Phases			4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	**138**	117	1	117
	Left-Through		0			0	
	Through	592	2	296	742	2	**371**
	Through-Right		0			0	
	Right	94	1	34	275	1	228
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	127	1	**127**
	Left-Through		0			0	
	Through	678	1	**357**	571	1	314
	Through-Right		1			1	
	Right	35	0	35	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	49	1	49
	Left-Through		0			0	
	Through	456	2	228	1231	2	**616**
	Through-Right		0			0	
	Right	77	1	8	113	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	172	2	**95**
	Left-Through		0			0	
	Through	1073	2	**537**	792	2	396
	Through-Right		0			0	
	Right	158	1	129	63	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	498
			East-West:	588		*East-West:*	711
			SUM:	1083		*SUM:*	1209
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.688**			**0.779**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	1	181	196	1	196
	Left-Through		0			0	
	Through	790	1	**452**	967	1	**653**
	Through-Right		1			1	
	Right	113	0	113	338	0	338
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	**104**	204	1	**204**
	Left-Through		0			0	
	Through	714	3	238	635	3	212
	Through-Right		0			0	
	Right	202	1	148	188	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	193	1	193
	Left-Through		0			0	
	Through	237	2	119	652	2	**326**
	Through-Right		0			0	
	Right	133	1	0	186	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	228	202	1	**202**
	Left-Through		0			0	
	Through	971	1	**617**	515	1	318
	Through-Right		1			1	
	Right	263	0	263	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	556		*North-South:*	857
			East-West:	671		*East-West:*	528
			SUM:	1227		*SUM:*	1385
	VOLUME/CAPACITY *(V/C)* RATIO:			0.892			1.007
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.792**			**0.907**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
14	North-South Street:	Airport Bl	East-West Street:	96th St
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
No. of Phases				4			4
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--	1		NB-- 0	SB--	1
	EB-- 3	WB--	0		EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	1	208	200	1	200
	Left-Through		0			0	
	Through	856	2	**428**	1031	2	**516**
	Through-Right		0			0	
	Right	37	1	15	44	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	74	1	**74**
	Left-Through		0			0	
	Through	722	3	241	699	3	233
	Through-Right		0			0	
	Right	315	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	2	**57**	179	2	**98**
	Left-Through		0			0	
	Through	44	1	44	35	1	35
	Through-Right		0			0	
	Right	69	1	0	131	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	29	1	29
	Left-Through		0			0	
	Through	37	1	**37**	43	1	43
	Through-Right		0			0	
	Right	59	1	17	111	1	**74**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	590
			East-West:	94		*East-West:*	172
			SUM:	607		*SUM:*	762
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.341**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
15	North-South Street:	Airport Bl	East-West Street:	98th St
	Scenario:	Future with Project (2035) Conditions		

		AM				PM			
	No. of Phases				2				2
	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?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	96	1	96		68	1	68	
	Left-Through		0				0		
	Through	885	2	**443**		874	2	**437**	
	Through-Right		0				0		
	Right	147	1	121		100	1	65	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	165	1	**165**		60	1	**60**	
	Left-Through		0				0		
	Through	478	2	207		753	2	291	
	Through-Right		1				1		
	Right	143	0	143		121	0	121	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	97	1	**97**		204	1	**204**	
	Left-Through		0				0		
	Through	37	0	114		97	0	276	
	Through-Right		1				1		
	Right	77	0	0		179	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	53	1	53		71	1	71	
	Left-Through		0				0		
	Through	42	0	**126**		54	0	**291**	
	Through-Right		1				1		
	Right	84	0	0		237	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES			*North-South:*	608			*North-South:*	497
				East-West:	223			*East-West:*	495
				SUM:	831			*SUM:*	992
	VOLUME/CAPACITY *(V/C)* RATIO:				0.554				0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**				**0.561**
	LEVEL OF SERVICE (LOS):				**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	51	2	**26**	64	2	32
	Through-Right		0			0	
	Right	44	1	8	88	1	**36**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	256	2	90	516	2	181
	Left-Through		1			1	
	Through	55	1	55	53	1	53
	Through-Right		0			0	
	Right	331	1	**186**	396	1	**251**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	529	2	**291**	529	2	**291**
	Left-Through		0			0	
	Through	1025	4	256	1633	4	408
	Through-Right		0			0	
	Right	23	1	17	34	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	104	1	104
	Left-Through		0			0	
	Through	1736	4	434	1234	4	309
	Through-Right		0			0	
	Right	653	1	**563**	495	1	**314**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	212		*North-South:*	287
			East-West:	854		*East-West:*	605
			SUM:	1066		*SUM:*	892
	VOLUME/CAPACITY *(V/C)* RATIO:			0.775			0.649
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**0.549**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy
	Scenario:	Future with Project (2035) Conditions		

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	134	1	**134**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	2	0	273	2	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	429	1	**368**	106	1	106
	Left-Through		1			1	
	Through	1044	0	368	192	0	**192**
	Through-Right		1			1	
	Right	577	1	368	195	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	658	2	**256**	1066	2	**375**
	Through-Right		1			1	
	Right	110	0	110	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	263	2	**145**	39	2	**21**
	Left-Through		0			0	
	Through	1046	3	349	833	3	278
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	326
			East-West:	401		*East-West:*	396
			SUM:	826		*SUM:*	722
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.525
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.501**			**0.425**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	199	1	199
	Left-Through		0			0	
	Through	23	1	23	29	1	29
	Through-Right		0			0	
	Right	110	2	0	603	2	**233**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	41	58	1	**47**
	Left-Through		0			0	
	Through	47	0	**47**	35	0	47
	Through-Right		0			0	
	Right	5	1	0	30	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	48	1	48
	Left-Through		0			0	
	Through	524	2	**262**	1818	2	**712**
	Through-Right		1			1	
	Right	294	0	236	319	0	319
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	535	2	**294**	180	2	**99**
	Left-Through		0			0	
	Through	1206	2	423	630	2	222
	Through-Right		1			1	
	Right	63	0	63	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	164		*North-South:*	280
			East-West:	556		*East-West:*	811
			SUM:	720		*SUM:*	1091
	VOLUME/CAPACITY *(V/C)* RATIO:			0.524			0.793
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.424**			**0.693**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
19	North-South Street:	Bellanca Av	East-West Street:	Century Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	211	2	**116**	618	2	**340**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	2	69	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	110	1	**110**
	Left-Through		0			0	
	Through	1251	4	313	2107	4	527
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2768	3	**805**	1665	3	**444**
	Through-Right		1			1	
	Right	451	0	451	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	340
			East-West:	888		*East-West:*	554
			SUM:	1004		*SUM:*	894
	VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.596
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.569**			**0.496**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			4			4
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	478	1	**478**	212	1	**212**
	Left-Through		0			0	
	Through	728	2	364	570	2	285
	Through-Right		0			0	
	Right	101	1	6	136	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	96	1	96
	Left-Through		0			0	
	Through	460	1	**316**	506	1	**294**
	Through-Right		1			1	
	Right	171	0	171	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	195	1	195
	Left-Through		0			0	
	Through	242	1	173	925	1	**616**
	Through-Right		1			1	
	Right	103	0	103	306	0	306
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	205	1	**205**
	Left-Through		0			0	
	Through	1068	1	**575**	428	1	250
	Through-Right		1			1	
	Right	82	0	82	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	794		*North-South:*	506
			East-West:	658		*East-West:*	821
			SUM:	1452		*SUM:*	1327
	VOLUME/CAPACITY *(V/C)* RATIO:			1.056			0.965
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.956**			**0.865**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
21	North-South Street:	Aviation Bl	East-West Street:	Century Bl
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	758	2	**417**	383	2	**211**
	Left-Through		0			0	
	Through	704	1	413	583	1	373
	Through-Right		1			1	
	Right	121	0	121	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	2	46	114	2	63
	Left-Through		0			0	
	Through	381	2	**191**	572	2	**286**
	Through-Right		0			0	
	Right	207	1	80	184	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	151	1	151
	Left-Through		0			0	
	Through	1097	3	343	2336	3	**719**
	Through-Right		1			1	
	Right	274	0	274	540	0	540
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	102	1	**102**
	Left-Through		0			0	
	Through	2246	3	**613**	1207	3	338
	Through-Right		1			1	
	Right	207	0	207	146	0	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	608		*North-South:*	497
			East-West:	740		*East-West:*	821
			SUM:	1348		*SUM:*	1318
	VOLUME/CAPACITY *(V/C)* RATIO:			0.980			0.959
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.880**			**0.859**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
22	North-South Street:	Aviation Bl	East-West Street:	104th St
	Scenario:	Future with Project (2035) Conditions		

		AM				PM			
	No. of Phases				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2
	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?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	109	1	109		70	1	**70**	
	Left-Through		0				0		
	Through	1348	1	**723**		1154	1	595	
	Through-Right		1				1		
	Right	97	0	97		35	0	35	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	23	1	**23**		18	1	18	
	Left-Through		0				0		
	Through	802	1	409		1202	1	**605**	
	Through-Right		1				1		
	Right	16	0	16		7	0	7	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	5	0	5		6	0	6	
	Left-Through		0				0		
	Through	16	0	**105**		43	0	**210**	
	Through-Right		0				0		
	Right	84	0	0		161	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	42	1	42		82	1	**82**	
	Left-Through		0				0		
	Through	81	0	**141**		29	0	62	
	Through-Right		1				1		
	Right	60	0	0		33	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		North-South:	746			North-South:	675	
			East-West:	246			East-West:	292	
			SUM:	992			SUM:	967	
	VOLUME/CAPACITY (V/C) RATIO:			0.721				0.703	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.621**				**0.603**	
	LEVEL OF SERVICE (LOS):			**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
23	North-South Street:	Aviation Bl	East-West Street:	111th St
	Scenario:	Future with Project (2035) Conditions		

