

Appendix L



Noise Impact Study–Convention Center Modernization & Farmers Field Project

Noise Impact Study

CONVENTION CENTER MODERNIZATION & FARMERS FIELD PROJECT

Prepared for:
Matrix Environmental

March 2012

Report Ref:
R2011-122.2

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EXECUTIVE SUMMARY

This Noise Impact Study (Study) analyzes potential short-term and long-term noise impacts associated with the proposed Convention Center Modernization & Farmers Field Project (“Project”). The Project is proposed to be developed on an approximately 68-acre site that is located in the Downtown area of the City of Los Angeles (“Project Site”). The Project Site is generally bounded by I-110 Freeway to the west, Chick Hearn Court to the north, Figueroa Street to the east, and Venice Boulevard to the south, as shown in Figure 1 (on page 15). This Study has been prepared in support of the Environmental Impact Report (EIR) for the Project pursuant to the requirements of the California Environmental Quality Act (CEQA).

Findings

In order to analyze the potential noise impacts of the Project construction and operations, the existing ambient noise environment at the various sensitive noise receptors in the vicinity of the Project Site was measured and tabulated in this report. The measured ambient sound data were utilized as baseline noise levels and in conjunction with the applicable local, state and federal standards and guidelines to define the project noise impact thresholds. In general, the existing sound environment in the vicinity of the Project Site is dominated by vehicular traffic on local surface streets and the nearby freeways, I-110 Freeway and I-10 Freeway.

The key findings of the noise analysis are as follows:

Construction Noise and Vibration Impacts –

The estimated Project on-site construction noise level at all off-site noise sensitive receptors (i.e., residential, school, hospital, and hotel) from construction of the Project individual components (i.e., Bound Street Parking, New Hall, L.A. LIVE Way Parking Garage, and the Event Center) would be at or below the stated daytime and late evening significance thresholds, with the exception of receptors R1 (Ritz Hotel and Residences and Marriott Hotel at LA Live) located on Georgia Street, north of Chick Hearn Court), R6 (residential uses at 12th Place cul-de-sac, just west of the SR-110 Freeway), and R26 (multi-family residential uses located at Wright Street cul-de-sac).¹ Project-related construction would temporarily increase daytime ambient noise levels at the exterior of the off-site receptors R1, R6 and R26 by up to 12.9 dBA (L_{eq}) at R1 (from the Event Center construction), up to 6.7 dBA (L_{eq}) at R6 (from the Event Center construction), and up to 11.7 dBA (L_{eq}) at R26 (from the New Hall construction), which would exceed the significance threshold by 7.9 dBA (L_{eq}) at R1, 1.7 dBA (L_{eq}) at R6, and 6.7 dBA (L_{eq}) at R26. During the late evening hours, the

¹ For construction noise impacts analysis, daytime hours are from 7 a.m. to 9 p.m. (per City’s Noise Ordinance) and late evening hours are from 9 p.m. to 12 a.m. (anticipated Project construction if extended beyond the daytime hours).

estimated construction noise levels would exceed the significance threshold at off-site receptors R1 by 6.4 dBA (L_{eq}) from the Event Center construction, R6 by 1.7 dBA (L_{eq}) from the Event Center construction, and R26 by 3.2 dBA (L_{eq}) from the New Hall construction. In the event of overlapping construction of the Project four components, the construction noise levels at a particular receptor could be increased. It is estimated that overlapping construction activities would exceed the significance thresholds receptors R1, R3 through R7, and R26 during the daytime construction hours, from 0.2 dBA (L_{eq}) at R4 to up to 10.3 dBA (L_{eq}) at R1. During the late evening hours, the overlapping construction noise would exceed the significance thresholds at receptors R1, R4, R5, R6, R7, R23 and R26, from 1.9 dBA (L_{eq}) at R23 to up to 9.6 dBA (L_{eq}) at R1. Therefore, significant noise impacts would be expected as a result of Project construction. Noise mitigation measures including use of standard sound barriers and the limitation on the construction hours have limited practical challenges and are considered infeasible. Sound barriers were determined to be acoustically not feasible due to the barrier's limited performance relative to the adjoining residential/ hotel high-rise buildings (i.e., Ritz Carlton Marriott Hotel, R1). In addition, it would not be technically feasible to construct a noise barrier that would provide additional noise reduction (in addition to the noise attenuation provided by the shielding effect due to the existing SR-110 Freeway structure) to the receptors (R4, R5, R6, R7 and R23) west of the I-110 Freeway.

Construction-related trucks (delivery, concrete mix, and haul trucks) would access the Project Site, which would travel by noise sensitive receptors. Based on the Project transportation study, the peak period of Project-related construction truck movements would occur during site excavation and construction (concrete pour) of the building's foundation and concrete structural framings. Construction haul trucks used during the site demolition and excavation phases would only occur during the daytime hours between 7 a.m. and 9 p.m. Construction-related delivery trucks would occur between 7 a.m. and 12 a.m. However, delivery trucks occurring after 7 p.m. would be limited to concrete deliveries only. Noise generated by construction trucks along these roadways leading to the Project Site would generate up to 66 dBA (L_{eq}) at receptors located adjacent to the haul routes. The estimated noise levels from the construction haul/concrete/delivery trucks would be below the daytime (all construction-related trucks) and late evening significance threshold (limited to concrete trucks only). Therefore, noise impacts associated with off-site construction trucks would be less than significant.

The construction of the Pico Station Second Platform would generate noise levels up to 77.4 dBA (L_{eq}) at the closest sensitive receptor, R2 (the multi-family building along Pico Boulevard between Figueroa Street and Flower Street) and up to 62.6 dBA (L_{eq}) at R3 (multi-family building on Flower Street, south of Pico Boulevard). The estimated noise levels at receptor R2 would exceed the daytime and late evening significance threshold by up to 3.7 dBA (L_{eq}) and 10.5 dBA (L_{eq}), respectively. At receptor R3, the estimated construction noise levels would exceed the daytime significance threshold by 1.4 dBA (L_{eq}) and late evening significance threshold by 3.4 dBA (L_{eq}). The construction noise levels from the Pico Station

Second Platform, however, would be below the significance thresholds at all other off-site sensitive receptors (both daytime and late evening hours). As such, significant impacts would be expected from the Pico Station Second Platform.

The composite construction noise levels, including both on-site and off-site Project-related construction activities, as well as overlapping construction, plus ambient noise levels, would exceed the daytime significance at receptors R1, R3, R4, R5, R6, R7, R9 and R26, by 0.3 dBA (at R9) to 10.4 dBA (at R1). During the late evening hours, the composite construction noise would exceed the significance threshold at receptors R1 through R8, R16, R20, R21, R22, R23, R25 and R26, by 0.5 dBA (at R20) to 11.3 dBA (at R6).

The Project construction-related activities are estimated to generate ground vibration levels between 0.003 to 0.644 inch per second (Peak Particle Velocity, PPV) at 25 feet from the construction equipment. The nearest off-site structure, the Nokia Theatre at L.A. LIVE, is located approximately 100 feet from the Project Site would be exposed to ground-borne vibration levels up to 0.0805 inch per second (PPV) generated by construction equipment (operating at closest distance), which would be well below the 0.50 inch per second (PPV) threshold of significance for reinforced-concrete or steel structure. The construction activities at the Pico Station Second Platform are estimated to generate maximum ground vibration levels of 0.32 inch per second (PPV) at the nearest off-site building structures (the commercial buildings along the east side of Flower Street), which would be below the most stringent significance threshold of 0.12 inch per second (PPV). Therefore, Project construction-related ground vibration (due to construction equipment operation) is anticipated to have no significant vibration impacts on the adjacent buildings (with respect to building damages). The Project construction-related activities are estimated to generate ground vibration levels up to 86 VdB at the Nokia Theatre at L.A. LIVE (nearest off-site vibration-sensitive use), which would exceed the significance threshold of 72 VdB. Construction activities at the Pico Station Second Platform would generate ground vibration levels up to 69 VdB at the nearest sensitive receptor (residences along Pico Boulevard, between Figueroa Street and Flower Street), which would also below the 72 VdB significance thresholds. Implementation of the recommended noise and vibration mitigation measures would reduce the impacts at the Nokia Theatre at L.A. LIVE to less than significant. Therefore, significant impacts with respect to ground-borne vibration on vibration-sensitive use would be less than significant.

Operation Noise Impacts –

On-site stationary noise sources include, but are not limited to: building mechanical equipment, parking garages, loading docks/refuse collections, bus loading/unloading, outdoor plazas (patrons and sound system, Event Center (crowd noise and sound system), and fireworks. Noise impacts associated with the building mechanical equipment including the roof exhaust fans (serving the Convention Center and Pico Passage) and central plant (serving

the Convention Center and Event Center/STAPLES Center) would be less than significant with implementation of the project design features.

Operation of the two new parking garages (Bond Street Parking Garage and L.A. LIVE Way Parking Garage) would exceed the daytime significance threshold by up to 6.7 dBA at receptors R5 and R6.² The estimated noise levels from the parking operations would exceed the nighttime significance threshold by 1.3 dBA to up to 8.6 dBA at the sensitive receptors R4, R5, R6, R7, R23 and R25. There are no feasible mitigation measures that would reduce the parking garage noise impacts. Therefore, the long-term noise impact with the parking garage operations would be significant and unavoidable. Noise impacts, however, would only occur intermittently in an event of car alarm triggered (which would typically be shut off in a few minutes).

Noise impacts associated with the loading dock and refuse collections operations would be less than significant with implementation of the project design features.

Noise levels generated by bus operations at the Pico Passage would be well below the stated significance thresholds. Therefore, noise impacts associated with bus operations would be less than significant.

Noise levels associated with the outdoor plazas would be below the daytime significance threshold, except for receptors R1, R2, R3 and R13. The estimated noise levels would exceed the daytime significance threshold from 7.4 dBA at R13 to 13.7 dBA at receptor R1. In addition, the estimated outdoor plazas noise levels would exceed the nighttime significance threshold at receptors R1, R2, R3, R13 and R14, from 6.5 dBA at R14 to up to 16.1 dBA at R2. Therefore, impacts associated with the outdoor plazas would be potentially significant. Noise mitigation in the form of barriers would reduce the potential noise impacts. However, the noise barriers would be constructed along the Project Site to block the line-of-sight between the sound sources and the off-site receptors, which would not be feasible with respect to architectural/functional design of the outdoor plazas. Other mitigation measure, such as limiting the sound levels from the outdoor amplified sound system would hinder the typical use of the outdoor plazas performance requirements. Therefore, noise impacts associated with outdoor plazas operations would be intermittent significant and unavoidable.

Noise associated with the Event Center operation would include the crowd cheering noise during an event and the Event Center sound-system. The crowd cheering noise would exceed the daytime significance thresholds at receptors R1, R5, R6, R7 and R8, from 2.1 dBA (at R5 and R6) to 7.7 dBA (at R1). The sound levels from the in-house sound system used during the scheduled sport game would exceed the daytime significance thresholds at receptors R1,

² For operational noise impacts analysis, daytime hours are from 7 a.m. to 10 p.m. and nighttime hours are from 10 p.m. to 7 a.m., per City's Noise Ordinance.