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	27	1	**27**
	Left-Through		0			0	
	Through	1491	1	**764**	1083	1	562
	Through-Right		1			1	
	Right	37	0	37	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	46	1	46
	Left-Through		0			0	
	Through	748	1	408	1352	1	**704**
	Through-Right		1			1	
	Right	68	0	68	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	70	1	70
	Left-Through		0			0	
	Through	41	0	54	63	0	**116**
	Through-Right		1			1	
	Right	13	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	23	1	23
	Left-Through		0			0	
	Through	60	1	**60**	43	1	**43**
	Through-Right		0			0	
	Right	66	1	49	58	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	731
			East-West:	121		*East-West:*	159
			SUM:	919		*SUM:*	890
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.568**			**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy
	Scenario:	Future with Project (2035) Conditions		

	AM			PM		
No. of Phases			4			4
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--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	338	2	186	188	2	**103**
	Left-Through		0			0	
	Through	707	2	**354**	439	2	220
	Through-Right		0			0	
	Right	111	1	0	227	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	2	**136**	460	2	253
	Left-Through		0			0	
	Through	307	2	154	817	2	**409**
	Through-Right		0			0	
	Right	272	1	202	148	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	**70**	297	2	163
	Left-Through		0			0	
	Through	302	2	125	1666	2	**702**
	Through-Right		1			1	
	Right	73	0	73	440	0	440
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	2	124	216	2	**119**
	Left-Through		0			0	
	Through	1266	3	422	469	3	156
	Through-Right		0			0	
	Right	658	1	**522**	407	1	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	512
			East-West:	592		*East-West:*	821
			SUM:	1082		*SUM:*	1333
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.869**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
25	North-South Street:	Aviation Bl	East-West Street:	North Driveway (Opt 2)
	Scenario:	Future with Project (2035) Conditions		

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1014	2	**507**	857	2	429
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	5	1	3	5	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	511
			East-West:	5		*East-West:*	5
			SUM:	512		*SUM:*	516
VOLUME/CAPACITY *(V/C)* RATIO:				0.359			0.362
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.262**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
26	North-South Street:	Aviation Bl	East-West Street:	South Driveway
	Scenario:	Future with Project (2035) Conditions		

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	1043	2	**522**	886	2	443
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	522		*North-South:*	537
			East-West:	16		*East-West:*	16
			SUM:	538		*SUM:*	553
	VOLUME/CAPACITY *(V/C)* RATIO:			0.359			0.369
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.259**			**0.269**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
250	North-South Street:	Aviation Bl	East-West Street:	Primary Driveway (Opt1)
	Scenario:	Future with Project (2035) Conditions		

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	1043	2	**522**	886	2	443
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	5	1	5
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	537
			East-West:	16		*East-West:*	16
			SUM:	538		*SUM:*	553
VOLUME/CAPACITY *(V/C)* RATIO:				0.378			0.388
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.278**			**0.288**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.000	N-S(1):	0.500 *
	TH	3.00	1,285	4,800	0.268	N-S(2):	0.340
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.181
Westbound	RT	1.00	449	1,600	0.000	E-W(2):	0.320 *
	TH	2.00	781	3,200	0.244 *		
	LT	1.00	90	1,600	0.056	V/C:	0.820
Northbound	RT	1.00	75	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,925	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	105	1,600	0.000	ICU:	0.920
	TH	2.00	401	3,200	0.125		
	LT	2.00	220	2,880	0.076 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.000	N-S(1):	0.558 *
	TH	3.00	1,876	4,800	0.391	N-S(2):	0.520
	LT	1.00	401	1,600	0.250 *	E-W(1):	0.353 *
Westbound	RT	1.00	221	1,600	0.000	E-W(2):	0.309
	TH	2.00	695	3,200	0.217		
	LT	1.00	120	1,600	0.075 *	V/C:	0.911
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,477	4,800	0.308 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	141	1,600	0.000	ICU:	1.011
	TH	2.00	889	3,200	0.278 *		
	LT	2.00	266	2,880	0.092	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.475 *
	TH	4.00	1,513	6,400	0.236		N-S(2):	0.236
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000		E-W(2):	0.294 *
	TH	4.00	1,884	6,400	0.294	*		
	LT	0.00	0	0	0.000		V/C:	0.769
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	2,278	4,800	0.475	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.869
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.398 *
	TH	4.00	1,999	6,400	0.312		N-S(2):	0.312
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000		E-W(2):	0.390 *
	TH	4.00	2,498	6,400	0.390	*		
	LT	0.00	0	0	0.000		V/C:	0.788
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	1,910	4,800	0.398	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.888
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000		N-S(1):	0.770 *
	TH	4.00	2,516	6,400	0.393		N-S(2):	0.393
	LT	0.00	0	0	0.000	*	E-W(1):	0.168 *
Westbound	RT	2.00	489	3,200	0.000		E-W(2):	0.151
	TH	0.33	81	534	0.151			
	LT	1.67	403	2,399	0.168	*	V/C:	0.938
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	4.00	4,926	6,400	0.770	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.038
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000		N-S(1):	0.671 *
	TH	5.00	3,295	8,000	0.417		N-S(2):	0.417
	LT	0.00	0	0	0.000	*	E-W(1):	0.213 *
Westbound	RT	2.00	266	3,200	0.000		E-W(2):	0.191
	TH	0.25	77	403	0.191			
	LT	1.75	535	2,517	0.213	*	V/C:	0.884
Northbound	RT	1.00	0	1,600	0.000		Lost Time:	0.100
	TH	4.00	4,297	6,400	0.671	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.984
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,967	2,202	0.000	N-S(1):	0.648
	TH	1.62	2,322	2,598	0.894 *	N-S(2):	0.894 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,947	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.894
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,110	4,800	0.648	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.994
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2,042	0	0.000	N-S(1):	0.635
	TH	2.00	3,022	3,200	1.583 *	N-S(2):	1.583 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,111	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.583
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,049	4,800	0.635	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.683
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.684 *
	TH	4.00	2,919	6,400	0.457	N-S(2):	0.537
	LT	2.00	595	2,880	0.207 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.000	E-W(2):	0.156 *
	TH	3.00	280	4,800	0.058 *		
	LT	2.00	221	2,880	0.077	V/C:	0.840
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.477 *	ITS:	0.000
	LT	1.00	129	1,600	0.080		
Eastbound	RT	1.00	117	1,600	0.000	ICU:	0.940
	TH	3.00	280	4,800	0.058		
	LT	2.00	283	2,880	0.098 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.750 *
	TH	4.00	2,912	6,400	0.456	N-S(2):	0.573
	LT	2.00	905	2,880	0.314 *	E-W(1):	0.169
Westbound	RT	1.00	615	1,600	0.000	E-W(2):	0.193 *
	TH	3.00	412	4,800	0.086 *		
	LT	2.00	220	2,880	0.077	V/C:	0.943
Northbound	RT	1.00	1,166	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,093	4,800	0.436 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	208	1,600	0.000	ICU:	1.043
	TH	3.00	442	4,800	0.092		
	LT	2.00	307	2,880	0.107 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	311	1,600	0.000	N-S(1):	0.110
	TH	2.00	579	3,200	0.181 *	N-S(2):	0.220 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.221
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.414 *
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	138	1,600	0.086	V/C:	0.634
Northbound	RT	1.00	81	1,600	0.000	Lost Time:	0.100
	TH	2.00	264	3,200	0.083	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.734
	TH	2.00	431	3,200	0.135		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	269	1,600	0.000	N-S(1):	0.189 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.176
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.440 *
Westbound	RT	1.00	81	1,600	0.000	E-W(2):	0.398
	TH	2.00	715	3,200	0.223		
	LT	1.00	200	1,600	0.125 *	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.150 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	1.00	57	1,600	0.000	ICU:	0.729
	TH	2.00	1,009	3,200	0.315 *		
	LT	1.00	279	1,600	0.175	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.222
	TH	2.00	678	3,200	0.223 *	N-S(2):	0.309 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.219
Westbound	RT	1.00	158	1,600	0.000	E-W(2):	0.367 *
	TH	2.00	1,073	3,200	0.335 *		
	LT	2.00	220	2,880	0.076	V/C:	0.676
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	2.00	592	3,200	0.185	ITS:	0.000
	LT	1.00	138	1,600	0.086 *		
Eastbound	RT	1.00	77	1,600	0.000	ICU:	0.776
	TH	2.00	456	3,200	0.143		
	LT	1.00	51	1,600	0.032 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.312 *
	TH	2.00	571	3,200	0.196	N-S(2):	0.269
	LT	1.00	127	1,600	0.080 *	E-W(1):	0.445 *
Westbound	RT	1.00	63	1,600	0.000	E-W(2):	0.279
	TH	2.00	792	3,200	0.248		
	LT	2.00	172	2,880	0.060 *	V/C:	0.757
Northbound	RT	1.00	275	1,600	0.000	Lost Time:	0.100
	TH	2.00	742	3,200	0.232 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	113	1,600	0.000	ICU:	0.857
	TH	2.00	1,231	3,200	0.385 *		
	LT	1.00	49	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **FUTURE with Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	577	1,709	0.000	N-S(1):	0.373 *
	TH	1.93	1,044	3,091	0.338 *	N-S(2):	0.000
	LT	1.00	429	1,600	0.268	E-W(1):	0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.218
	TH	3.00	1,046	4,800	0.218		
	LT	2.00	263	2,880	0.091 *	V/C:	0.624
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.035 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.724
	TH	3.00	658	4,800	0.160 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	195	2,422	0.000	N-S(1):	0.164 *
	TH	1.49	192	2,378	0.081 *	N-S(2):	0.000
	LT	1.00	106	1,600	0.066	E-W(1):	0.249 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	3.00	833	4,800	0.173		
	LT	2.00	39	2,880	0.014 *	V/C:	0.413
Northbound	RT	2.00	273	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	134	1,600	0.083 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.513
	TH	3.00	1,066	4,800	0.235 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **FUTURE with Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,600	0.000	N-S(1):	0.102 *
	TH	1.00	47	1,600	0.029 *	N-S(2):	0.000
	LT	1.00	41	1,600	0.026	E-W(1):	0.441 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.284
	TH	3.00	1,206	4,800	0.264		
	LT	2.00	535	2,880	0.186 *	V/C:	0.543
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	23	1,600	0.015	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	0.00	294	0	0.000	ICU:	0.643
	TH	3.00	524	3,200	0.255 *		
	LT	1.00	33	1,600	0.020	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.000	N-S(1):	0.156 *
	TH	0.75	35	1,200	0.029	N-S(2):	0.000
	LT	1.25	58	1,800	0.032 *	E-W(1):	0.507 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.169
	TH	3.00	630	4,800	0.139		
	LT	2.00	180	2,880	0.062 *	V/C:	0.663
Northbound	RT	2.00	603	3,200	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.763
	TH	3.00	1,818	4,800	0.445 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **FUTURE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.258
	TH	2.00	460	3,200	0.197 *	N-S(2):	0.496 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.227
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.411 *
	TH	2.00	1,068	3,200	0.359 *		
	LT	1.00	190	1,600	0.119	V/C:	0.907
Northbound	RT	1.00	101	1,600	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.227	ITS:	0.000
	LT	1.00	478	1,600	0.299 *		
Eastbound	RT	0.00	103	0	0.000	ICU:	1.007
	TH	2.00	242	3,200	0.108		
	LT	1.00	83	1,600	0.052 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.238
	TH	2.00	506	3,200	0.184 *	N-S(2):	0.317 *
	LT	1.00	96	1,600	0.060	E-W(1):	0.513 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.278
	TH	2.00	428	3,200	0.156		
	LT	1.00	205	1,600	0.128 *	V/C:	0.830
Northbound	RT	1.00	136	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	306	0	0.000	ICU:	0.930
	TH	2.00	925	3,200	0.385 *		
	LT	1.00	195	1,600	0.122	LOS:	E