R3, R5, R6 and R9, from 0.6 dBA (at R9) to 3.2 dBA (at R5). Although the sport events at the Event Center would occur primarily in the daytime hours, noise impacts were also evaluated for the nighttime hours. The crowd cheering noise levels would exceed the nighttime significance thresholds at receptors R1, R5 through R9, R13, and R23 through R25, from 0.1 dBA (at R9) to 8.1 dBA (at R1). In addition, the estimated in-house sound system would exceed the nighttime significance threshold at receptors R1, R3, R5 through R9, R14, R21, R23 and R25, from 0.5 dBA (at R21) to 6.9 dBA (at R5). It is estimated that the sound levels from the concert touring sound system (at the Event Center) would exceed the daytime significance thresholds at receptors R1, R3 through R9, R17, R21, R22, R23, R25 and R26, from 0.4 dBA (at R22) to 10.5 dBA (at R9). When compared with the nighttime hours, the sound levels from the concert touring sound system would exceed the significance thresholds at receptors R1 through R10, R14, R15, R17, and R21 through R26, from 0.5 dBA (at R24 and R26) to 13.0 dBA (at R9). Mitigation measure in the form of specifications to limit the in-house sound system (to reduce the impacts associated with the sound-system) or fully enclosing the stadium with a solid roof structure (to reduce both crowd and sound system noise); however, it would not be feasible for the following reasons: a) enclosing the stadium with a solid roof would not meet the basic Project objective of developing an Event Center with an open roof design that complements and takes advantage of the Southern California climate, and b) limiting the sound levels from the sound system would not allow for the intended use of the Event Center for sports events and concerts. Therefore, noise impacts associated with Event Center operations would be significant and unavoidable.

The firework display shows at the Event Center would generate noise levels up to 101.3 dBA (L_{max}) and 127.3 dBC (Peak) at receptor R3. The firework noise levels would exceed the stated significance thresholds at all analyzed off-site noise sensitive receptors and would result in significant impacts. However, there are no feasible mitigation measures to reduce the fireworks noise to a less than significant level. Although noise impacts associated with the fireworks display shows would be short-term (15 to 20 minutes per show) and would only occur up to 25 to 40 times a year, noise impacts still significant and unavoidable.

Off-site traffic – Noise generated by roadway traffic was calculated along 81 roadway segments in the vicinity of the Project to determine the potential noise impacts from Project-related traffic. Noise impacts associated with off-site traffic were evaluated for a typical Sunday, Saturday and Weekday event days. As the maximum number of Project-related vehicle trips would be generated during the hours immediately before the event (Pre-Event) and after the event (Post-Event), potential noise impacts were evaluated during these hours (i.e., Hourly L_{eq}). The off-site traffic noise impacts were evaluated based on the Hourly L_{eq} (which is based on the anticipated maximum increase in Project-related traffic volumes in an hour) is more conservative than the 24-hour CNEL (which would average the Project-related traffic volumes, with most of the Project's traffic volumes would occur in the two hours before and after an event, over a 24-hour basis). In addition, traffic noise impacts were evaluated for three operation scenarios: a) typical event day, b) typical event day compared to

existing conditions where there is no event at Convention Center (“Convention Center Dark”), and c) for informational purposes only, as the probability of concurrent events at both the Coliseum and Dodger Stadium at the same time as an Event Center event would be extremely low, a typical event day with concurrent operations at Dodgers and Coliseum. Significant noise impacts would occur at the following roadway segments for the Sunday event day:

- Grand Avenue – between 17th Street and Washington Avenue (all three scenarios), by 5.0 dBA
- West 18th Street – West of Flower Street (all three scenarios), by 6.8 dBA (for typical Sunday and Sunday with Dodgers and Coliseum) and by 7.6 dBA (for Sunday with Convention Center Dark)
- West 18th Street – West of Grand Avenue (all three scenarios), by 7.0 dBA (for typical Sunday and Sunday with Dodgers and Coliseum) and by 7.9 dBA (for Sunday with Convention Center Dark)

The Project-generated traffic volume would result in a maximum increase of 5.3 dBA (Hourly L_{eq}) for typical Saturday event day. However, significant impacts are not expected as the school use (Abram Friedman Occupational School) located along this roadway segments is not expected to be in session on a Saturday. Therefore, significant noise impacts would be expected at all of the analyzed roadway segments for Saturday (all three scenarios).

Significant noise impacts would occur at the following roadway segments for Weekday event day:

- Grand Avenue – between 17th Street and Washington Avenue (all three scenarios), by 5.8 dBA
- West 11th Street - between Blaine Street and L.A. LIVE Way (all three scenarios), by 6.1 dBA
- West 39th Street - East of I-110 Freeway (all three scenarios), by 5.5 dBA (for typical Weekday and Weekday with Convention Center Dark) and by 10.4 dBA (for Weekday with Dodgers and Coliseum)
- West 39th Street - west of I-110 Freeway (Weekday with Dodgers and Coliseum scenario only), by 9.3 dBA

Conventional mitigation measures such as construction of noise barrier walls will not be feasible as the barriers will obstruct the access to the residences properties. There are no other feasible mitigation measures that would reduce the off-site traffic noise impacts. Therefore, the long-term noise impact due to off-site traffic would be significant and unavoidable. However, it should be noted that the traffic analysis does not take credit for

certain trip reducing mitigation measures (i.e., enhanced transit and transit and carpooling incentives) or the additional measures that may be undertaken pursuant to SB 292. Therefore, the Project traffic estimates, and associated roadway noise, is conservative and actual impacts are likely to be less.

Off-site Public Transit – Potential noise impacts associated with the increase in public transit usage (i.e., increase in train and bus trips) were analyzed based on the forecasted increase in train and bus trips. Significant impacts are not expected for typical Sunday and Saturday event days. However, for typical Weekday during the Post-Event hours the estimated increase in train operations along the Metro Expo and Blue Lines would result in an increase of 4.3 dBA and 6.0 dBA (Hourly L_{eq}), respectively. The estimated increase along the Blue Line would exceed the stated 5 dBA significance threshold, which would result in significant impacts. The noise impacts are anticipated to occur for sensitive receptors that are located along the Blue Line, approximately 300 feet (unobstructed) or 175 feet (with intervening buildings between the rail and the receptors) from the rail center line. Similar to the off-site traffic, conventional mitigation measures to reduce the train noise would include noise barrier walls. However, construction of noise barriers along the Metro Lines would be not feasible, as the applicant has no control over the properties adjacent to the lines. There are no other feasible mitigation measures that would reduce the off-site traffic noise impacts. Therefore, the long-term noise impact associated with the potential increase in public transit usage would be significant and unavoidable.

Media helicopters flying near the Event Center would generate noise levels up to 70 dBA at the adjacent residential community. Helicopter noise would be temporary in nature but would exceed the significance threshold on a temporary and intermittent basis. However, there are no feasible mitigation measures to reduce the helicopter over flight noise. Therefore, noise impacts associated with the media helicopter would be significant and unavoidable. However, media helicopters currently fly over the site in connection with events at STAPLES Center. While the Project would only increase the number of days during which media helicopters would fly over the Project Site, the noise levels associated with each overflight would be similar to those experienced in the Project area.

A composite noise analysis was performed to evaluate the noise impacts from all operational Project-related noise sources, including on-site and off-site sources plus the existing ambient noise levels for a typical event day without and without firework show. For an event day without firework show, the Project would result in a maximum increase of 3.1 dBA CNEL at receptor R23, 4.0 dBA CNEL at R13, 7.8 dBA CNEL at R3, 8.1 dBA CNEL at receptor R1, and 8.2 dBA CNEL at receptor R2. The increase in ambient noise levels at receptor R23 would be below the 5 dBA significance threshold applicable to that receptor. However, the increase in ambient noise levels at receptors R1, R2, R3 and R13 would exceed the significance threshold of 3 dBA CNEL, as the ambient noise levels would be within the “normally unacceptable” or “clearly unacceptable” land use category. Therefore, the

composite noise level impacts due to the Project would be significant for typical event days without a firework show. For a typical event day with firework show, the estimated composite noise levels at receptors R10, R12, R15 and R18 would be below the stated significance thresholds. However, the estimated composite noise levels at receptors R1 through R9, R11, R13, R14, R16, R17, and R19 through R26 would increase the ambient noise levels by 4.5 dBA CNEL at R11 to 17.9 dBA CNEL at R23, which would exceed the applicable significance threshold of 3 dBA (with composite noise level greater than 70 dBA CNEL, i.e., within the “normally unacceptable” land use category) or 5 dBA (with composite noise level below 70 dBA, i.e., within the “normally acceptable” or “conditionally acceptable” land use category). Therefore, significant impacts would be expected at these off-site receptor locations. As such, the composite operational noise levels would result in significant impacts. As there are no feasible mitigation measures, impacts would be significant and unavoidable.

1 INTRODUCTION

This Noise Impact Study has been prepared to evaluate potential noise and ground-borne vibration impacts associated with the construction and operation of the Project.

1.1 Project Description

The Project is proposed to be developed on an approximately 68-acre site located in the Downtown area of the City of Los Angeles. The Project Site is generally bounded by I-110 Freeway to the west, Chick Hearn Court to the north, Figueroa Street to the east, and Venice Boulevard to the south, as shown in Figure 1 (on page 15).

The Project would include the expansion and modernization of the existing Los Angeles Convention Center (Convention Center) and the development of a multi-use Event Center, which combined consist of 1,750,000 million square feet of floor area. The Project involves the following three major components: (1) the Convention Center West Hall would be demolished and replaced with a new hall; (2) Event Center, a new multi-use event center, that can be configured with 72,000 seats expandable to 76,250 seats for spectator events or as 143,500 square feet of useable exhibit space and 102,150 square feet of useable meeting room space for a combined total of 245,650 square feet of useable floor area, would be constructed on the former Convention Center West Hall site; (3) and two Parking Garages would be constructed to replace the existing Bond Street surface parking lot and the Cherry Street Garage to provide approximately 1,112 net additional parking spaces.

Project construction is anticipated to occur over an approximately 54-month period and is expected to commence in 2012.



1.2 Purpose

The objectives of this noise study are to:

- a) Evaluate the Project construction-related noise and vibration impacts, from on-site construction activities and off-site construction-related truck traffic, on noise sensitive uses (e.g., residential, schools, parks, and hospitals) in the vicinity of the Project Site;
- b) Determine potential Project operation-related off-site mobile sources, including auto traffic, public transit (i.e., bus and rail), media helicopter, noise impacts on existing off-site noise sensitive uses;
- c) Determine potential Project operation-related on-site sources, including building mechanical equipment, parking garage, loading dock/refuse collection, buses loading, outdoor plaza, and the proposed multi-use event center uses (crowd, sound system, and fireworks), noise and vibration impacts on noise sensitive uses; and
- d) Provide project design features and mitigation measures to avoid or reduce the potential noise and vibration impacts to less than significant levels.

2 ENVIRONMENTAL SETTING

2.1 Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it interferes with speech communication, and hearing, causing sleep disturbance, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.³ The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term “A-weighted” refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are provided in Table 1 (on page 18). In addition to the dBA, C-Weighted sound pressure level (dBC) is used in response to human ear’s at sound level, i.e., above 85 decibels. It is typically used in entertainment noise measurement (i.e., amplified sound system), to account for the low frequency sound (i.e., bass) and the high sound level. The dBC unit is used in this study to evaluate impacts with respect to the potential low frequency sound (typically associated with concert sound system) and the firework display shows.

People judge the relative magnitude of sound sensation by subjective terms such as “loudness” or “noisiness.” To the normal hearing a change in sound level of 3 dB is considered “just perceptible,” a change in sound level of 5 dB is considered “clearly noticeable,” and a change (i.e., increase) of 10 dB is generally recognized as “twice as loud.”⁴

2.1.1 Outdoor Sound Propagation

In an outdoor environment, sound levels attenuate (reduce) through the air as a function of distance. Such attenuation is commonly referred to as “distance loss” or “geometric spreading,” and is based on the noise source configuration (e.g., point source, or line source). For a point source, such as a piece of mechanical/electrical/construction equipment (e.g., air conditioner, electrical transformer, or bull dozer) the rate of sound attenuation is about 6 dB per doubling of distance from the noise source. For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of five feet would attenuate to 54 dBA at a distance of 10 feet. For a line source, such as a constant flow of traffic on a roadway, the rate of sound attenuation is about 3 dB per doubling of distance.⁵

³ All sound levels measured in decibel (dB) in this study are relative to $2 \times 10^{-5} \text{ N/m}^2$.

⁴ *Engineering Noise Control*, Bies & Hansen, 1988.