* - Denotes critical movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1924	3	**641**	1430	3	**477**
	Through-Right		0			0	
	Right	72	1	0	115	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	394	1	**394**
	Left-Through		0			0	
	Through	1245	3	415	1896	3	632
	Through-Right		0			0	
	Right	138	1	78	373	1	301
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	264	2	145
	Left-Through		0			0	
	Through	383	2	192	875	2	**438**
	Through-Right		0			0	
	Right	101	1	43	144	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	786	2	**393**	716	2	358
	Through-Right		0			0	
	Right	454	1	378	222	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	871
			East-West:	513		*East-West:*	561
			SUM:	1307		*SUM:*	1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.851**			**0.941**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	67	1	67	116	1	**116**
	Left-Through		0			0	
	Through	2082	3	**694**	1259	3	420
	Through-Right		0			0	
	Right	114	1	0	138	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	112	1	112
	Left-Through		0			0	
	Through	1600	3	533	1903	3	**634**
	Through-Right		0			0	
	Right	45	1	0	163	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	85	183	1	183
	Left-Through		0			0	
	Through	233	2	**117**	429	2	**215**
	Through-Right		0			0	
	Right	115	1	48	124	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	414	2	**228**	362	2	**199**
	Left-Through		0			0	
	Through	269	1	157	309	1	197
	Through-Right		1			1	
	Right	45	0	45	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	750
			East-West:	345		*East-West:*	414
			SUM:	1085		*SUM:*	1164
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.747**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
3	North-South Street:	Sepulveda Bl	East-West Street:	Westchester Pkwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	182	229	1	**229**
	Left-Through		0			0	
	Through	2113	3	**704**	1584	3	528
	Through-Right		0			0	
	Right	31	1	0	82	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	241	1	241
	Left-Through		0			0	
	Through	1929	3	643	2184	3	**728**
	Through-Right		0			0	
	Right	61	1	43	71	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	42	1	42
	Left-Through		0			0	
	Through	161	1	119	295	1	**225**
	Through-Right		1			1	
	Right	77	0	77	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	256	1	**256**
	Left-Through		0			0	
	Through	707	1	**481**	450	1	323
	Through-Right		1			1	
	Right	255	0	255	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	868		North-South:	957
			East-West:	499		East-West:	481
			SUM:	1367		SUM:	1438
	VOLUME/CAPACITY (V/C) RATIO:			0.994			1.046
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.894**			**0.946**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
4	

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2358	3	**786**	1901	3	**634**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1646	4	412	2205	4	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1888	4	**472**	2559	4	**640**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	786		*North-South:*	634
			East-West:	472		*East-West:*	640
			SUM:	1258		*SUM:*	1274
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.749**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				2			2
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--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	5460	4	**1365**	4739	4	**1185**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2161	4	540	2819	4	705
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	487	2	268	640	2	**352**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	584	2	**321**	129	2	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1365		*North-South:*	1185
			East-West:	321		*East-West:*	352
			SUM:	1686		*SUM:*	1537
VOLUME/CAPACITY *(V/C)* RATIO:				1.124			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.024**			**0.925**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Cumulative without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

	AM			PM		
No. of Phases			2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3053	3	**1018**	3031	3	**1010**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2861	3	**1001**	1979	3	**693**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1018		*North-South:*	1010
			East-West:	1001		*East-West:*	693
			SUM:	2019		*SUM:*	1703
VOLUME/CAPACITY *(V/C)* RATIO:				1.346			1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.246**			**1.035**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	187	1	187
	Left-Through		0			0	
	Through	2302	3	**767**	2118	3	**706**
	Through-Right		0			0	
	Right	706	2	332	1204	2	595
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	536	2	**295**	782	2	**430**
	Left-Through		0			0	
	Through	2949	3	739	2934	3	736
	Through-Right		1			1	
	Right	8	0	8	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	**159**	292	2	**161**
	Left-Through		0			0	
	Through	285	3	95	428	3	143
	Through-Right		0			0	
	Right	139	1	67	232	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	2	113	246	2	135
	Left-Through		0			0	
	Through	273	3	91	382	3	127
	Through-Right		0			0	
	Right	410	1	**115**	580	1	**150**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	1062		North-South:	1136
			East-West:	274		East-West:	311
			SUM:	1336		SUM:	1447
	VOLUME/CAPACITY (V/C) RATIO:			0.972			1.052
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.872**			**0.952**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	60	0	60
	Left-Through		1			1	
	Through	136	0	**147**	264	0	**324**
	Through-Right		0			0	
	Right	128	1	123	191	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	0	**126**	362	0	**362**
	Left-Through		0			0	
	Through	12	0	225	13	0	541
	Through-Right		0			0	
	Right	87	0	0	166	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	95	1	**95**
	Left-Through		0			0	
	Through	306	1	154	598	1	303
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	24	1	24
	Left-Through		0			0	
	Through	1053	1	**618**	716	1	**434**
	Through-Right		1			1	
	Right	183	0	183	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	273		North-South:	686
			East-West:	655		East-West:	529
			SUM:	928		SUM:	1215
	VOLUME/CAPACITY (V/C) RATIO:			0.619			0.810
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.519**			**0.710**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	46	1	**46**
	Left-Through		0			0	
	Through	291	2	146	343	2	172
	Through-Right		0			0	
	Right	86	1	18	302	1	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	65	1	65
	Left-Through		0			0	
	Through	611	2	**306**	446	2	**223**
	Through-Right		0			0	
	Right	325	1	252	268	1	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	227	1	227
	Left-Through		0			0	
	Through	409	2	205	1046	2	**523**
	Through-Right		0			0	
	Right	12	1	0	54	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	203	1	**203**
	Left-Through		0			0	
	Through	1021	2	**511**	745	2	373
	Through-Right		0			0	
	Right	26	1	4	73	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	372		*North-South:*	269
			East-West:	657		*East-West:*	726
			SUM:	1029		*SUM:*	995
	VOLUME/CAPACITY *(V/C)* RATIO:			0.722			0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.622**			**0.598**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	156	1	**156**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	58	0	**33**	113	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	108	1	**108**
	Left-Through		0			0	
	Through	476	2	238	1239	2	620
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1412	2	**706**	1193	2	**597**
	Through-Right		0			0	
	Right	221	1	212	142	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	33		North-South:	156
			East-West:	756		East-West:	705
			SUM:	789		SUM:	861
	VOLUME/CAPACITY (V/C) RATIO:			0.526			0.574
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.426**			**0.474**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
11	

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	87	1	**87**	36	1	36
	Left-Through		0			0	
	Through	19	1	19	28	1	28
	Through-Right		0			0	
	Right	18	1	0	140	1	**114**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	138	1	**138**
	Left-Through		0			0	
	Through	24	1	**24**	17	1	17
	Through-Right		0			0	
	Right	93	1	0	79	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	489	2	**269**	234	2	**129**
	Left-Through		0			0	
	Through	831	4	187	871	4	180
	Through-Right		1			1	
	Right	106	0	106	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	53	1	53
	Left-Through		0			0	
	Through	1447	3	**382**	589	3	**171**
	Through-Right		1			1	
	Right	79	0	79	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	111		*North-South:*	252
			East-West:	651		*East-West:*	300
			SUM:	762		*SUM:*	552
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.387
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.287**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av	
	Scenario:	Cumulative without Project (2035)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	158	1	**158**
	Left-Through		0			0	
	Through	594	2	297	746	2	373
	Through-Right		0			0	
	Right	54	1	20	113	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	113	1	113
	Left-Through		0			0	
	Through	650	1	**356**	607	1	**362**
	Through-Right		1			1	
	Right	62	0	62	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	85	1	85
	Left-Through		0			0	
	Through	437	2	219	1170	2	**585**
	Through-Right		0			0	
	Right	90	1	3	129	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	2	68	39	2	**21**
	Left-Through		0			0	
	Through	1052	2	**526**	816	2	408
	Through-Right		0			0	
	Right	124	1	100	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	531		*North-South:*	520
			East-West:	600		*East-West:*	606
			SUM:	1131		*SUM:*	1126
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.723**			**0.719**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Cumulative without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	268	1	268	276	1	276
	Left-Through		0			0	
	Through	668	2	**334**	848	2	**424**
	Through-Right		0			0	
	Right	95	1	22	64	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	217	1	**217**
	Left-Through		0			0	
	Through	501	3	167	556	3	185
	Through-Right		0			0	
	Right	320	1	180	233	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	230	1	**230**
	Left-Through		0			0	
	Through	252	2	126	745	2	373
	Through-Right		0			0	
	Right	173	1	0	261	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	78	1	78
	Left-Through		0			0	
	Through	1338	2	**669**	944	2	**472**
	Through-Right		0			0	
	Right	309	1	242	151	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	469		*North-South:*	641
			East-West:	809		*East-West:*	702
			SUM:	1278		*SUM:*	1343
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.877**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
14	North-South Street:	Airport Bl	East-West Street:	96th St
	Scenario:	Cumulative without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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--		1	NB-- 0	SB--		1
		EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	763	2	**382**		713	2	**357**	
	Through-Right		0				0		
	Right	77	1	33		119	1	91	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	223	1	**223**		267	1	**267**	
	Left-Through		0				0		
	Through	548	3	183		692	3	231	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	40	1	40		93	1	93	
	Left-Through		0				0		
	Through	125	1	125		287	1	**287**	
	Through-Right		0				0		
	Right	417	1	**417**		101	1	101	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	96	1	**89**		56	1	**56**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	170	1	0		287	1	25	
	Left-Through-Right		0				0		
	Left-Right		1				1		
CRITICAL VOLUMES			North-South:	605			North-South:	624	
			East-West:	506			East-West:	343	
			SUM:	1111			SUM:	967	
VOLUME/CAPACITY (V/C) RATIO:				0.808				0.703	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.708**				**0.603**	
LEVEL OF SERVICE (LOS):				**C**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
15	

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	**176**	204	1	204
	Left-Through		0			0	
	Through	585	2	293	498	2	**249**
	Through-Right		0			0	
	Right	227	1	199	77	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	127	1	127	250	1	**250**
	Left-Through		0			0	
	Through	666	2	**320**	517	2	243
	Through-Right		1			1	
	Right	295	0	295	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	248	1	**248**
	Left-Through		0			0	
	Through	281	1	228	432	1	405
	Through-Right		1			1	
	Right	175	0	175	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	57	1	57	95	1	95
	Left-Through		0			0	
	Through	395	1	**257**	401	1	**271**
	Through-Right		1			1	
	Right	118	0	118	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	499
			East-West:	447		*East-West:*	519
			SUM:	943		*SUM:*	1018
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.529**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Cumulative without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	16	1	16		53	1	**53**	
	Left-Through		0				0		
	Through	61	2	**31**		94	2	47	
	Through-Right		0				0		
	Right	33	1	4		34	1	11	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	376	2	132		225	2	79	
	Left-Through		1				1		
	Through	68	1	68		50	1	50	
	Through-Right		0				0		
	Right	492	1	**353**		672	1	**561**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	508	2	**279**		404	2	**222**	
	Left-Through		0				0		
	Through	367	4	78		1038	4	229	
	Through-Right		1				1		
	Right	22	0	22		109	0	109	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	59	1	59		47	1	47	
	Left-Through		0				0		
	Through	1309	4	327		638	4	**160**	
	Through-Right		0				0		
	Right	526	1	**394**		77	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	384			North-South:	614	
			East-West:	673			East-West:	382	
			SUM:	1057			SUM:	996	
VOLUME/CAPACITY (V/C) RATIO:				0.769				0.724	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.669**				**0.624**	
LEVEL OF SERVICE (LOS):				**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	**43**	83	1	83
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	55	2	0	322	2	**137**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	465	1	**376**	117	1	**87**
	Left-Through		1			1	
	Through	1039	0	376	231	0	87
	Through-Right		1			1	
	Right	541	1	376	133	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	676	2	**258**	988	2	**348**
	Through-Right		1			1	
	Right	99	0	99	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	2	**152**	73	2	**40**
	Left-Through		0			0	
	Through	1001	3	334	913	3	304
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	419		*North-South:*	224
			East-West:	410		*East-West:*	388
			SUM:	829		*SUM:*	612
	VOLUME/CAPACITY *(V/C)* RATIO:			0.603			0.445
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.503**			**0.345**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	**149**	226	1	**226**
	Left-Through		0			0	
	Through	31	1	31	30	1	30
	Through-Right		0			0	
	Right	181	2	0	577	2	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**45**	54	1	**44**
	Left-Through		0			0	
	Through	43	0	45	34	0	44
	Through-Right		0			0	
	Right	4	1	0	33	1	9
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	48	1	48
	Left-Through		0			0	
	Through	581	2	**286**	1772	2	**698**
	Through-Right		1			1	
	Right	276	0	276	323	0	323
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	177	2	**97**
	Left-Through		0			0	
	Through	1126	2	396	695	2	244
	Through-Right		1			1	
	Right	61	0	61	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	194		North-South:	270
			East-West:	593		East-West:	795
			SUM:	787		SUM:	1065
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.675**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
19	

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	2	**20**	273	2	150
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	272	1	**248**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	48	1	48
	Left-Through		0			0	
	Through	851	5	170	2375	5	**475**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2465	3	**642**	1327	3	336
	Through-Right		1			1	
	Right	103	0	103	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	20		*North-South:*	248
			East-West:	825		*East-West:*	475
			SUM:	845		*SUM:*	723
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.482
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.463**			**0.382**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Cumulative without Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	634	1	**634**		380	1	**380**	
	Left-Through		0				0		
	Through	823	2	412		547	2	274	
	Through-Right		0				0		
	Right	68	1	0		155	1	57	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	19	1	19		62	1	62	
	Left-Through		0				0		
	Through	577	1	**334**		726	1	**387**	
	Through-Right		1				1		
	Right	91	0	91		47	0	47	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	87	1	**87**		64	1	64	
	Left-Through		0				0		
	Through	178	3	59		624	3	208	
	Through-Right		0				0		
	Right	180	1	0		427	1	**237**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	327	2	180		358	2	**197**	
	Left-Through		0				0		
	Through	1191	2	**417**		470	2	169	
	Through-Right		1				1		
	Right	61	0	61		37	0	37	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	968			*North-South:*	767	
			East-West:	504			*East-West:*	434	
			SUM:	1472			*SUM:*	1201	
VOLUME/CAPACITY *(V/C)* RATIO:				1.071				0.873	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**				**0.773**	
LEVEL OF SERVICE (LOS):				**E**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
21	