⁵ Caltrans, “*Technical Noise Supplement (TeNS)*”, 2009.

In addition, structures (e.g., buildings and solid walls) and natural topography (e.g., hills) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the “shadow” of the obstruction, such as behind a sound wall. This type of sound attenuation is known as “barrier insertion loss.” If a receptor is located behind the wall but still has a view of the source (i.e., line-of-sight is not fully blocked), some barrier insertion loss would still occur, however to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall reflects noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the noise source and receiver) to an upper range of 20 dBA with a more substantial barrier.⁶

Table 1. Typical Noise Levels

Common Outdoor Activities	Noise Levels, dBA	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 1000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room
Quiet Suburban Nighttime		(Background)
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall
	20	(Background)
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing
<i>Source: Caltrans, Technical Noise Supplement (TeNS), 2009</i>		

⁶ Caltrans, “Technical Noise Supplement (TeNS)”, 2009.

2.1.2 Environmental Noise Descriptors

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider the total acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors, including those used by the City, are summarized below.

Equivalent Sound Level (L_{eq}). L_{eq} is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the L_{eq} of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure. L_{eq} for one-hour periods, during the daytime or nighttime hours, and 24 hours are commonly used in environmental noise assessments. L_{eq} can be measured for any time period, but is typically measured for an increment of no less than 15 minutes for environmental studies. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during day or night.

Maximum Sound Level (L_{max}). L_{max} represents the maximum A-weighted sound level measured during a measurement period. It is a measure of the highest sound level at a particular point in time. L_{max} is generally used to evaluate short-duration/intermittent noise sources. For this analysis, it is used to evaluate noise effects from the stadium operations (i.e., sound system and crowd cheering), parking garage operations (i.e., car alarm/horn), and firework display show.

Community Noise Equivalent Level (CNEL). CNEL is the time average of all A-weighted sound levels for a 24-hour day period with a 10 dBA adjustment (increase) added to the sound levels that occur in the nighttime hours (10:00 p.m. to 7:00 a.m.) and a 5 dBA adjustment (increase) added to the sound levels that occur in the evening hours (7:00 p.m. to 10:00 p.m.). These penalties attempt to account for increased human sensitivity to noise during the quieter nighttime periods, when the ambient background noise is less and where sleep is the most probable activity. In comparison, the 24-hour CNEL is approximately equal to the L_{eq} plus 7 dBA, for noise sources that is constant throughout the day, such as, mechanical equipment operating on a 24-hour basis. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan and is also used by the City for land use planning and to describe noise impacts in its *L.A. CEQA Thresholds Guide (2006)*.⁷

Day-Night Average Level (L_{dn} or DNL). L_{dn} , like CNEL, is the weighted 24-hour average noise level that accounts for people's increased annoyance to noise occurring in the nighttime hours. It is the average equivalent A-Weighted sound level during a 24-hour day, calculated

⁷ State of California, *General Plan Guidelines*, 2003.

after adding ten (10) dBA to sound levels that occur after 10:00 p.m. and before 7:00 a.m. Typically, L_{dn} levels are within 1 dBA of CNEL levels.

2.2 Fundamentals of Environmental Ground-borne Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root-mean-square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square-root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response to ground-borne vibration.⁸ The RMS vibration velocity level can be presented in inches per second or in VdB (a decibel unit referenced to 1 micro-inch per second)⁹. Commonly, ground-borne vibration generated by man-made activities (i.e., road traffic, construction activity) attenuates rapidly with distance from the source of the vibration.

2.3 Regulatory Framework

2.3.1 Federal Noise Standards

The U.S. Department of Housing and Urban Development (HUD) provides noise standards for residential units developed under HUD funding. The HUD noise standards are included in Title 24 Part 51B of the Code of Federal Regulations (CFR). HUD has set a goal of 65 dBA L_{dn} (65 dBA CNEL for projects in California) as "acceptable" exterior noise standard for residential development and 45 dBA L_{dn} (45 dBA CNEL for projects in California) as a desirable maximum interior noise standard for residential units. While HUD noise standards do not apply to non-federally funded projects, they are generally consistent with standards used by other federal agencies, such as Federal Aviation Administration (FAA), as well as the State of California and City of Los Angeles noise standards and building construction codes.

2.3.2 State Noise Standards

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise categories for each land use are included in the *State of California General Plan Guidelines*, which are published and updated by the *Governor's Office of Planning and Research*. The

⁸ Federal Transit Administration (FTA), "Transit Noise and Vibration Impact Assessment", Section 7.1.2, May 2006,

⁹ $VdB \text{ (velocity level in decibel)} = 20 \times \log(V / V_{ref})$, where V is the RMS velocity amplitude in micro-inch per second and V_{ref} is the reference velocity amplitude of 1×10^{-6} inch per second (1 micro-inch per second). All vibration levels described in decibel (VdB) in this study are RMS and referenced to 1 micro-inch per second.

level of acceptability of the noise environment is dependent upon the activity associated with the particular land use. According to the State, an exterior noise environment up to 65 dBA CNEL is “normally acceptable” for multi-family residential and hotel uses, without special noise insulation requirements, while 75 dBA CNEL and 80 dBA CNEL are identified as “clearly unacceptable” noise levels for residential and hotel uses, respectively.

2.3.3 City of Los Angeles Standards and Guidelines

The Noise Element of the City of Los Angeles General Plan (General Plan) establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The City also has policies and regulations to control unnecessary, excessive, and annoying noise, as cited by the Los Angeles Municipal Code (LAMC) Chapter XI, Noise Regulations. In addition, the *L.A. CEQA Thresholds Guide (2006)* provides guidelines for determining Project impacts and CNEL guidelines for land use noise compatibility. These plans and regulations are described below.

2.3.3.1 City of Los Angeles Noise Element

The overall purpose of the Noise Element of a General Plan is to protect citizens from the harmful and annoying effects of exposure to excessive noise. The following City of Los Angeles Noise Element policies relate to the Project:¹⁰

- Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise, and alleviate noise that is deemed a public nuisance.
- Policy 3.1: Develop land use policies and programs that would reduce or eliminate potential and existing noise impacts.

2.3.3.2 City of Los Angeles Noise Regulation

Chapter XI of the City of Los Angeles Municipal Code (Noise Regulation) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. In accordance with the Noise Regulation, a noise level increase of 5 dBA (from regulated noise sources) over the existing ambient noise level at an adjacent property line is considered a noise violation. To account for people’s increased tolerance for short-duration noise events, the Noise Regulation allows an additional 5 dBA increase for a noise lasting more than five but less than 15 minutes in any one-hour period (for a total of a 10 dBA increase above the ambient noise level), and an additional 5 dBA increase (for a total of a 15 dBA increase above the ambient noise level) for noise sources lasting five minutes or less in

¹⁰ Noise Element of the Los Angeles City General Plan, adopted February 3, 1999.

any one-hour period.¹¹ The allowance for noise of short duration, as described in the LAMC, is provided as a negative adjustment to the measured sound level of the offending noise source and applicable during the hours of 7:00 a.m. to 10:00 p.m. In addition, noise sources that are repeated impulsive have a 5 dBA penalty (i.e., 5 dBA added to the measured impulsive sound to determine a noise violation). Impulsive sound as described by LAMC includes, but shall not be limited to, explosions, musical base drum beats, or the discharge of firearms.

City's regulated noise sources (applicable to this project) are provided in the following sections of the Noise Regulation:

- Section 112.01. Radios, Television Sets, and Similar Devices – Part a) of this section prohibits the operation of device for reproducing or amplification of human voice, music, or any other sound, as to disturb the peace, quiet, and comfort of neighbor occupants. Part b) states that any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone or within 500 feet thereof, is in violation. Part c) states that any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property by more than five (5) decibels is in violation. This section is applicable to the Project's sound system associated with the Event Center and the outdoor plazas.
- Section 112.02. Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment – This section limits the operation of building mechanical equipment not to exceed the ambient noise level on the premises of any other occupied property by more than five (5) decibels is in violation. This section is applicable to the Project's building mechanical ventilation equipment, including the central plant and exhaust system.
- Section 112.06. Places of Public Entertainment – This section limits the sound level from amplified sound in any public entertainment to 95 dBA, unless a conspicuous and legible sign is located outside such place, stating: "WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT." This section is applicable to the Project's Event Center and outdoor plazas, where amplified sound system will be used.
- Section 114.02. Motor Driven Vehicles – This section limits the noise generated by motor driven vehicle upon any property within the City: 1) as to disturb the peace, quiet and comfort of any neighborhood or of any reasonable person residing in such area; 2) as to audible to the human hear at a distance in excess of 150 feet from the property line of the noise source; or 3) to exceed the ambient noise on the premise of any occupied residential property by more than five (5) decibels. This section,

¹¹ *Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).*

however, does not apply to any vehicle operated on public highway or street. This section is applicable to the Project's parking garage operations.

- Section 114.03. Vehicles – Loading and Unloading – This section limits the operation of loading and unloading between the hours of 10:00 p.m. and 7:00 a.m. of the following day, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building. Loading and unloading, however, may occur between the hours of 6:00 a.m. to 11:00 p.m., if a permit is issued by the Department of Transportation.
- Section 114.06. Vehicle Theft Alarm Systems – This section limits the duration of an audible vehicle theft alarm system. The audible sound from the vehicle alarm shall end five minutes from the first audible sound.

The ambient noise, as defined by the Noise Regulation, is the measured noise level averaged over a period of at least 15 minutes ($L_{eq(15\text{-minute})}$). For purposes of determining whether or not a violation of the noise regulations is occurring, the sound level measurements of an offending noise are averaged over a minimum duration of 15 minutes, and compared with the baseline ambient noise levels. The baseline ambient noise level is the actual measured ambient noise level (without the offending noise source) or the City's presumed ambient noise level as shown in Table 2 (below), whichever is greater. In cases in which the actual measured ambient noise level is not known, the City's presumed ambient noise level is used as the baseline. As indicated in Table 2, the City's presumed daytime (7:00 a.m. to 10:00 p.m.) minimum ambient equivalent noise level (L_{eq}) for properties zoned for residential use is 50 dBA, while the nighttime (10:00 p.m. to 7:00 a.m.) presumed minimum ambient noise level is 40 dBA. The presumed daytime minimum ambient noise level for properties zoned for commercial use is 60 dBA, while the nighttime presumed minimum ambient noise level is 55 dBA. The ambient noise levels in the Los Angeles downtown area typically exceed the City's presumed ambient noise levels. Therefore, actual measured ambient noise levels in the vicinity of the Project Site would be used as baseline ambient noise levels to evaluate potential noise impacts.

Table 2. City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime (7 a.m. to 10 p.m.) L_{eq} (dBA)	Nighttime (10 p.m. to 7 a.m.) L_{eq} (dBA)
Residential, School, Hospital, Hotels	50	40
Commercial	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65
<i>Source: LAMC, Section 111.03</i>		

In addition, the City's Noise Regulation (Section 112.05) limit noise from construction equipment located within any residential zone or within 500 feet of a residential zone to 75 dBA (L_{eq}), measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.¹² Furthermore, the noise regulations prohibit construction activity, which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other places of residence between the hours of 9:00 p.m. and 7:00 a.m., Monday through Friday.¹³ The LAMC also prohibits construction activities on Saturday before 8:00 a.m. and after 6:00 p.m., or national holiday nor at any time on Sunday, unless the City issues a permit for after hours work.

2.3.3.3 *L.A. CEQA Thresholds Guide*

The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the *L.A. CEQA Thresholds Guide (2006)* in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: "normally acceptable;" "conditionally acceptable;" "normally unacceptable;" and "clearly unacceptable." As presented in Table 3 (on page 25), a CNEL value of 70 dBA is the upper limit of what is considered a "normally acceptable" noise environment for educational uses. For more sensitive uses such as multi-family residential, the upper limit of what is considered "normally acceptable" is set at 65 dBA CNEL.¹⁴ In addition, the L.A. CEQA Thresholds Guide provides thresholds for determination of significance.

¹² In accordance with the City of Los Angeles Noise Regulations (Los Angeles Municipal Code, Section 112.05), 'technically infeasible' means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

¹³ Los Angeles Municipal Code, Section 41.40.

¹⁴ L.A. CEQA Thresholds Guide, Section I.2, 2006.

Table 3. City of Los Angeles Land Use Compatibility for Community Noise

Noise Level (dBA)	Community Noise Exposure CNEL, dBA			
	Normally Acceptable ^a	Conditionally Acceptable ^b	Normally Unacceptable ^c	Clearly Unacceptable ^d
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—
^a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. ^b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. ^c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and necessary noise insulation features included in the design. ^d Clearly Unacceptable: New construction or development should generally not be undertaken. Source: L.A. CEQA Thresholds Guide, 2006				

2.3.4 Vibration Standards

There are no adopted federal, State or city policies or standards for ground-borne vibration. In most circumstances common vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. The following guidelines from federal and State agencies are utilized in assessing potential ground-borne vibration impacts due to Project construction and operation activities.

2.3.4.1 Federal Vibration Guidelines

The Federal Transit Administration (FTA) has published a technical manual titled “Transit Noise and Vibration Impacts Assessment,” that provides ground-borne vibration impact

criteria with respect to building damage during construction activities.¹⁵ Although the FTA technical manual was developed for transit projects, it is applicable to this project as the vibration criteria are based on absolute ground vibration levels depending on the construction characteristics of the affected building (e.g., reinforced concrete, steel, or non-engineered timber buildings). Furthermore, ground vibrations are typically generated by heavy construction equipment (e.g., large bulldozer, excavator, and vibratory roller), which are utilized in both transit projects and building/stadium projects. With respect to potential building damage, the FTA provides guidelines for evaluating potential ground-borne vibration damage applicable to various building categories. Table 4 below provides the FTA vibration criteria applicable to construction activities. According to FTA guidelines, a vibration damage criterion of 0.20 inch per second PPV should be considered for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced-concrete, steel, or timber, have vibration damage criteria of 0.50 inch per second pursuant to the FTA guidelines. Fragile buildings of a historical nature (i.e., extremely susceptible to vibration damage) have lower vibration tolerances, PPV of 0.12 inch per second, pursuant to FTA Vibration Damage Criteria.

Table 4. FTA Construction Vibration Damage Criteria

Building Category	Construction Vibration Damage Criteria	
	PPV (inch per second)	RMS in decibels (VdB)
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
<i>Source: "Transit Noise and Vibration Impact Assessment" (FTA, 2006), Table 12-3.</i>		

In addition to the FTA Construction Vibration Damage Criteria listed in Table 4, the FTA guidance manual also provides vibration criteria (with respect to annoyance) for various sensitive uses, which are based on the frequency of vibration events, as indicated in Table 5 (on page 27). The ground-borne vibration impacts are provided for three sensitive land-use categories: (1) Vibration Category 1 – High Sensitivity, (2) Vibration Category 2 – Residential, and (3) Vibration Category 3 – Institutional. In addition, the FTA provides ground-borne vibration impact levels for auditorium/theater uses (applicable to the adjacent Nokia Theatre at L.A. LIVE). The vibration impact criteria for sensitive uses adopted by the FTA were established primarily for rapid transit (rail) projects.

¹⁵ FTA, "Transit Noise and Vibration Impact Assessment", May 2006

Table 5. FTA Ground-borne Vibration Criteria for Sensitive Uses

Land Use Category	Ground-Borne Vibration Impact Levels, VdB (referenced 1 micro-inch per second)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations	65 ^d	65 ^d	65 ^d
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83
Auditoriums	72	80	80
^a "Frequent Events" are defined as more than 70 vibration events of the same source per day. ^b "Occasional Events" are defined as between 30 and 70 vibration events of the same source per day. ^c "Infrequent Events" are defined as fewer than 30 vibration events of the same source per day. ^d This criterion limit is based on the levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Source: "Transit Noise and Vibration Impact Assessment" (FTA, 2006), Table 8-1.			

2.3.4.2 State Vibration Guidelines

There are no State vibration standards applicable to the proposed Project. The California Department of Transportation (Caltrans) provides guidelines/recommendations to limit ground-borne vibration based on the age and/or physical condition of the structures that are located in close proximity to construction activity.¹⁶ Caltrans has adopted guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inch per second (PPV) for extremely fragile historic buildings, ruins, and ancient monuments to 0.50 to 2.0 inches per second (PPV) for modern industrial/commercial buildings

2.3.4.3 City Vibration Standards

The City of Los Angeles has not adopted any standards, guidelines, or thresholds relative to ground-borne vibration for Project construction.

2.4 Existing Conditions

2.4.1 Noise Sensitive Receptors

Some land uses are considered more sensitive to noise than others based on the types of activities typically involved at the receptor location. The *L.A. CEQA Thresholds Guide (2006)* states that residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, and parks are generally more sensitive to noise than commercial and industrial land uses. Noise-sensitive receptors

¹⁶ Caltrans, "Transportation- and Construction-Induced Vibration Guidance Manual", 2004

were selected based on the minimum 500 feet distance from the receptors to the Project Site, in accordance with the *L.A. CEQA Thresholds Guide (2006)* screening criteria. Twenty six (26) noise-sensitive receptors were selected for the noise analysis representing the various noise sensitive land uses (i.e., residential, hospital, school, hotel/motel, auditorium, religious institution, and parks uses) in the vicinity of the Project Site. The locations of the 26 noise-sensitive receptors are identified as R1 through R26 in Figure 2 (on page 29).

2.4.2 Existing Ambient Noise Levels

Ambient noise measurements were taken at the selected 26 off-site locations in the vicinity of the Project Site for a typical weekday and weekend. The off-site noise measurements locations range from approximately 90 feet (R2) to approximately 1,940 feet (R22) from the Project Site. The noise measurement locations are described in Table 6 (on page 30). Long-term (24-hour) measurements (weekday only) were conducted at nine (9) measurement locations. Three short-term (15-minute) measurements were conducted at each of the remaining 17 locations during the daytime hours (two measurements between the hours of 9:00 a.m. and 4:00 p.m.) and nighttime hours (one measurement between 10:00 p.m. and 1:00 a.m.). For the weekend ambient measurements, two short-term (15-minute) measurements were made at all 26 locations during the daytime hours (between 1:00 p.m. and 4:00 p.m.) and during the nighttime hours (between 10:00 p.m. and 12:00 a.m.). The weekday ambient noise measurements were conducted between July 19 and July 28, 2011 and between October 20 and October 21, 2011 and the weekend ambient noise measurements were conducted on January 14, 22, and 29, 2012 and February 4, 2012.

The ambient noise monitoring program was conducted using several Quest Technologies Model 2900 Integrating/Logging Sound Level Meters, these sound level meters meet and exceed the minimum industry standard performance requirements for “Type 2” standard instruments as defined in the American National Standard Institute (ANSI) S1.4. These sound level meters also meet the requirement specified in Section 111.01(l) of the LAMC that the instruments be “Type S2A” standard instruments or better. The sound level meters were set up to collect the average (L_{eq}) noise levels over a 15-minute period. For the 24-hour noise measurements, the sound level meters were also set up to register the ambient noise levels on 15-minute basis (i.e., 96 15-minute L_{eq} levels for a 24-hour measurement). In accordance with the City’s noise ordinance, the ambient noise measurements were conducted continuously for a period of a minimum of 15 minutes.