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	786	2	**432**	152	2	84
	Left-Through		0			0	
	Through	946	1	538	957	1	**493**
	Through-Right		1			1	
	Right	130	0	130	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	2	84	94	2	**52**
	Left-Through		0			0	
	Through	727	2	**364**	905	2	453
	Through-Right		0			0	
	Right	228	1	178	271	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	430	1	**430**
	Left-Through		0			0	
	Through	768	4	192	1659	4	415
	Through-Right		0			0	
	Right	62	1	0	667	1	625
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	86	1	86
	Left-Through		0			0	
	Through	1558	3	**444**	833	3	278
	Through-Right		1			1	
	Right	217	0	217	314	0	**288**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	545
			East-West:	545		*East-West:*	718
			SUM:	1341		*SUM:*	1263
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.875**			**0.819**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
22	North-South Street:	Aviation Bl	East-West Street:	104th St		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	84	1	**84**
	Left-Through		0			0	
	Through	1709	1	**873**	1186	1	602
	Through-Right		1			1	
	Right	37	0	37	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	8	1	8
	Left-Through		0			0	
	Through	907	1	464	1688	1	**848**
	Through-Right		1			1	
	Right	21	0	21	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	6	6	0	6
	Left-Through		0			0	
	Through	3	0	**105**	22	0	**263**
	Through-Right		0			0	
	Right	96	0	0	235	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	74	1	**74**
	Left-Through		0			0	
	Through	28	0	**55**	16	0	26
	Through-Right		1			1	
	Right	27	0	0	10	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	883		North-South:	932
			East-West:	160		East-West:	337
			SUM:	1043		SUM:	1269
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.923
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**			**0.823**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
23	North-South Street:	Aviation Bl	East-West Street:	111th St		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	20	1	20
	Left-Through		0			0	
	Through	1135	1	**572**	776	1	**391**
	Through-Right		1			1	
	Right	9	0	9	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	**272**	363	1	**363**
	Left-Through		0			0	
	Through	630	1	378	1175	1	648
	Through-Right		1			1	
	Right	126	0	126	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	129	1	**129**
	Left-Through		0			0	
	Through	11	0	22	34	0	57
	Through-Right		1			1	
	Right	11	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	7	1	7
	Left-Through		0			0	
	Through	32	1	32	4	1	4
	Through-Right		0			0	
	Right	386	1	**250**	394	1	**213**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	844		North-South:	754
			East-West:	344		East-West:	342
			SUM:	1188		SUM:	1096
	VOLUME/CAPACITY (V/C) RATIO:			0.864			0.797
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.764**			**0.697**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	549	2	**302**	267	2	**147**
	Left-Through		0			0	
	Through	556	2	278	451	2	226
	Through-Right		0			0	
	Right	80	1	0	213	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47	103	2	57
	Left-Through		0			0	
	Through	294	2	147	697	2	**349**
	Through-Right		0			0	
	Right	214	1	**169**	147	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	2	**45**	214	2	118
	Left-Through		0			0	
	Through	295	2	148	1498	2	**713**
	Through-Right		1			1	
	Right	196	0	45	640	0	640
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	224	2	123	187	2	**103**
	Left-Through		0			0	
	Through	1031	3	**344**	250	3	83
	Through-Right		0			0	
	Right	83	1	36	123	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	471		*North-South:*	496
			East-West:	389		*East-West:*	816
			SUM:	860		*SUM:*	1312
	VOLUME/CAPACITY *(V/C)* RATIO:			0.625			0.954
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.525**			**0.854**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
25	North-South Street:	Aviation Bl	East-West Street:	Conrac Driveway		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1147	2	**574**	1239	2	**620**
	Through-Right		0			0	
	Right	47	1	47	49	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	**205**	291	1	**291**
	Left-Through		0			0	
	Through	1155	2	578	1268	2	634
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	227	1	**23**	166	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		North-South:	779		North-South:	911
			East-West:	23		East-West:	0
			SUM:	802		SUM:	911
	VOLUME/CAPACITY (V/C) RATIO:			0.535			0.607
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.435**			**0.507**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
27	North-South Street:	Aviation Bl	East-West Street:	98th St		
	Scenario:	Cumulative without Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	204	1	204
	Left-Through		0			0	
	Through	1085	2	**416**	1159	2	**444**
	Through-Right		1			1	
	Right	162	0	162	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	277	1	**277**	164	1	**164**
	Left-Through		0			0	
	Through	721	2	280	991	2	368
	Through-Right		1			1	
	Right	119	0	119	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	279	1	279
	Left-Through		0			0	
	Through	515	1	**297**	1068	1	**603**
	Through-Right		1			1	
	Right	79	0	79	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	246	1	**246**	207	1	**207**
	Left-Through		0			0	
	Through	624	2	312	374	2	187
	Through-Right		0			0	
	Right	114	1	0	154	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	693		North-South:	608
			East-West:	543		East-West:	810
			SUM:	1236		SUM:	1418
	VOLUME/CAPACITY (V/C) RATIO:			0.867			0.995
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.767**			**0.895**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	138	1,600	0.000	N-S(1):	0.497 *
	TH	3.00	1,245	4,800	0.259	N-S(2):	0.331
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.176
Westbound	RT	1.00	454	1,600	0.000	E-W(2):	0.321 *
	TH	2.00	786	3,200	0.245 *		
	LT	1.00	89	1,600	0.056	V/C:	0.818
Northbound	RT	1.00	72	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,924	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.918
	TH	2.00	383	3,200	0.120		
	LT	2.00	218	2,880	0.076 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	373	1,600	0.000	N-S(1):	0.544 *
	TH	3.00	1,896	4,800	0.395	N-S(2):	0.524
	LT	1.00	394	1,600	0.246 *	E-W(1):	0.350 *
Westbound	RT	1.00	222	1,600	0.000	E-W(2):	0.316
	TH	2.00	716	3,200	0.224		
	LT	1.00	123	1,600	0.077 *	V/C:	0.894
Northbound	RT	1.00	115	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,430	4,800	0.298 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	144	1,600	0.000	ICU:	0.994
	TH	2.00	875	3,200	0.273 *		
	LT	2.00	264	2,880	0.092	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.491 *
	TH	4.00	1,646	6,400	0.257		N-S(2):	0.257
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000		E-W(2):	0.295 *
	TH	4.00	1,888	6,400	0.295	*		
	LT	0.00	0	0	0.000		V/C:	0.786
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	2,358	4,800	0.491	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.886
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.396 *
	TH	4.00	2,205	6,400	0.344		N-S(2):	0.344
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000		E-W(2):	0.400 *
	TH	4.00	2,559	6,400	0.400	*		
	LT	0.00	0	0	0.000		V/C:	0.796
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	1,901	4,800	0.396	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.896
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000		N-S(1):	0.853 *
	TH	4.00	2,161	6,400	0.338		N-S(2):	0.338
	LT	0.00	0	0	0.000	*	E-W(1):	0.169 *
Westbound	RT	2.00	584	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	2.00	487	2,880	0.169	*	V/C:	1.022
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	4.00	5,460	6,400	0.853	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.122
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.740 *
	TH	5.00	2,819	8,000	0.352		N-S(2):	0.352
	LT	0.00	0	0	0.000	*	E-W(1):	0.222 *
Westbound	RT	2.00	129	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	2.00	640	2,880	0.222	*	V/C:	0.962
Northbound	RT	1.00	0	1,600	0.000		Lost Time:	0.100
	TH	4.00	4,739	6,400	0.740	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.062
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	1,902	2,177	0.000	N-S(1):	0.636
	TH	1.64	2,292	2,623	0.874 *	N-S(2):	0.874 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,861	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,053	4,800	0.636	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.974
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,995	0	0.000	N-S(1):	0.631
	TH	2.00	2,874	3,200	1.521 *	N-S(2):	1.521 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,979	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.521
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,031	4,800	0.631	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.621
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,949	6,400	0.462	N-S(2):	0.552
	LT	2.00	536	2,880	0.186 *	E-W(1):	0.130
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.157 *
	TH	3.00	273	4,800	0.057 *		
	LT	2.00	206	2,880	0.071	V/C:	0.823
Northbound	RT	2.00	706	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,302	4,800	0.480 *	ITS:	0.000
	LT	1.00	145	1,600	0.090		
Eastbound	RT	1.00	139	1,600	0.000	ICU:	0.923
	TH	3.00	285	4,800	0.059		
	LT	2.00	289	2,880	0.100 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.713 *
	TH	4.00	2,934	6,400	0.460	N-S(2):	0.577
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.175
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.181 *
	TH	3.00	382	4,800	0.080 *		
	LT	2.00	246	2,880	0.086	V/C:	0.894
Northbound	RT	2.00	1,204	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,118	4,800	0.441 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	232	1,600	0.000	ICU:	0.994
	TH	3.00	428	4,800	0.089		
	LT	2.00	292	2,880	0.101 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	325	1,600	0.000	N-S(1):	0.119
	TH	2.00	611	3,200	0.191 *	N-S(2):	0.232 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.213
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.411 *
	TH	2.00	1,021	3,200	0.319 *		
	LT	1.00	136	1,600	0.085	V/C:	0.643
Northbound	RT	1.00	86	1,600	0.000	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	66	1,600	0.041 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.743
	TH	2.00	409	3,200	0.128		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.148
	TH	2.00	446	3,200	0.139 *	N-S(2):	0.168 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.454 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.375
	TH	2.00	745	3,200	0.233		
	LT	1.00	203	1,600	0.127 *	V/C:	0.622
Northbound	RT	1.00	302	1,600	0.000	Lost Time:	0.100
	TH	2.00	343	3,200	0.107	ITS:	0.000
	LT	1.00	46	1,600	0.029 *		
Eastbound	RT	1.00	54	1,600	0.000	ICU:	0.722
	TH	2.00	1,046	3,200	0.327 *		
	LT	1.00	227	1,600	0.142	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.216
	TH	2.00	650	3,200	0.223 *	N-S(2):	0.332 *
	LT	1.00	49	1,600	0.030	E-W(1):	0.180
Westbound	RT	1.00	124	1,600	0.000	E-W(2):	0.376 *
	TH	2.00	1,052	3,200	0.329 *		
	LT	2.00	124	2,880	0.043	V/C:	0.708
Northbound	RT	1.00	54	1,600	0.000	Lost Time:	0.100
	TH	2.00	594	3,200	0.186	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.808
	TH	2.00	437	3,200	0.137		
	LT	1.00	74	1,600	0.047 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.304
	TH	2.00	607	3,200	0.226 *	N-S(2):	0.325 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.379 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.308
	TH	2.00	816	3,200	0.255		
	LT	2.00	39	2,880	0.013 *	V/C:	0.704
Northbound	RT	1.00	113	1,600	0.000	Lost Time:	0.100
	TH	2.00	746	3,200	0.233	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	1.00	129	1,600	0.000	ICU:	0.804
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	85	1,600	0.053	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **Cumulative without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	541	1,644	0.000	N-S(1):	0.356 *
	TH	1.97	1,039	3,156	0.329 *	N-S(2):	0.000
	LT	1.00	465	1,600	0.291	E-W(1):	0.258 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.209
	TH	3.00	1,001	4,800	0.209		
	LT	2.00	277	2,880	0.096 *	V/C:	0.614
Northbound	RT	2.00	55	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	0.714
	TH	3.00	676	4,800	0.162 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.10	133	1,757	0.000	N-S(1):	0.128 *
	TH	1.90	231	3,043	0.076 *	N-S(2):	0.000
	LT	1.00	117	1,600	0.073	E-W(1):	0.242 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.190
	TH	3.00	913	4,800	0.190		
	LT	2.00	73	2,880	0.025 *	V/C:	0.370
Northbound	RT	2.00	322	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	83	1,600	0.052 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.470