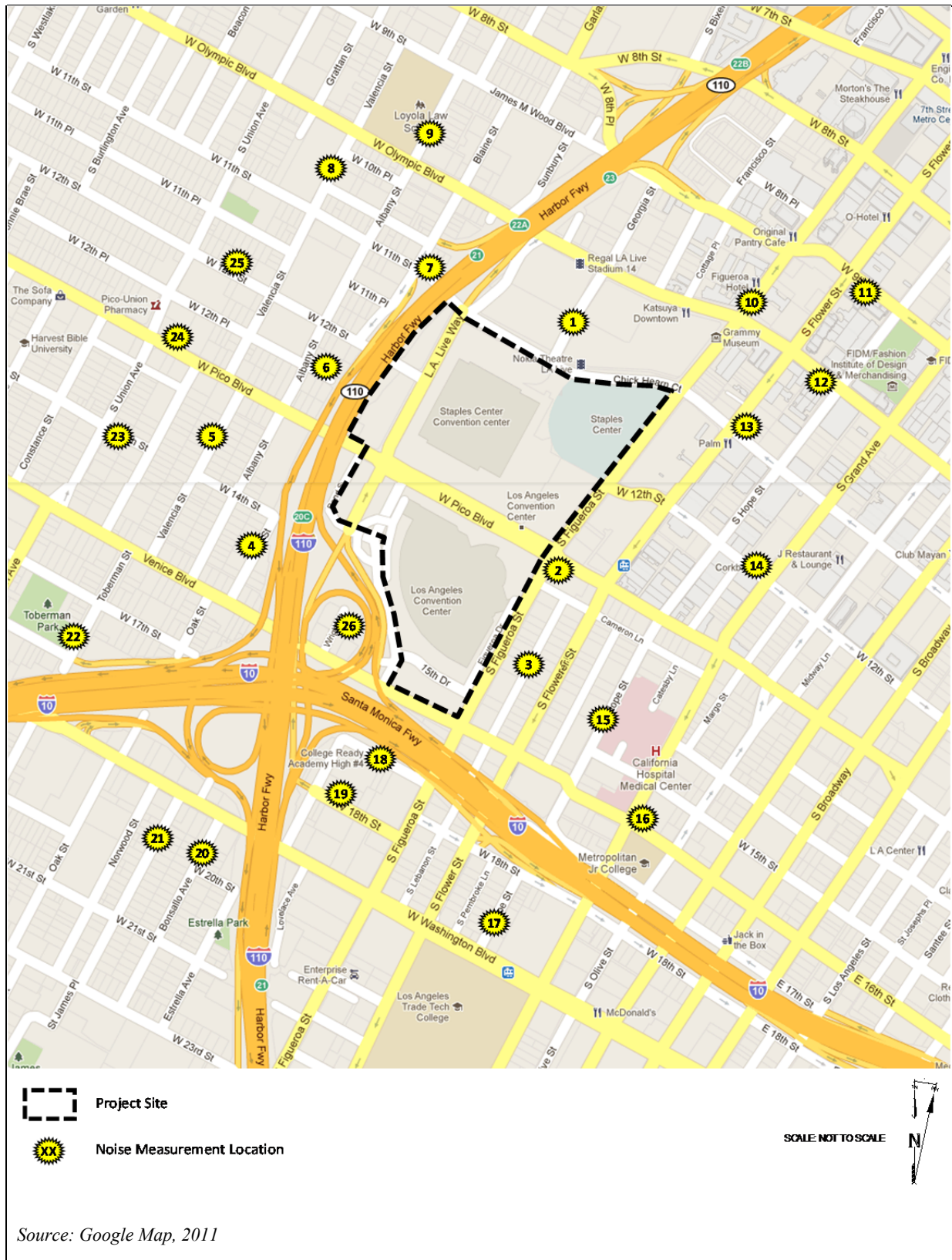


Figure 2. Noise Measurement Locations

Table 6. Description of Noise Measurement Locations

Location	At Grade Level Outside of and Adjacent to	Approximate Distance to Project Site,^a Feet	Representing Nearby Land Uses	Sensitive Receptor
R1	Ritz Hotel and Residences/Marriott Hotel/Nokia Theatre at L.A. LIVE located on Georgia Street, north of Chick Hearn Court	300	Residential/Hotel/Auditorium	Yes
R2	Multi-family residential uses located on Pico Boulevard, east of Figueroa Street	90	Residential	Yes
R3	Multi-family residential uses located on Flower Street	275	Residential	Yes
R4	Single-family residential uses located on Oak Street, north of Venice Boulevard	490	Residential	Yes
R5	Single-family residential uses located on Valencia Street, south of Pico Boulevard	890	Residential	Yes
R6	Multi-family residential uses located on 12 th Place, west of I-110 Freeway	275	Residential	Yes
R7	Multi-family residential uses located on 11 th Street, west of I-110 Freeway	250	Residential	Yes
R8	10 th Street Elementary School, located on Valencia Street, south of Olympic Boulevard	1,200	School	Yes
R9	Multi-family residential uses located on Albany Street/Loyola Law School/Olympic Primary Center (school), north of Olympic Boulevard	1,200	Residential/School	Yes
R10	Figueroa Hotel/Residential use located on Figueroa Street, north of Olympic Boulevard	775	Residential/Hotel	Yes
R11	Multi-family residential uses located on 9 th Street, east of Flower Street	1,460	Residential	Yes
R12	Multi-family residential uses located on Olympic Street, west of Hope Street	1,040	Residential	Yes
R13	Multi-family residential uses located at the northeast corner of Flower and 11 th Streets	520	Residential	Yes
R14	Multi-family residential uses located at the northwest corner of 12 th Street and Grand Avenue	1,100	Residential	Yes
R15	Multi-family residential and hospital (California Hospital Medical Center) uses located on Hope Street, north of Venice Boulevard	820	Residential/Hospital	Yes
R16	Multi-family residential uses located at the northeast corner of Grand Avenue and Venice Boulevard	1,400	Residential	Yes
R17	Religious use located at the northeast corner of Hope Street and Washington Boulevard	1,450	Religious	Yes
R18	High school located on 17 th Street, east of Georgia Street	475	School	Yes
R19	Multi-family residential and religious uses on 18 th Street, east of Georgia Street	840	Residential/Religious	Yes

Location	At Grade Level Outside of and Adjacent to	Approximate Distance to Project Site, ^a Feet	Representing Nearby Land Uses	Sensitive Receptor
R20	Single-family residential uses located on Bonsallo Avenue, south of Washington Boulevard	1,715	Residential	Yes
R21	Single-family residential uses located on Park Grove Avenue, south of Washington Boulevard	1,840	Residential	Yes
R22	Single-family residential/Toberman Park uses located on Toberman Street, north of 18 th Street	1,940	Residential/ Park	Yes
R23	Single-family residential uses located on 14 th Street, east of Union Avenue	1,480	Residential	Yes
R24	Multi-family residential uses on Pico Boulevard, east of Union Avenue	1,250	Residential	Yes
R25	Single-family residential uses on 12 th Street, east of Union Avenue	1,250	Residential	Yes
R26	Multi-family residential uses at Wright Street cul-de-sac, north of Venice Boulevard	200	Residential	Yes
^a Distances are estimated based on Google Earth map and are referenced to the Project nearest boundary				

Table 7 (on page 32) presents the measured ambient noise levels at the 26 selected receptors in the vicinity of the Project Site. Detailed noise measurements data are provided in Appendix A. Based on field observation and measured sound data, the current ambient noise environment in the vicinity of the Project Site is controlled primarily by vehicular traffic on local roadways and the I-110 Freeway, and to a lesser extent by occasional aircraft flyovers, and other typical urban noise. In general, the ambient noise levels in the vicinity of the Project Site currently exceed the City's presumed daytime and nighttime ambient noise standards, as indicated in Table 2. Therefore, the measured existing ambient noise levels are appropriate for use as the baseline conditions for the purposes of determining Project impacts. In addition, 24-hour CNEL levels were calculated for the short-term (15-minute) measurement locations based on the measured L_{eq} noise levels. The CNEL levels were calculated based on the 15-minute L_{eq} levels following the calculations procedures provided by the FTA.¹⁷ As indicated Table 7, the existing noise environments at the Project 26 off-site sensitive receptors and with respect to the residential uses as defined by the Table 3, as follows: (1) ambient noise levels at locations R6, R21 and R23 are within the "normally acceptable" range; (2) ambient noise levels at locations R1, R3, R4, R5, R7, R8, R9, R13, R14, R15, R17, R19, R20, R22, R24, R25 and R26 are within the "conditionally acceptable" range; (3) ambient noise levels at locations R2, R11, R12 and R18 are within the "normally unacceptable" range; and (4) ambient noise levels at locations R10 and R16 are within the "clearly unacceptable" range.

¹⁷ FTA, "Transit Noise and Vibration Impact Assessment", Appendix D, 2006.

Table 7. Existing Ambient Noise Levels

Location	Measurement Type	Measurement Date	Time of Measurement	Measured Noise Levels, ^a L _{eq} (dBA)		CNEL, ^b (dBA)	Lowest Ambient Noise Levels during Project Anticipated Construction Hours, dBA (L _{eq})		Compatibility Based on Existing Land Use and Ambient Noise Levels ^c (from Table 6)
				Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)		Daytime Hours (7 a.m. to 9 p.m.)	Late Evening Hours (9 p.m. to 12 a.m.)	
R1	15-Minute (Weekday)	10/21/2011 10/20/2011 10/20/2011	9:15 – 9:30 a.m. 1:45 – 2:00 p.m. 11:00 – 11:15 p.m.	63.5 62.2 --	-- -- 61.8	66.7	62.2	61.8	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	12:47 – 1:02 p.m. 11:33 – 11:48 p.m.	62.6 --	-- 64.5	68.9			
R2	15-Minute (Weekday)	7/27/2011	9:35 – 9:50 a.m. 1:31 – 1:46 p.m. 11:12 – 11:27 p.m.	76.1 68.7 --	-- -- 67.4	74.3	68.7	63.9	Normally Unacceptable
	15-Minute (Weekend)	1/22/2012	1:26 – 1:41 p.m. 10:02 – 10:17 p.m.	68.9 --	-- 63.9	70.1			
R3	15-Minute (Weekday)	7/27/2011	9:14 – 9:29 a.m. 1:13 – 1:18 p.m. 10:36 – 10:51 p.m.	65.2 62.2 --	-- -- 56.8	64.0	56.2	56.2	Conditionally Acceptable
	15-Minute (Weekend)	1/22/2012	2:03 – 2:18 p.m. 10:21 0 10:36 p.m.	56.2 --	-- 56.2	60.9			
R4	15-Minute (Weekday)	7/25/2011	11:35 – 11:50 a.m. 2:35 – 2:50 p.m. 11:46 p.m. – 12:01 a.m.	60.1 60.1 --	-- -- 56.2	61.9	58.9	56.2	Conditionally Acceptable
	15-Minute (Weekend)	1/29/2012	2:19 – 2:34 p.m. 11:11 – 11:26 p.m.	58.9 --	-- 56.9	62.0			
R5	24-Hour (Weekday)	7/21/2011 to 7/22/2011	12:00 p.m. to 12:00 p.m.	54.3 - 67.2	50.6 - 59.8	64.3	54.3	52.1	Conditionally Acceptable
	15-Minute (Weekend)	1/29/2012	1:59 – 2:14 p.m. 10:51 – 11:06 p.m.	61.3 --	-- 52.1	60.6			
R6	15-Minute	7/25/2011	9:48 – 10:03 am.	56.1	--	59.6	56.1	54.2	Normally

Table 7. Existing Ambient Noise Levels (Continued)

Location	Measurement Type	Measurement Date	Time of Measurement	Measured Noise Levels, ^a L _{eq} (dBA)		CNEL, ^b (dBA)	Lowest Ambient Noise Levels during Project Anticipated Construction Hours, dBA (L _{eq})		Compatibility Based on Existing Land Use and Ambient Noise Levels ^c (from Table 6)
				Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)		Daytime Hours (7 a.m. to 9 p.m.)	Late Evening Hours (9 p.m. to 12 a.m.)	
	(Weekday)		2:59 – 3:14 p.m. 10:47 – 11:03 p.m.	57.7 --	-- 54.2				Acceptable
	15-Minute (Weekend)	1/14/2012	1:48 – 2:03 p.m. 11:01 – 11:16 p.m.	59.7 --	-- 58.0	63.1			
R7	15-Minute	7/25/2011	10:12 – 10:27 a.m. 1:10 – 1:25 p.m. 10:28 – 10:43 pm.	63.5 64.9 --	-- -- 60.6	66.3	63.5	60.6	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	1:05 – 1:20 p.m. 11:41 – 11:58 p.m.	66.6 --	-- 71.3	75.4			
R8	15-Minute	7/25/2011	10:31 – 10:46 a.m. 1:28 – 1:43 p.m. 10:04 – 10:19 p.m.	59.5 60.0 --	-- -- 56.8	62.2	57.3	56.2	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	12:37 – 12:52 p.m. 10:20 – 10:35 p.m.	57.3 --	-- 56.2	61.1			
R9	24-Hour	7/21/2011 to 7/22/2011	1:00 p.m. to 1:00 p.m.	62.6 - 67.0	54.5 - 62.2	67.6	57.0	59.3	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	12:17 – 12:32 p.m. 10:01 – 10:16 p.m.	57.0 --	-- 59.3	63.6			
R10	24-Hour	7/20/2011 to 7/21/2011	11:00 a.m. to 11:00 a.m.	69.7 - 78.8	62.9 - 72.4	76.1	69.7	68.1	Clearly Unacceptable
	15-Minute (Weekend)	1/14/2012	1:12 – 1:27 p.m. 10:01 – 10:16 p.m.	69.7 --	-- 68.9	73.7			
R11	15-Minute	7/27/2011	9:59 – 10:14 a.m. 2:22 – 2:37 p.m. 11:26 – 11:41 p.m.	67.1 67.4 --	-- -- 65.2	70.4	66.7	65.2	Normally Unacceptable
	15-Minute	1/14/2012	1:35 – 1:50 p.m.	66.7	--	71.5			

Table 7. Existing Ambient Noise Levels (Continued)

Location	Measurement Type	Measurement Date	Time of Measurement	Measured Noise Levels, ^a L _{eq} (dBA)		CNEL, ^b (dBA)	Lowest Ambient Noise Levels during Project Anticipated Construction Hours, dBA (L _{eq})		Compatibility Based on Existing Land Use and Ambient Noise Levels ^c (from Table 6)
				Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)		Daytime Hours (7 a.m. to 9 p.m.)	Late Evening Hours (9 p.m. to 12 a.m.)	
	(Weekend)		10:27 – 10:42 p.m.	--	66.9				
R12	15-Minute	7/27/2011	10:40 – 10:55 a.m. 2:41 – 2:56 p.m. 11:44 – 11:59 p.m.	69.5 68.8 --	-- -- 64.1	70.3	68.8	64.1	Normally Unacceptable
	15-Minute (Weekend)	1/14/2012	1:57 – 2:12 p.m. 10:49 – 11:04 p.m.	68.9 --	-- 68.1	72.9			
R13	15-Minute	7/27/2011	10:20 – 10:35 a.m. 2:02 – 2:17 p.m.	67.0 67.2	-- --	68.5	65.2	62.4	Conditionally Acceptable
		7/28/2011	12:03 – 12:18 a.m.	--	62.4				
	15-Minute (Weekend)	1/14/2012	2:17 – 2:32 p.m. 11:09 – 11:24 p.m.	65.2 --	-- 65.7	70.3			
R14	24-Hour	7/20/2011 to 7/21/2011	12:00 p.m. to 12:00 p.m.	62.3 - 72.3	53.0 - 65.2	69.3	62.3	59.6	Conditionally Acceptable
	15-Minute (Weekend)	1/22/2012	3:12 – 3:27 p.m. 11:22 – 11:37 p.m.	68.3 --	-- 59.6	67.8			
R15	24-Hour	7/19/2011 to 7/20/2011	10:00 a.m. to 10:00 a.m.	61.4 - 66.4	57.6 - 63.0	67.7	61.5	58.4	Conditionally Acceptable
	15-Minute (Weekend)	1/22/2012	2:26 – 2:41 p.m. 10:42 – 10:57 p.m.	61.5 --	-- 58.4	63.9			
R16	24-Hour	7/20/2011 to 7/21/2011	12:00 p.m. to 12:00 p.m.	67.9 - 74.9	62.7 - 73.2	76.1	67.9	63.0	Clearly Unacceptable
	15-Minute (Weekend)	1/22/2012	2:47 – 3:02 p.m. 11:01 – 11:16 p.m.	68.4 --	-- 63.0	69.4			
R17	15-Minute	7/26/2011	10:25 – 10:40 a.m. 2:02 – 2:17 p.m. 10:20 – 20:35 p.m.	61.3 59.7 --	-- -- 58.1	63.4	59.7	58.1	Conditionally Acceptable