	TH	3.00	988	4,800	0.217 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
1	North-South Street:	Sepulveda Bl	East-West Street:	Manchester Av		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1926	3	**642**	1432	3	**477**
	Through-Right		0			0	
	Right	72	1	0	115	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	394	1	**394**
	Left-Through		0			0	
	Through	1247	3	416	1898	3	633
	Through-Right		0			0	
	Right	138	1	78	373	1	301
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	264	2	145
	Left-Through		0			0	
	Through	385	2	193	877	2	**439**
	Through-Right		0			0	
	Right	101	1	43	144	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	786	2	**393**	716	2	358
	Through-Right		0			0	
	Right	454	1	378	222	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	795		North-South:	871
			East-West:	513		East-West:	562
			SUM:	1308		SUM:	1433
	VOLUME/CAPACITY (V/C) RATIO:			0.951			1.042
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.851**			**0.942**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
2	North-South Street:	Sepulveda Bl	East-West Street:	La Tijera Bl		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	116	1	**116**
	Left-Through		0			0	
	Through	2084	3	**695**	1261	3	420
	Through-Right		0			0	
	Right	114	1	0	138	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	112	1	112
	Left-Through		0			0	
	Through	1602	3	534	1905	3	**635**
	Through-Right		0			0	
	Right	45	1	0	163	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	85	183	1	183
	Left-Through		0			0	
	Through	233	2	**117**	429	2	**215**
	Through-Right		0			0	
	Right	115	1	48	124	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	414	2	**228**	362	2	**199**
	Left-Through		0			0	
	Through	269	1	157	309	1	197
	Through-Right		1			1	
	Right	45	0	45	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	751
			East-West:	345		*East-West:*	414
			SUM:	1086		*SUM:*	1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.690**			**0.747**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	182	229	1	**229**
	Left-Through		0			0	
	Through	2105	3	**702**	1576	3	525
	Through-Right		0			0	
	Right	31	1	0	82	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	247	1	247
	Left-Through		0			0	
	Through	1925	3	642	2180	3	**727**
	Through-Right		0			0	
	Right	61	1	43	71	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	42	1	42
	Left-Through		0			0	
	Through	161	1	119	295	1	**225**
	Through-Right		1			1	
	Right	77	0	77	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	256	1	**256**
	Left-Through		0			0	
	Through	707	1	**486**	450	1	328
	Through-Right		1			1	
	Right	265	0	265	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	872		*North-South:*	956
			East-West:	504		*East-West:*	481
			SUM:	1376		*SUM:*	1437
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.945**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
4	North-South Street:	Lincoln Bl	East-West Street:	Sepulveda Bl		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2360	3	**787**	1903	3	**634**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1646	4	412	2205	4	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1884	4	**471**	2555	4	**639**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	787		*North-South:*	634
			East-West:	471		*East-West:*	639
			SUM:	1258		*SUM:*	1273
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.749**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
5	North-South Street:	Sepulveda Bl	East-West Street:	Century Bl		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	5460	4	**1365**	4739	4	**1185**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2161	4	540	2819	4	705
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	489	2	269	642	2	**353**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	588	2	**323**	133	2	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1365		*North-South:*	1185
			East-West:	323		*East-West:*	353
			SUM:	1688		*SUM:*	1538
	VOLUME/CAPACITY *(V/C)* RATIO:			1.125			1.025
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.025**			**0.925**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
6	North-South Street:	Sepulveda Bl	East-West Street:	I-105 WB Ramps (n/o Imperial Hwy)
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3055	3	**1018**	3033	3	**1011**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2861	3	**1001**	1979	3	**693**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1018		*North-South:*	1011
			East-West:	1001		*East-West:*	693
			SUM:	2019		*SUM:*	1704
	VOLUME/CAPACITY *(V/C)* RATIO:			1.346			1.136
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.246**			**1.036**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
7	North-South Street:	Sepulveda Bl	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
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--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	187	1	187
	Left-Through		0			0	
	Through	2304	3	**768**	2120	3	**707**
	Through-Right		0			0	
	Right	708	2	332	1206	2	595
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	536	2	**295**	782	2	**430**
	Left-Through		0			0	
	Through	2951	3	740	2936	3	736
	Through-Right		1			1	
	Right	8	0	8	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	**159**	292	2	**161**
	Left-Through		0			0	
	Through	285	3	95	428	3	143
	Through-Right		0			0	
	Right	139	1	67	232	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	2	114	248	2	136
	Left-Through		0			0	
	Through	273	3	91	382	3	127
	Through-Right		0			0	
	Right	410	1	**115**	580	1	**150**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1063		*North-South:*	1137
			East-West:	274		*East-West:*	311
			SUM:	1337		*SUM:*	1448
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.872**			**0.953**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
8	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Pkwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	60	0	60
	Left-Through		1			1	
	Through	136	0	**147**	264	0	**324**
	Through-Right		0			0	
	Right	128	1	123	191	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	0	**126**	362	0	**362**
	Left-Through		0			0	
	Through	12	0	225	13	0	541
	Through-Right		0			0	
	Right	87	0	0	166	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	95	1	**95**
	Left-Through		0			0	
	Through	312	1	157	604	1	306
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	24	1	24
	Left-Through		0			0	
	Through	1063	1	**623**	726	1	**439**
	Through-Right		1			1	
	Right	183	0	183	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	273		North-South:	686
			East-West:	660		East-West:	534
			SUM:	933		SUM:	1220
	VOLUME/CAPACITY (V/C) RATIO:			0.622			0.813
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.522**			**0.713**
	LEVEL OF SERVICE (LOS):			**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
9	North-South Street:	La Tijera Bl	East-West Street:	Manchester Av		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	46	1	**46**
	Left-Through		0			0	
	Through	291	2	146	343	2	172
	Through-Right		0			0	
	Right	86	1	18	302	1	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	65	1	65
	Left-Through		0			0	
	Through	611	2	**306**	446	2	**223**
	Through-Right		0			0	
	Right	325	1	252	268	1	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	227	1	227
	Left-Through		0			0	
	Through	411	2	206	1048	2	**524**
	Through-Right		0			0	
	Right	12	1	0	54	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	203	1	**203**
	Left-Through		0			0	
	Through	1021	2	**511**	745	2	373
	Through-Right		0			0	
	Right	26	1	4	73	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	372		North-South:	269
			East-West:	657		East-West:	727
			SUM:	1029		SUM:	996
VOLUME/CAPACITY (V/C) RATIO:				0.722			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.599**
LEVEL OF SERVICE (LOS):				**B**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
10	North-South Street:	Jenny Av	East-West Street:	Westchester Pkwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	156	1	**156**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	58	0	**33**	113	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	108	1	**108**
	Left-Through		0			0	
	Through	478	2	239	1241	2	621
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1412	2	**706**	1193	2	**597**
	Through-Right		0			0	
	Right	221	1	212	142	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	156
			East-West:	756		*East-West:*	705
			SUM:	789		*SUM:*	861
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.574
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.426**			**0.474**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
11	North-South Street:	Avion Dr	East-West Street:	Century Bl		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	36	1	36
	Left-Through		0			0	
	Through	19	1	19	28	1	28
	Through-Right		0			0	
	Right	18	1	0	140	1	**114**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	138	1	**138**
	Left-Through		0			0	
	Through	24	1	**24**	17	1	17
	Through-Right		0			0	
	Right	93	1	0	79	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	489	2	**269**	234	2	**129**
	Left-Through		0			0	
	Through	817	4	185	857	4	177
	Through-Right		1			1	
	Right	106	0	106	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	53	1	53
	Left-Through		0			0	
	Through	1436	3	**379**	578	3	**168**
	Through-Right		1			1	
	Right	79	0	79	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	111		*North-South:*	252
			East-West:	648		*East-West:*	297
			SUM:	759		*SUM:*	549
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.385
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.285**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
12	North-South Street:	Airport Bl	East-West Street:	Manchester Av	
	Scenario:	Cumulative with Project (2035)			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	158	1	**158**
	Left-Through		0			0	
	Through	596	2	298	748	2	374
	Through-Right		0			0	
	Right	54	1	20	113	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	113	1	113
	Left-Through		0			0	
	Through	652	1	**357**	609	1	**363**
	Through-Right		1			1	
	Right	62	0	62	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	85	1	85
	Left-Through		0			0	
	Through	439	2	220	1172	2	**586**
	Through-Right		0			0	
	Right	90	1	3	129	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	2	68	39	2	**21**
	Left-Through		0			0	
	Through	1052	2	**526**	816	2	408
	Through-Right		0			0	
	Right	124	1	100	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	521
			East-West:	600		*East-West:*	607
			SUM:	1132		*SUM:*	1128
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.723**			**0.720**
LEVEL OF SERVICE (LOS):				**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
13	North-South Street:	Airport Bl	East-West Street:	Arbor Vitae St/Westchester Pkwy
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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--		3	NB-- 0	SB--		3
		EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	268	1	268		276	1	276	
	Left-Through		0				0		
	Through	670	2	**335**		850	2	**425**	
	Through-Right		0				0		
	Right	95	1	22		64	1	25	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	137	1	**137**		219	1	**219**	
	Left-Through		0				0		
	Through	501	3	167		556	3	185	
	Through-Right		0				0		
	Right	320	1	180		233	1	3	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	140	1	**140**		230	1	**230**	
	Left-Through		0				0		
	Through	254	2	127		747	2	374	
	Through-Right		0				0		
	Right	173	1	0		261	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	147	1	147		78	1	78	
	Left-Through		0				0		
	Through	1338	2	**669**		944	2	**472**	
	Through-Right		0				0		
	Right	309	1	241		151	1	42	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	472			*North-South:*	644	
			East-West:	809			*East-West:*	702	
			SUM:	1281			*SUM:*	1346	
VOLUME/CAPACITY *(V/C)* RATIO:				0.932				0.979	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.832**				**0.879**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
14	North-South Street:	Airport Bl	East-West Street:	96th St
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	1	NB-- 0	SB--	1
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	765	2	**383**	715	2	**358**
	Through-Right		0			0	
	Right	77	1	33	119	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	1	**223**	267	1	**267**
	Left-Through		0			0	
	Through	548	3	183	692	3	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	93	1	93
	Left-Through		0			0	
	Through	125	1	125	287	1	**287**
	Through-Right		0			0	
	Right	407	1	**407**	91	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	**89**	56	1	**56**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	1	0	287	1	25