Table 7. Existing Ambient Noise Levels (Continued)

Location	Measurement Type	Measurement Date	Time of Measurement	Measured Noise Levels, ^a L _{eq} (dBA)		CNEL, ^b (dBA)	Lowest Ambient Noise Levels during Project Anticipated Construction Hours, dBA (L _{eq})		Compatibility Based on Existing Land Use and Ambient Noise Levels ^c (from Table 6)
				Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)		Daytime Hours (7 a.m. to 9 p.m.)	Late Evening Hours (9 p.m. to 12 a.m.)	
	15-Minute (Weekend)	2/4/2012	1:32 – 1:47 p.m. 10:04 – 10:19 p.m.	60.4 --	-- 62.2	66.6			
R18	24-Hour	7/19/2011 to 7/20/2011	11:00 a.m. to 11:00 a.m.	67.2 - 71.8	66.9 - 72.7	76.2	67.2	68.7	Normally Unacceptable
	15-Minute (Weekend)	2/4/2012	1:54 – 2:09 p.m. 10:23 – 10:38 p.m.	70.3 --	-- 69.4	74.3			
R19	15-Minute	7/26/2011	10:25 – 10:40 a.m. 2:02 – 2:17 p.m.	61.2 66.8	-- --	65.7	61.2	59.2	Conditionally Acceptable
		7/27/2011	12:51 – 1:06 a.m.	--	59.2				
	15-Minute (Weekend)	2/4/2012	2:12 – 2:27 p.m. 10:41 – 10:56 p.m.	61.7 --	-- 59.6	64.8			
R20	24-Hour	7/19/2011 to 7/20/2011	11:00 a.m. to 11:00 a.m.	59.6 - 66.0	58.3 - 66.1	68.9	57.0	58.6	Conditionally Acceptable
	15-Minute (Weekend)	2/4/2012	2:33 – 2:48 p.m. 11:03 – 11:18 p.m.	57.0 --	-- 58.6	63.0			
R21	15-Minute	7/26/2011	10:04 – 10:19 a.m. 1:42 – 1:57 p.m.	55.0 57.1	-- --	56.3	55.0	49.2	Normally Acceptable
		7/27/2011	12:33 – 12:48 a.m.	--	49.2				
	15-Minute (Weekend)	2/4/2012	2:58 – 3:13 p.m. 11:23 – 11:38 p.m.	55.2 --	-- 54.7	59.5			
R22	15-Minute	7/26/2011	9:42 – 9:57 a.m. 1:19 – 1:34 p.m.	63.1 64.1	-- --	62.8	61.6	54.2	Conditionally Acceptable
		7/27/2011	12:10 – 12:25 a.m.	--	54.2				
	15-Minute (Weekend)	1/29/2012	1:10 – 1:25 p.m. 10:08 – 10:23 p.m.	61.6 --	-- 62.1	66.7			
R23	15-Minute	7/25/2011	10:52 – 11:07 a.m.	57.5	--	57.0	56.7	49.5	Normally

Table 7. Existing Ambient Noise Levels (Continued)

Location	Measurement Type	Measurement Date	Time of Measurement	Measured Noise Levels, ^a L _{eq} (dBA)		CNEL, ^b (dBA)	Lowest Ambient Noise Levels during Project Anticipated Construction Hours, dBA (L _{eq})		Compatibility Based on Existing Land Use and Ambient Noise Levels ^c (from Table 6)
				Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)		Daytime Hours (7 a.m. to 9 p.m.)	Late Evening Hours (9 p.m. to 12 a.m.)	
			1:53 – 2:08 p.m. 11:08 – 11:23 p.m.	56.7 --	-- 49.5				Acceptable
	15-Minute (Weekend)	1/29/2012	1:35 – 1:50 p.m. 10:27 – 10:42 p.m.	59.4 --	-- 55.0	60.9			
R24	15-Minute	7/25/2011	11:12 – 11:27 a.m. 2:13 – 2:28 p.m. 11:27 – 11:42 p.m.	66.4 68.1 --	-- -- 60.2	67.4	66.4	60.2	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	2:06 – 2:21 p.m. 11:19 – 11:34 p.m.	66.5 --	-- 62.3	68.2			
R25	24-Hour	7/25/2011 to 7/26/2011	10:00 a.m. to 10:00 a.m.	57.6 - 64.7	49.9 - 63.5	63.3	56.3	54.5	Conditionally Acceptable
	15-Minute (Weekend)	1/14/2012	1:28 – 1:43 p.m. 10:39 – 10:54 p.m.	56.3 --	-- 54.9	59.9			
R26	15-Minute	11/10/2011	10:35 – 10:50 a.m. 1:00 – 1:15 p.m. 10:20 – 10:35 p.m.	64.1 63.3 --	-- -- 63.1	67.9	60.1	61.8	Conditionally Acceptable
	15-Minute (Weekend)	1/29/2012	2:40 – 2:55 p.m. 11:33 – 11:48 p.m.	60.1 --	-- 61.8	66.2			

^a Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix A

^b The 24-hour average CNEL levels for the 24-hour measurement locations were calculated based on the measured 24 hourly L_{eq} levels. For the short-term measurement locations, the CNEL levels were estimated based on the short-term measurements using the FTA (2006) procedures.

^c Land use noise compatibility is based on the more stringent land use, where there are multiple land uses.

2.4.3 Existing Traffic Noise Levels

In addition to the ambient noise measurements in the vicinity of the Project Site, the existing traffic noise on local roadways in the surrounding areas near the Project Site was calculated using information taken from the Project's transportation study prepared by The Mobility Group. The transportation study area is generally bounded by the 101 Freeway /College Street on the north, Exposition Boulevard/37th Street on the south, S. Central Avenue on the east, and Arlington Street on the west. A total of 177 intersections were analyzed as part of the transportation study. Eighty one (81) roadway segments were selected for the existing noise analysis, based on proximity to noise sensitive uses and the traffic volume from the proposed Project (segments forecast to receive the highest volumes of Project traffic were selected).

Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Project's traffic analysis report. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information, including the hourly traffic volume, vehicle type mix, vehicle speed, and distance between the noise receptor and the roadway. A traffic noise model calibration test was performed to establish the noise prediction model's accuracy. Seven road segments were used to calibrate the Project's traffic noise model. The traffic counts, including vehicle mix were entered into the noise model along with the observed speed and distance to the roadway to calculate the traffic noise levels. The results of the traffic noise model calibration are provided in Table 8 (on page 38). As indicated, the noise model results are within ± 1 dBA of the measured noise levels, which are within the standard tolerance of the noise prediction model, per Caltrans guidelines (TeNS).

Table 8. Traffic Noise Model Calibration

Roadway Segment	Traffic Counts During Noise Readings, 15 Minutes				Measured Noise Levels, L _{eq} (dBA)	Predicted Noise Levels, L _{eq} (dBA)	Difference between Predicted and Measured Levels, ^a dBA
	Auto	Medium Truck	Heavy Truck	Bus			
Pico Boulevard., east of Figueroa Street	218	6	6	14	67.4	68.1	0.7
W. 11 th Street, east of Albany Street	45	0	1	0	63.5	63.9	0.4
Valencia Street, between Olympic & 11 th St.	24	0	0	0	59.5	58.8	-0.7
Pico Boulevard, east of Union Avenue	269	6	1	4	66.4	67.2	0.8
W. 9 th Street, east of Flower Street	294	4	0	1	67.1	67.8	0.7
Olympic Boulevard, west of Hope Street	352	8	2	1	69.5	69.8	0.3
Flower Street, north of 11 th St.	115	4	0	6	67.0	67.6	0.6
^a Per Caltrans guidelines (TeNS), no adjustment to the noise model is required when the predicted levels are within 1 dBA of the measured levels.							

The calculated existing traffic noise levels (during the Pre-Event and Post-Event hours) for typical “Sunday”, “Sunday with Convention Center Dark”, and “Sunday with Dodgers and Coliseum concurrent use” scenarios are provided in Table 9, Table 10 and Table 11 (on pages 40, 44 and 48), respectively. The existing traffic noise levels for typical Sunday scenarios, along the majority of the analyzed roadway segments (with residential uses) would fall under the “conditionally acceptable” land use category (i.e., 65 dBA CNEL or lower for multi-family residential uses). There are roadway segments with traffic noise levels that would fall under the “normally unacceptable” land use category, including Alvarado Street (between 8th Street and Pico Boulevard), Union Avenue (North of Olympic Boulevard), and Adams Boulevard (West of Flower Street).

Table 12, Table 13 and Table 14 (on pages 52, 56 and 60) provide the calculated existing traffic noise levels for typical “Saturday”, “Saturday with Convention Center Dark”, and “Saturday with Dodgers and Coliseum” concurrent use scenarios, respectively. The existing traffic noise levels for typical Saturday scenarios would exceed the “normally acceptable” range (i.e., 65 dBA CNEL or lower for multi-family residential uses) along a majority of the studied roadway segments.

Table 15, Table 16 and Table 17 (on pages 64, 68 and 72) provide the calculated Pre-Event and Post-Event hour traffic noise levels (L_{eq}) along the 81 selected roadway segments, for typical “Weekday”, “Weekday with Convention Center Dark”, and “Weekday with Dodgers and Coliseum” scenarios, respectively. The calculated traffic noise levels are based on

existing traffic volumes along the analyzed roadway segments. Also, provided are the calculated 24-hour CNEL noise levels. Currently, the existing traffic noise levels for a Weekday exceed the “normally acceptable” range (i.e., 65 dBA CNEL or lower for multi-family residential uses) along a majority of the studied roadway segments.

2.4.4 Existing Ground-borne Vibration Environment

Based on field observations, the primary source of existing ground-borne vibration in the Project vicinity is vehicular travel (i.e., automobile, trucks, and transit buses) on local roadways. According to the FTA technical study “Federal Transit Administration: Transit Noise and Vibration Impacts Assessments,” typical road traffic induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of around 63 VdB (at 50 feet distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road, which would be below the level of perceptibility (as indicated in Table 5).¹⁸ Other ground-borne vibration source would be the Metro light rail along Flower Street and Washington Boulevard, which is part underground and part above ground. Based on the FTA’s published vibration data, typical rapid transit (light rail) systems would generate vibration levels of approximately 70 VdB (lower range) to 80 VdB (upper range) at a distance of 50 feet. By comparison, 75 VdB is the dividing line between barely perceptible and distinctly perceptible.¹⁹

¹⁸ FTA, “Transit Noise and Vibration Impact Assessment”, Figure 7-3, May 2006.

¹⁹ FTA, “Transit Noise and Vibration Impact Assessment”, Figure 10-1, May 2006.