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	606		*North-South:*	625
			East-West:	496		*East-West:*	343
			SUM:	1102		*SUM:*	968
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.604**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
15	North-South Street:	Airport Bl	East-West Street:	98th St
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	**176**	204	1	204
	Left-Through		0			0	
	Through	570	2	285	483	2	**242**
	Through-Right		0			0	
	Right	227	1	199	77	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	254	1	**254**
	Left-Through		0			0	
	Through	652	2	**316**	503	2	238
	Through-Right		1			1	
	Right	295	0	295	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	248	1	**248**
	Left-Through		0			0	
	Through	291	1	233	442	1	410
	Through-Right		1			1	
	Right	175	0	175	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	57	1	57	95	1	95
	Left-Through		0			0	
	Through	410	1	**265**	416	1	**280**
	Through-Right		1			1	
	Right	120	0	120	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	496
			East-West:	455		*East-West:*	528
			SUM:	947		*SUM:*	1024
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.531**			**0.583**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
16	North-South Street:	Airport Bl	East-West Street:	Century Bl
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	16	1	16		53	1	**53**	
	Left-Through		0				0		
	Through	61	2	**31**		94	2	47	
	Through-Right		0				0		
	Right	33	1	4		34	1	11	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	362	2	127		211	2	74	
	Left-Through		1				1		
	Through	68	1	68		50	1	50	
	Through-Right		0				0		
	Right	492	1	**353**		672	1	**561**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	508	2	**279**		404	2	**222**	
	Left-Through		0				0		
	Through	353	4	75		1024	4	227	
	Through-Right		1				1		
	Right	22	0	22		109	0	109	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	59	1	59		47	1	47	
	Left-Through		0				0		
	Through	1298	4	325		627	4	**157**	
	Through-Right		0				0		
	Right	511	1	**384**		62	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	384			*North-South:*	614	
			East-West:	663			*East-West:*	379	
			SUM:	1047			*SUM:*	993	
VOLUME/CAPACITY *(V/C)* RATIO:				0.761				0.722	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**				**0.622**	
LEVEL OF SERVICE (LOS):				**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
17	North-South Street:	Nash St/I-105 WB Ramps	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	43	1	**43**		83	1	83	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	55	2	0		322	2	**137**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	465	1	**376**		117	1	**87**	
	Left-Through		1				1		
	Through	1039	0	376		231	0	87	
	Through-Right		1				1		
	Right	541	1	376		133	1	87	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	678	2	**259**		990	2	**349**	
	Through-Right		1				1		
	Right	99	0	99		56	0	56	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	277	2	**152**		73	2	**40**	
	Left-Through		0				0		
	Through	1003	3	334		915	3	305	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	419			*North-South:*	224	
			East-West:	411			*East-West:*	389	
			SUM:	830			*SUM:*	613	
VOLUME/CAPACITY *(V/C)* RATIO:				0.604				0.446	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.504**				**0.346**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
18	North-South Street:	Douglas St	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	**149**	226	1	**226**
	Left-Through		0			0	
	Through	31	1	31	30	1	30
	Through-Right		0			0	
	Right	181	2	0	577	2	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**45**	54	1	**44**
	Left-Through		0			0	
	Through	43	0	45	34	0	44
	Through-Right		0			0	
	Right	4	1	0	33	1	9
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	48	1	48
	Left-Through		0			0	
	Through	583	2	**286**	1774	2	**699**
	Through-Right		1			1	
	Right	276	0	276	323	0	323
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	177	2	**97**
	Left-Through		0			0	
	Through	1128	2	396	697	2	244
	Through-Right		1			1	
	Right	61	0	61	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	194		North-South:	270
			East-West:	593		East-West:	796
			SUM:	787		SUM:	1066
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.675**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
19	North-South Street:	Bellanca Av	East-West Street:	Century Bl
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	2	**11**	257	2	141
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	6	1	0	238	1	**231**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	15	1	15
	Left-Through		0			0	
	Through	856	5	171	2380	5	**476**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2473	3	**641**	1335	3	335
	Through-Right		1			1	
	Right	89	0	89	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	11		*North-South:*	231
			East-West:	791		*East-West:*	476
			SUM:	802		*SUM:*	707
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.471
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.371**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
20	North-South Street:	Aviation Bl	East-West Street:	Arbor Vitae St
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	634	1	**634**	380	1	**380**
	Left-Through		0			0	
	Through	823	2	412	547	2	274
	Through-Right		0			0	
	Right	73	1	0	160	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	62	1	62
	Left-Through		0			0	
	Through	581	1	**336**	730	1	**389**
	Through-Right		1			1	
	Right	91	0	91	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	64	1	64
	Left-Through		0			0	
	Through	178	3	59	624	3	208
	Through-Right		0			0	
	Right	184	1	0	431	1	**241**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	181	360	2	**198**
	Left-Through		0			0	
	Through	1191	2	**417**	470	2	169
	Through-Right		1			1	
	Right	61	0	61	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	970		*North-South:*	769
			East-West:	504		*East-West:*	439
			SUM:	1474		*SUM:*	1208
VOLUME/CAPACITY *(V/C)* RATIO:				1.072			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.972**			**0.779**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
21	North-South Street:	Aviation Bl	East-West Street:	Century Bl		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	779	2	**428**	145	2	80
	Left-Through		0			0	
	Through	957	1	544	968	1	**498**
	Through-Right		1			1	
	Right	130	0	130	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	101	2	**56**
	Left-Through		0			0	
	Through	737	2	**369**	915	2	458
	Through-Right		0			0	
	Right	231	1	181	274	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	430	1	**430**
	Left-Through		0			0	
	Through	765	4	191	1656	4	414
	Through-Right		0			0	
	Right	54	1	0	659	1	619
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	86	1	86
	Left-Through		0			0	
	Through	1556	3	**445**	831	3	277
	Through-Right		1			1	
	Right	223	0	223	320	0	**292**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	797		North-South:	554
			East-West:	546		East-West:	722
			SUM:	1343		SUM:	1276
	VOLUME/CAPACITY (V/C) RATIO:			0.977			0.928
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.877**			**0.828**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
22	North-South Street:	Aviation Bl	East-West Street:	104th St		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	84	1	**84**
	Left-Through		0			0	
	Through	1713	1	**875**	1190	1	604
	Through-Right		1			1	
	Right	37	0	37	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	8	1	8
	Left-Through		0			0	
	Through	909	1	465	1690	1	**849**
	Through-Right		1			1	
	Right	21	0	21	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	6	6	0	6
	Left-Through		0			0	
	Through	3	0	**105**	22	0	**263**
	Through-Right		0			0	
	Right	96	0	0	235	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	74	1	**74**
	Left-Through		0			0	
	Through	28	0	**55**	16	0	26
	Through-Right		1			1	
	Right	27	0	0	10	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	885		North-South:	933
			East-West:	160		East-West:	337
			SUM:	1045		SUM:	1270
	VOLUME/CAPACITY (V/C) RATIO:			0.760			0.924
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.660**			**0.824**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
23	North-South Street:	Aviation Bl	East-West Street:	111th St		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	20	1	20
	Left-Through		0			0	
	Through	1139	1	**574**	780	1	**393**
	Through-Right		1			1	
	Right	9	0	9	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	**272**	363	1	**363**
	Left-Through		0			0	
	Through	632	1	379	1177	1	649
	Through-Right		1			1	
	Right	126	0	126	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	129	1	**129**
	Left-Through		0			0	
	Through	11	0	22	34	0	57
	Through-Right		1			1	
	Right	11	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	7	1	7
	Left-Through		0			0	
	Through	32	1	32	4	1	4
	Through-Right		0			0	
	Right	386	1	**250**	394	1	**213**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	846		*North-South:*	756
			East-West:	344		*East-West:*	342
			SUM:	1190		*SUM:*	1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.699**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
24	North-South Street:	Aviation Bl	East-West Street:	Imperial Hwy		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	549	2	**302**	267	2	**147**
	Left-Through		0			0	
	Through	556	2	278	451	2	226
	Through-Right		0			0	
	Right	80	1	0	213	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	2	48	105	2	58
	Left-Through		0			0	
	Through	294	2	147	697	2	**349**
	Through-Right		0			0	
	Right	214	1	**168**	147	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	151	2	**46**	216	2	119
	Left-Through		0			0	
	Through	295	2	148	1498	2	**713**
	Through-Right		1			1	
	Right	196	0	45	640	0	640
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	224	2	123	187	2	**103**
	Left-Through		0			0	
	Through	1033	3	**344**	252	3	84
	Through-Right		0			0	
	Right	85	1	37	125	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	496
			East-West:	390		*East-West:*	816
			SUM:	860		*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.954
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.854**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector			
25	North-South Street:	Aviation Bl	East-West Street:	North Driveway (Opt 2)	
	Scenario:	Cumulative with Project (2035)			
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1113	2	**387**	1205	2	**418**
	Through-Right		1			1	
	Right	47	0	47	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	**205**	291	1	**291**
	Left-Through		0			0	
	Through	1164	2	582	1277	2	639
	Through-Right		0			0	
	Right	5	1	3	5	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	227	1	**125**	166	1	**21**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	709
			East-West:	130		*East-West:*	26
			SUM:	722		*SUM:*	735
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.516
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.416**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector		
26	North-South Street:	Aviation Bl	East-West Street:	South Driveway
	Scenario:	Cumulative with Project (2035)		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	39	1	**39**
	Left-Through		0			0	
	Through	1164	3	388	1258	3	419
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1177	3	**392**	1290	3	**430**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	42	1	**23**	42	1	**23**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	431		North-South:	469
			East-West:	23		East-West:	23
			SUM:	454		SUM:	492
VOLUME/CAPACITY (V/C) RATIO:				0.303			0.328
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.203**			**0.228**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
27	North-South Street:	Aviation Bl	East-West Street:	98th St		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			3			3
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	204	1	204
	Left-Through		0			0	
	Through	1106	2	**423**	1180	2	**451**
	Through-Right		1			1	
	Right	162	0	162	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	277	1	**277**	164	1	**164**
	Left-Through		0			0	
	Through	746	2	294	1016	2	382
	Through-Right		1			1	
	Right	136	0	136	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	293	1	293
	Left-Through		0			0	
	Through	515	1	**297**	1068	1	**603**
	Through-Right		1			1	
	Right	79	0	79	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	246	1	**246**	207	1	**207**
	Left-Through		0			0	
	Through	624	2	312	374	2	187
	Through-Right		0			0	
	Right	114	1	0	154	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	700		North-South:	615
			East-West:	543		East-West:	810
			SUM:	1243		SUM:	1425