Table 9. Existing Roadway Traffic Noise Levels – Sunday

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	67.1	66.8	65.9	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.8	66.6	65.6	Conditionally Acceptable
- North of 11 th St.	Residential	45	64.2	64.0	63.0	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	65.1	64.9	64.0	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	65.0	65.4	64.5	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	65.3	65.9	64.9	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	64.2	64.0	63.0	Conditionally Acceptable
- South of Washington Ave.	School	35	63.7	64.2	63.2	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.6	68.4	67.4	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	68.6	69.1	68.1	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	67.7	68.2	67.2	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	67.5	67.7	66.7	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	68.2	68.6	67.7	Conditionally Acceptable
- South of Pico Blvd.	Residential	45	68.7	69.2	68.3	Conditionally Acceptable
Flower Street						
- North of 6 th St.	Residential	45	65.2	64.6	63.6	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	66.8	67.5	66.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	65.2	65.6	64.6	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	65.2	66.6	65.6	Conditionally Acceptable
- South of 18 th St.	Residential	30	61.7	62.5	61.5	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	65.9	66.7	65.7	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.6	66.7	65.7	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.3	67.5	66.5	Conditionally Acceptable

Table 9. Existing Traffic Roadway Noise Levels – Sunday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	65.7	66.0	65.0	Conditionally Acceptable
- East of Figueroa St.	Residential	45	65.1	65.8	64.8	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	69.9	70.0	69.0	Conditionally Acceptable
- Between Lucas Ave. & Bixel St.	Residential	30	69.1	69.4	68.4	Conditionally Acceptable
- East of Bixel St.	Residential	30	68.8	69.1	68.1	Conditionally Acceptable
- East of Flower St.	Residential	30	70.2	68.4	67.4	Conditionally Acceptable
- West of Main St.	Residential	30	69.3	67.9	66.9	Conditionally Acceptable
- East of Main St.	Residential	30	68.7	66.7	65.7	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	70.6	70.8	69.9	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	70.5	70.4	69.4	Conditionally Acceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	69.9	69.7	68.7	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	70.2	69.6	68.6	Conditionally Acceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	70.5	69.6	68.6	Conditionally Acceptable
- Between Francisco St. & Figueroa St.	Hotel	50	70.2	69.7	68.7	Conditionally Acceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	70.3	69.7	68.7	Conditionally Acceptable
- East of Flower St.	Residential	45	69.3	68.8	67.9	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.6	66.1	65.1	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.0	67.3	66.3	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.8	62.5	61.5	Conditionally Acceptable
- West of Grand Ave.	Residential	30	63.9	63.5	62.6	Conditionally Acceptable
- East of Grand Ave.	Residential	30	63.3	62.9	61.9	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.0	70.8	69.8	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.4	71.2	70.2	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	70.2	70.4	69.4	Conditionally Acceptable

Table 9. Existing Traffic Roadway Noise Levels – Sunday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	67.6	68.3	67.3	Conditionally Acceptable
- East of Hill St.		35	66.9	66.2	65.3	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	68.6	67.3	66.3	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	68.5	67.6	66.6	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	66.3	65.6	64.7	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	59.8	59.5	58.5	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	68.9	68.7	67.8	Conditionally Acceptable
W. 18 th Street						
- West of Flower St.	Residential	30	56.5	56.4	55.4	Normally Acceptable
- West of Grand Ave.	Church	30	56.5	55.7	54.7	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	68.9	68.1	67.1	Conditionally Acceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	68.1	67.3	66.3	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	67.4	66.7	65.7	Conditionally Acceptable
- East of Los Angeles St..	Residential	50	67.0	66.3	65.3	Conditionally Acceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	62.9	64.1	63.1	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	61.8	63.1	62.1	Conditionally Acceptable
Alvarado Street						

Table 9. Existing Traffic Roadway Noise Levels – Sunday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	70.8	71.7	70.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	70.8	71.4	70.4	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	70.7	71.0	70.1	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.2	70.7	69.7	Conditionally Acceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.0	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	70.9	71.6	70.6	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.9	71.4	70.4	Normally Unacceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	66.0	66.0	65.0	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.1	64.4	63.4	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	63.8	63.9	62.9	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	65.0	64.9	64.0	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	68.1	68.5	67.5	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	71.0	71.1	70.1	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	70.0	69.9	68.9	Conditionally Acceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	69.4	68.9	67.9	Conditionally Acceptable
- East of Main St.	Residential	35	69.2	68.7	67.7	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	69.8	69.9	68.9	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.2	69.2	68.3	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	67.9	67.8	66.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 10. Existing Roadway Traffic Noise Levels – Sunday with Convention Center Dark

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	67.1	66.8	65.9	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.8	66.5	65.6	Conditionally Acceptable
- North of 11 th St.	Residential	45	64.2	64.0	63.0	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	65.0	64.9	63.9	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	64.9	65.3	64.3	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	65.3	65.7	64.7	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	64.2	64.0	63.0	Conditionally Acceptable
- South of Washington Ave.	School	35	63.7	64.2	63.2	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.6	68.3	67.3	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	68.6	69.0	68.0	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	67.7	68.1	67.1	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	67.4	67.5	66.5	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	68.0	68.3	67.3	Conditionally Acceptable
- South of Pico Blvd.	Residential	45	68.4	68.9	67.9	Conditionally Acceptable
Flower Street						
- North of 6 th St.	Residential	45	65.2	64.6	63.6	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	66.8	67.4	66.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	65.1	65.5	64.5	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	64.3	64.7	63.7	Conditionally Acceptable
- South of 18 th St.	Residential	30	61.7	62.5	61.5	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	65.9	66.7	65.7	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.6	66.7	65.7	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.3	67.5	66.5	Conditionally Acceptable

Table 10. Existing Traffic Roadway Noise Levels – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	65.6	65.9	65.0	Conditionally Acceptable
- East of Figueroa St.	Residential	45	65.1	65.8	64.8	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	69.9	70.0	69.0	Conditionally Acceptable
- Between Lucas Ave. & Bixel St.	Residential	30	69.1	69.4	68.4	Conditionally Acceptable
- East of Bixel St.	Residential	30	68.8	69.1	68.1	Conditionally Acceptable
- East of Flower St.	Residential	30	70.2	68.3	67.3	Conditionally Acceptable
- West of Main St.	Residential	30	69.3	67.8	66.9	Conditionally Acceptable
- East of Main St.	Residential	30	68.7	66.6	65.6	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	70.5	70.7	69.8	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	70.4	70.3	69.3	Conditionally Acceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	69.8	69.5	68.6	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	70.1	69.4	68.4	Conditionally Acceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	70.4	69.4	68.4	Conditionally Acceptable
- Between Francisco St. & Figueroa St.	Hotel	50	70.1	69.5	68.6	Conditionally Acceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	70.3	69.7	68.7	Conditionally Acceptable
- East of Flower St.	Residential	45	69.3	68.8	67.8	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.6	66.1	65.1	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	65.7	65.3	64.3	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.4	61.7	60.8	Conditionally Acceptable
- West of Grand Ave.	Residential	30	63.5	63.3	62.3	Conditionally Acceptable
- East of Grand Ave.	Residential	30	62.9	62.5	61.6	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	70.9	70.7	69.7	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.2	71.0	70.0	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	69.8	69.4	68.4	Conditionally Acceptable

Table 10. Existing Traffic Roadway Noise Levels – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	67.0	66.7	65.7	Conditionally Acceptable
- East of Hill St.		35	66.7	65.7	64.7	Conditionally Acceptable
Blaine Street	Residential Residential	30	68.6	67.3	66.3	Conditionally Acceptable
- North of I-110 SB Off-Ramp - Between I-110 SB Off-Ramp & 11 th St.		30	66.9	66.8	65.8	Conditionally Acceptable
Venice Boulevard - East of Olive St.	School	30	66.0	65.5	64.5	Conditionally Acceptable
W. 12 th Street - West of Grand Ave.	Residential	30	59.8	59.5	58.5	Conditionally Acceptable
E. 17 th Street - West of Grand Ave.	Residential	30	68.8	68.6	67.6	Conditionally Acceptable
W. 18 th Street - West of Flower St. - West of Grand Ave.	Residential Church	30 30	56.2 56.2	54.8 53.8	53.8 52.8	Normally Acceptable Normally Acceptable
Washington Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Los Angeles St. - East of Los Angeles St..	School/ Religious School/ Religious School/ Religious Residential	50 50 50 50	68.8 68.1 67.4 67.0	67.9 67.2 66.6 66.3	66.9 66.3 65.6 65.3	Conditionally Acceptable Conditionally Acceptable Conditionally Acceptable Conditionally Acceptable
W. 39 th Street - West of I-110 Freeway - East of I-110 Freeway	Residential Residential	45 35	62.9 61.8	64.1 63.1	63.1 62.1	Conditionally Acceptable Conditionally Acceptable
Alvarado Street						

Table 10. Existing Traffic Roadway Noise Levels – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	70.8	71.7	70.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	70.8	71.4	70.4	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	70.7	71.0	70.1	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.1	70.6	69.6	Conditionally Acceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.0	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	70.9	71.6	70.6	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.9	71.4	70.4	Normally Unacceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	65.9	65.9	65.0	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.1	64.4	63.4	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	63.8	63.9	62.9	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	65.0	64.9	64.0	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	68.1	68.5	67.5	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	71.0	71.1	70.1	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	70.0	69.9	68.9	Conditionally Acceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	69.4	68.9	67.9	Conditionally Acceptable
- East of Main St.	Residential	35	69.2	68.7	67.7	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	69.8	69.8	68.8	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.2	69.2	68.2	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	67.9	67.8	66.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 11. Existing Roadway Traffic Noise Levels – Sunday with Dodgers and LA Coliseum Concurrent Use

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	67.1	66.8	65.9	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.8	66.6	65.6	Conditionally Acceptable
- North of 11 th St.	Residential	45	64.2	64.0	63.0	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	65.1	64.9	64.0	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	65.0	65.4	64.5	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	65.3	65.9	64.9	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	64.2	64.0	63.0	Conditionally Acceptable
- South of Washington Ave.	School	35	63.7	64.2	63.2	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.6	68.4	67.4	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	68.6	69.1	68.1	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	67.7	68.2	67.2	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	67.5	67.7	66.7	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	68.2	68.6	67.7	Conditionally Acceptable
- South of Pico Blvd.	Residential	45	68.7	69.2	68.3	Conditionally Acceptable
Flower Street						
- North of 6 th St.	Residential	45	65.2	64.6	63.6	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	66.8	67.5	66.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	65.2	65.6	64.6	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	65.2	66.6	65.6	Conditionally Acceptable
- South of 18 th St.	Residential	30	61.7	62.5	61.5	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	65.9	66.7	65.7	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.6	66.7	65.7	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.3	67.5	66.5	Conditionally Acceptable

Table 11. Existing Roadway Traffic Noise Levels – Sunday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	65.7	66.0	65.0	Conditionally Acceptable
- East of Figueroa St.	Residential	45	65.1	65.8	64.8	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	69.9	70.0	69.0	Conditionally Acceptable
- Between Lucas Ave. & Bixel St.	Residential	30	69.1	69.4	68.4	Conditionally Acceptable
- East of Bixel St.	Residential	30	68.8	69.1	68.1	Conditionally Acceptable
- East of Flower St.	Residential	30	70.2	68.4	67.4	Conditionally Acceptable
- West of Main St.	Residential	30	69.3	67.9	66.9	Conditionally Acceptable
- East of Main St.	Residential	30	68.7	66.7	65.7	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	70.6	70.8	69.9	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	70.5	70.4	69.4	Conditionally Acceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	69.9	69.7	68.7	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	70.2	69.6	68.6	Conditionally Acceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	70.5	69.6	68.6	Conditionally Acceptable
- Between Francisco St. & Figueroa St.	Hotel	50	70.2	69.7	68.7	Conditionally Acceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	70.3	69.7	68.7	Conditionally Acceptable
- East of Flower St.	Residential	45	69.3	68.8	67.9	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.6	66.1	65.1	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.0	67.3	66.3	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.8	62.5	61.5	Conditionally Acceptable
- West of Grand Ave.	Residential	30	63.9	63.5	62.6	Conditionally Acceptable
- East of Grand Ave.	Residential	30	63.3	62.9	61.9	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.0	70.8	69.8	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.4	71.2	70.2	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	70.2	70.4	69.4	Conditionally Acceptable