	VOLUME/CAPACITY (V/C) RATIO:			0.872			1.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.772**			**0.900**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Airport Metro Connector				
250	North-South Street:	Aviation Bl	East-West Street:	Primary Driveway (Opt1)		
	Scenario:	Cumulative with Project (2035)				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				3			3
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	39	1	39
	Left-Through		0			0	
	Through	1156	2	401	1248	2	**432**
	Through-Right		1			1	
	Right	47	0	47	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	205	291	1	**291**
	Left-Through		0			0	
	Through	1168	2	**584**	1281	2	641
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	42	1	23	42	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	227	1	**125**	166	1	**21**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	723
			East-West:	130		*East-West:*	26
			SUM:	753		*SUM:*	749
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.526
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			**0.426**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **Cumulative without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.124 *
	TH	0.96	43	1,543	0.028	N-S(2):	0.000
	LT	1.04	46	1,491	0.031 *	E-W(1):	0.372 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.264
	TH	3.00	1,126	4,800	0.247		
	LT	2.00	558	2,880	0.194 *	V/C:	0.496
Northbound	RT	2.00	181	3,200	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.020	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	276	0	0.000	ICU:	0.596
	TH	3.00	581	4,800	0.178 *		
	LT	1.00	28	1,600	0.017	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.000	N-S(1):	0.172 *
	TH	0.77	34	1,232	0.028	N-S(2):	0.000
	LT	1.23	54	1,772	0.031 *	E-W(1):	0.497 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.182
	TH	3.00	695	4,800	0.152		
	LT	2.00	177	2,880	0.061 *	V/C:	0.669
Northbound	RT	2.00	577	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	0.00	323	0	0.000	ICU:	0.769
	TH	3.00	1,772	4,800	0.436 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **Cumulative without Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.209 *	N-S(2):	0.606 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.150
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,191	4,800	0.261 *		
	LT	2.00	327	2,880	0.113	V/C:	0.921
Northbound	RT	1.00	68	1,600	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.257	ITS:	0.000
	LT	1.00	634	1,600	0.397 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	1.021
	TH	3.00	178	4,800	0.037		
	LT	1.00	87	1,600	0.054 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.210
	TH	2.00	726	3,200	0.242 *	N-S(2):	0.479 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.254 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.146
	TH	3.00	470	4,800	0.106		
	LT	2.00	358	2,880	0.124 *	V/C:	0.733
Northbound	RT	1.00	155	1,600	0.000	Lost Time:	0.100
	TH	2.00	547	3,200	0.171	ITS:	0.000
	LT	1.00	380	1,600	0.237 *		
Eastbound	RT	1.00	427	1,600	0.000	ICU:	0.833
	TH	3.00	624	4,800	0.130 *		
	LT	1.00	64	1,600	0.040	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **1 - Sepulveda Bl & Manchester Av**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	138	1,600	0.000	N-S(1):	0.497 *
	TH	3.00	1,247	4,800	0.260	N-S(2):	0.332
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.176
Westbound	RT	1.00	454	1,600	0.000	E-W(2):	0.321 *
	TH	2.00	786	3,200	0.245 *		
	LT	1.00	89	1,600	0.056	V/C:	0.818
Northbound	RT	1.00	72	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,926	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.918
	TH	2.00	385	3,200	0.120		
	LT	2.00	218	2,880	0.076 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	373	1,600	0.000	N-S(1):	0.544 *
	TH	3.00	1,898	4,800	0.395	N-S(2):	0.524
	LT	1.00	394	1,600	0.246 *	E-W(1):	0.351 *
Westbound	RT	1.00	222	1,600	0.000	E-W(2):	0.316
	TH	2.00	716	3,200	0.224		
	LT	1.00	123	1,600	0.077 *	V/C:	0.895
Northbound	RT	1.00	115	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,432	4,800	0.298 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	144	1,600	0.000	ICU:	0.995
	TH	2.00	877	3,200	0.274 *		
	LT	2.00	264	2,880	0.092	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.492 *
	TH	4.00	1,646	6,400	0.257		N-S(2):	0.257
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000		E-W(2):	0.294 *
	TH	4.00	1,884	6,400	0.294	*		
	LT	0.00	0	0	0.000		V/C:	0.786
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	2,360	4,800	0.492	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.886
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.396 *
	TH	4.00	2,205	6,400	0.344		N-S(2):	0.344
	LT	0.00	0	0	0.000	*	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000		E-W(2):	0.399 *
	TH	4.00	2,555	6,400	0.399	*		
	LT	0.00	0	0	0.000		V/C:	0.795
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	3.00	1,903	4,800	0.396	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	0.895
	TH	0.00	0	0	0.000			
	LT	0.00	0	0	0.000	*	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000		N-S(1):	0.853 *
	TH	4.00	2,161	6,400	0.338		N-S(2):	0.338
	LT	0.00	0	0	0.000	*	E-W(1):	0.170 *
Westbound	RT	2.00	588	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	2.00	489	2,880	0.170	*	V/C:	1.023
Northbound	RT	0.00	0	0	0.000		Lost Time:	0.100
	TH	4.00	5,460	6,400	0.853	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.123
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000		N-S(1):	0.740 *
	TH	5.00	2,819	8,000	0.352		N-S(2):	0.352
	LT	0.00	0	0	0.000	*	E-W(1):	0.223 *
Westbound	RT	2.00	133	3,200	0.000		E-W(2):	0.000
	TH	0.00	0	0	0.000			
	LT	2.00	642	2,880	0.223	*	V/C:	0.963
Northbound	RT	1.00	0	1,600	0.000		Lost Time:	0.100
	TH	4.00	4,739	6,400	0.740	*	ITS:	0.000
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000		ICU:	1.063
	TH	0.00	0	0	0.000	*		
	LT	0.00	0	0	0.000		LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	1,902	2,176	0.000	N-S(1):	0.637
	TH	1.64	2,294	2,624	0.874 *	N-S(2):	0.874 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,861	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,055	4,800	0.637	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.974
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,995	0	0.000	N-S(1):	0.632
	TH	2.00	2,876	3,200	1.522 *	N-S(2):	1.522 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,979	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.522
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,033	4,800	0.632	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.622
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **7 - Sepulveda Bl & Imperial Hwy**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,951	6,400	0.462	N-S(2):	0.552
	LT	2.00	536	2,880	0.186 *	E-W(1):	0.131
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.157 *
	TH	3.00	273	4,800	0.057 *		
	LT	2.00	208	2,880	0.072	V/C:	0.823
Northbound	RT	2.00	708	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,304	4,800	0.480 *	ITS:	0.000
	LT	1.00	145	1,600	0.090		
Eastbound	RT	1.00	139	1,600	0.000	ICU:	0.923
	TH	3.00	285	4,800	0.059		
	LT	2.00	289	2,880	0.100 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.714 *
	TH	4.00	2,936	6,400	0.460	N-S(2):	0.577
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.175
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.181 *
	TH	3.00	382	4,800	0.080 *		
	LT	2.00	248	2,880	0.086	V/C:	0.895
Northbound	RT	2.00	1,206	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,120	4,800	0.442 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	232	1,600	0.000	ICU:	0.995
	TH	3.00	428	4,800	0.089		
	LT	2.00	292	2,880	0.101 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	325	1,600	0.000	N-S(1):	0.119
	TH	2.00	611	3,200	0.191 *	N-S(2):	0.232 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.214
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.411 *
	TH	2.00	1,021	3,200	0.319 *		
	LT	1.00	136	1,600	0.085	V/C:	0.643
Northbound	RT	1.00	86	1,600	0.000	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	66	1,600	0.041 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.743
	TH	2.00	411	3,200	0.129		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.148
	TH	2.00	446	3,200	0.139 *	N-S(2):	0.168 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.454 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.375
	TH	2.00	745	3,200	0.233		
	LT	1.00	203	1,600	0.127 *	V/C:	0.622
Northbound	RT	1.00	302	1,600	0.000	Lost Time:	0.100
	TH	2.00	343	3,200	0.107	ITS:	0.000
	LT	1.00	46	1,600	0.029 *		
Eastbound	RT	1.00	54	1,600	0.000	ICU:	0.722
	TH	2.00	1,048	3,200	0.327 *		
	LT	1.00	227	1,600	0.142	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **12 - Airport Bl & Manchester Av**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.216
	TH	2.00	652	3,200	0.223 *	N-S(2):	0.332 *
	LT	1.00	49	1,600	0.030	E-W(1):	0.180
Westbound	RT	1.00	124	1,600	0.000	E-W(2):	0.376 *
	TH	2.00	1,052	3,200	0.329 *		
	LT	2.00	124	2,880	0.043	V/C:	0.708
Northbound	RT	1.00	54	1,600	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.186	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.808
	TH	2.00	439	3,200	0.137		
	LT	1.00	74	1,600	0.047 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.305
	TH	2.00	609	3,200	0.227 *	N-S(2):	0.326 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.379 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.308
	TH	2.00	816	3,200	0.255		
	LT	2.00	39	2,880	0.013 *	V/C:	0.705
Northbound	RT	1.00	113	1,600	0.000	Lost Time:	0.100
	TH	2.00	748	3,200	0.234	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	1.00	129	1,600	0.000	ICU:	0.805
	TH	2.00	1,172	3,200	0.366 *		
	LT	1.00	85	1,600	0.053	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **17 - Nash St/I-105 WB Ramps & Imperial Hwy**
Description: **CUMULATIVE with Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	541	1,644	0.000	N-S(1):	0.356 *
	TH	1.97	1,039	3,156	0.329 *	N-S(2):	0.000
	LT	1.00	465	1,600	0.291	E-W(1):	0.258 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.209
	TH	3.00	1,003	4,800	0.209		
	LT	2.00	277	2,880	0.096 *	V/C:	0.614
Northbound	RT	2.00	55	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	0.714
	TH	3.00	678	4,800	0.162 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.10	133	1,757	0.000	N-S(1):	0.128 *
	TH	1.90	231	3,043	0.076 *	N-S(2):	0.000
	LT	1.00	117	1,600	0.073	E-W(1):	0.243 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.191
	TH	3.00	915	4,800	0.191		
	LT	2.00	73	2,880	0.025 *	V/C:	0.371
Northbound	RT	2.00	322	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	83	1,600	0.052 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.471
	TH	3.00	990	4,800	0.218 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **CUMULATIVE with Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.124 *
	TH	0.96	43	1,543	0.028	N-S(2):	0.000
	LT	1.04	46	1,491	0.031 *	E-W(1):	0.373 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.265
	TH	3.00	1,128	4,800	0.248		
	LT	2.00	558	2,880	0.194 *	V/C:	0.497
Northbound	RT	2.00	181	3,200	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.020	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	276	0	0.000	ICU:	0.597
	TH	3.00	583	4,800	0.179 *		
	LT	1.00	28	1,600	0.017	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.000	N-S(1):	0.172 *
	TH	0.77	34	1,232	0.028	N-S(2):	0.000
	LT	1.23	54	1,772	0.031 *	E-W(1):	0.498 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.183
	TH	3.00	697	4,800	0.153		
	LT	2.00	177	2,880	0.061 *	V/C:	0.670
Northbound	RT	2.00	577	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	0.00	323	0	0.000	ICU:	0.770
	TH	3.00	1,774	4,800	0.437 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **CUMULATIVE with Project 2035**

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, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.269
	TH	2.00	581	3,200	0.210 *	N-S(2):	0.607 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.151
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,191	4,800	0.261 *		
	LT	2.00	329	2,880	0.114	V/C:	0.922
Northbound	RT	1.00	73	1,600	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.257	ITS:	0.000
	LT	1.00	634	1,600	0.397 *		
Eastbound	RT	1.00	184	1,600	0.000	ICU:	1.022
	TH	3.00	178	4,800	0.037		
	LT	1.00	87	1,600	0.054 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.210
	TH	2.00	730	3,200	0.243 *	N-S(2):	0.480 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.255 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.146
	TH	3.00	470	4,800	0.106		
	LT	2.00	360	2,880	0.125 *	V/C:	0.735
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	547	3,200	0.171	ITS:	0.000
	LT	1.00	380	1,600	0.237 *		
Eastbound	RT	1.00	431	1,600	0.000	ICU:	0.835
	TH	3.00	624	4,800	0.130 *		
	LT	1.00	64	1,600	0.040	LOS:	D

* - Denotes critical movement