Table 11. Existing Roadway Traffic Noise Levels – Sunday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	67.6	68.3	67.3	Conditionally Acceptable
- East of Hill St.		35	66.9	66.2	65.3	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	68.6	67.3	66.3	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	68.5	67.6	66.6	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	66.3	65.6	64.7	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	59.8	59.5	58.5	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	68.9	68.7	67.8	Conditionally Acceptable
W. 18 th Street						
- West of Flower St.	Residential	30	56.5	56.4	55.4	Normally Acceptable
- West of Grand Ave.	Church	30	56.5	55.7	54.7	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	68.9	68.1	67.1	Conditionally Acceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	68.1	67.3	66.3	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	67.4	66.7	65.7	Conditionally Acceptable
- East of Los Angeles St..	Residential	50	67.0	66.3	65.3	Conditionally Acceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	62.9	64.1	63.1	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	61.8	63.1	62.1	Conditionally Acceptable
Alvarado Street						

Table 11. Existing Roadway Traffic Noise Levels – Sunday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	70.8	71.7	70.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	70.8	71.4	70.4	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	70.7	71.0	70.1	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.2	70.7	69.7	Conditionally Acceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.0	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	70.9	71.6	70.6	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.9	71.4	70.4	Normally Unacceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	66.0	66.0	65.0	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.1	64.4	63.4	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	63.8	63.9	62.9	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	65.0	64.9	64.0	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	68.1	68.5	67.5	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	71.0	71.1	70.1	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	70.0	69.9	68.9	Conditionally Acceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	69.4	68.9	67.9	Conditionally Acceptable
- East of Main St.	Residential	35	69.2	68.7	67.7	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	69.8	69.9	68.9	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.2	69.2	68.3	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	67.9	67.8	66.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 12. Existing Roadway Traffic Noise Levels – Saturday

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	66.5	68.1	67.2	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.0	67.0	66.1	Conditionally Acceptable
- North of 11 th St.	Residential	45	65.3	65.6	64.7	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	66.3	66.6	65.6	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	66.6	66.6	65.6	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	66.6	66.8	65.8	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	65.6	65.0	64.0	Conditionally Acceptable
- South of Washington Ave.	School	35	66.8	65.8	64.8	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.9	68.3	67.3	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	70.1	71.1	70.1	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	69.2	70.9	69.9	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	69.5	70.6	69.7	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	70.3	71.6	70.6	Normally Unacceptable
- South of Pico Blvd.	Residential	45	70.7	72.0	71.0	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	65.5	67.3	66.3	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	67.5	68.5	67.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	66.9	67.1	66.1	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	67.1	67.7	66.8	Conditionally Acceptable
- South of 18 th St.	Residential	30	64.4	64.9	64.0	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	64.7	66.4	65.4	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.9	65.5	64.5	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.4	68.7	67.7	Conditionally Acceptable

Table 12. Existing Roadway Traffic Noise Levels – Saturday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	69.1	69.3	68.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	68.1	68.1	67.1	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	71.4	71.1	70.1	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	71.0	70.5	69.6	Conditionally Acceptable
- East of Bixel St.	Residential	30	71.1	70.7	69.7	Conditionally Acceptable
- East of Flower St.	Residential	30	71.3	70.9	69.9	Conditionally Acceptable
- West of Main St.	Residential	30	70.1	69.3	68.3	Conditionally Acceptable
- East of Main St.	Residential	30	69.4	68.6	67.6	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	72.1	71.6	70.6	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	71.8	71.1	70.1	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	71.6	70.9	69.9	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	71.9	71.4	70.4	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.9	71.6	70.6	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.6	71.5	70.6	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	71.8	71.4	70.5	Conditionally Acceptable
- East of Flower St.	Residential	45	71.0	70.6	69.7	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.3	67.8	66.9	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.3	69.4	68.4	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	66.3	67.1	66.2	Conditionally Acceptable
- West of Grand Ave.	Residential	30	64.1	65.6	64.6	Conditionally Acceptable
- East of Grand Ave.	Residential	30	62.0	65.2	64.2	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.5	71.5	70.6	Normally Unacceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.5	71.5	70.5	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	71.0	71.0	70.1	Normally Unacceptable

Table 12. Existing Roadway Traffic Noise Levels – Saturday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	68.3	68.8	67.9	Conditionally Acceptable
- East of Hill St.		35	68.5	67.6	66.6	Conditionally Acceptable
Blaine Street	Residential	30	69.8	69.2	68.2	Conditionally Acceptable
- North of I-110 SB Off-Ramp		30	68.7	68.8	67.8	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	68.7	68.8	67.8	Conditionally Acceptable
Venice Boulevard	School	30	67.6	66.9	65.9	Conditionally Acceptable
- East of Olive St.		30	67.6	66.9	65.9	Conditionally Acceptable
W. 12 th Street	Residential	30	62.7	61.1	60.2	Conditionally Acceptable
- West of Grand Ave.		30	62.7	61.1	60.2	Conditionally Acceptable
E. 17 th Street	Residential	30	70.3	70.3	69.3	Conditionally Acceptable
- West of Grand Ave.		30	70.3	70.3	69.3	Conditionally Acceptable
W. 18 th Street	Residential Church	30	58.9	60.8	59.8	Normally Acceptable
- West of Flower St.		30	58.1	60.5	59.6	Normally Acceptable
- West of Grand Ave.	Church	30	58.1	60.5	59.6	Normally Acceptable
Washington Boulevard	School/ Religious	50	70.2	69.7	68.7	Conditionally Acceptable
- West of Flower St.		50	69.7	69.0	68.1	Conditionally Acceptable
- Between Flower St. & Grand Ave.		50	69.1	68.5	67.5	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.		50	68.8	68.1	67.2	Conditionally Acceptable
- East of Los Angeles St..	Residential	50	68.8	68.1	67.2	Conditionally Acceptable
W. 39 th Street	Residential	45	64.7	65.2	64.2	Conditionally Acceptable
- West of I-110 Freeway		35	64.5	64.6	63.6	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	64.5	64.6	63.6	Conditionally Acceptable
Alvarado Street						

Table 12. Existing Roadway Traffic Noise Levels – Saturday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	71.6	71.6	70.6	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	71.7	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.3	71.4	70.5	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.5	70.8	69.8	Conditionally Acceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.8	71.3	70.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.2	70.9	69.9	Conditionally Acceptable
- South of Pico Blvd.	Residential	30	70.2	69.6	68.6	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	66.0	66.6	65.6	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.4	64.2	63.3	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	65.7	65.1	64.1	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	66.4	66.4	65.4	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.0	68.7	67.8	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	72.7	72.8	71.8	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	71.6	71.4	70.4	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	70.9	70.0	69.0	Conditionally Acceptable
- East of Main St.	Residential	35	70.8	69.8	68.8	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	70.4	70.4	69.5	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.9	70.0	69.1	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	68.6	68.8	67.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 13. Existing Roadway Traffic Noise Levels – Saturday with Convention Center Dark

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	66.5	68.1	67.1	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.0	67.0	66.0	Conditionally Acceptable
- North of 11 th St.	Residential	45	65.3	65.6	64.6	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	66.2	66.5	65.6	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	66.5	66.4	65.5	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	66.6	66.6	65.6	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	65.6	65.0	64.0	Conditionally Acceptable
- South of Washington Ave.	School	35	66.8	65.8	64.8	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.9	68.2	67.2	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	70.1	71.1	70.1	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	69.1	70.8	69.9	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	69.5	70.5	69.6	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	70.2	71.4	70.4	Normally Unacceptable
- South of Pico Blvd.	Residential	45	70.5	71.8	70.8	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	65.5	67.3	66.3	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	67.4	68.4	67.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	66.8	67.1	66.1	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	66.6	66.9	65.9	Conditionally Acceptable
- South of 18 th St.	Residential	30	64.4	64.9	64.0	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	64.7	66.4	65.4	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.9	65.5	64.5	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.4	68.7	67.7	Conditionally Acceptable

Table 13. Existing Traffic Roadway Noise Levels – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	69.0	69.3	68.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	68.1	68.1	67.1	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	71.4	71.1	70.1	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	70.9	70.5	69.5	Conditionally Acceptable
- East of Bixel St.	Residential	30	71.0	70.6	69.7	Conditionally Acceptable
- East of Flower St.	Residential	30	71.3	70.9	69.9	Conditionally Acceptable
- West of Main St.	Residential	30	70.0	69.3	68.3	Conditionally Acceptable
- East of Main St.	Residential	30	69.4	68.5	67.6	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	72.0	71.5	70.6	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	71.7	71.0	70.0	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	71.5	70.8	69.8	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	71.8	71.3	70.3	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.8	71.4	70.5	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.5	71.4	70.4	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	71.8	71.4	70.4	Conditionally Acceptable
- East of Flower St.	Residential	45	71.0	70.6	69.6	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.3	67.8	66.9	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	66.3	68.3	67.3	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	66.1	66.9	65.9	Conditionally Acceptable
- West of Grand Ave.	Residential	30	63.7	65.4	64.4	Conditionally Acceptable
- East of Grand Ave.	Residential	30	61.3	65.0	64.0	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.4	71.4	70.4	Normally Unacceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.3	71.3	70.3	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	70.6	70.4	69.5	Conditionally Acceptable

Table 13. Existing Traffic Roadway Noise Levels – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	67.8	67.9	66.9	Conditionally Acceptable
- East of Hill St.		35	68.3	67.2	66.2	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	69.8	69.2	68.2	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	67.3	68.2	67.2	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	67.0	66.7	65.7	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	62.7	61.1	60.2	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	70.2	70.2	69.2	Conditionally Acceptable
W. 18 th Street						
- West of Flower St.	Residential	30	58.3	56.0	55.0	Normally Acceptable
- West of Grand Ave.	Church	30	57.3	55.1	54.1	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	70.1	69.6	68.6	Conditionally Acceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	69.6	69.0	68.0	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	69.0	68.4	67.4	Conditionally Acceptable
- East of Los Angeles St..	Residential	50	68.7	68.1	67.1	Conditionally Acceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	64.7	65.2	64.2	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	64.5	64.6	63.6	Conditionally Acceptable
Alvarado Street						

Table 13. Existing Traffic Roadway Noise Levels – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	71.6	71.6	70.6	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	71.7	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.3	71.4	70.5	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.5	70.7	69.8	Conditionally Acceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.8	71.3	70.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.2	70.9	69.9	Conditionally Acceptable
- South of Pico Blvd.	Residential	30	70.2	69.6	68.6	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	66.0	66.6	65.6	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.4	64.2	63.3	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	65.7	65.1	64.1	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	66.4	66.4	65.4	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.0	68.7	67.8	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	72.6	72.8	71.8	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	71.5	71.4	70.4	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	70.9	70.0	69.0	Conditionally Acceptable
- East of Main St.	Residential	35	70.8	69.8	68.8	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	70.3	70.4	69.4	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.8	70.0	69.0	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	68.5	68.8	67.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 14. Existing Roadway Traffic Noise Levels – Saturday with Dodgers and LA Coliseum Concurrent Use

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	66.5	68.1	67.2	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	66.0	67.0	66.1	Conditionally Acceptable
- North of 11 th St.	Residential	45	65.3	65.6	64.7	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	66.3	66.6	65.6	Conditionally Acceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	66.6	66.6	65.6	Conditionally Acceptable
- Between Venice Ave. and 17 th St.	Residential	35	66.6	66.8	65.8	Conditionally Acceptable
- Between 17 th St. and Washington Ave.	Religious	35	65.6	65.0	64.0	Conditionally Acceptable
- South of Washington Ave.	School	35	66.8	65.8	64.8	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	67.9	68.3	67.3	Conditionally Acceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	70.1	71.1	70.1	Normally Unacceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	69.2	70.9	69.9	Conditionally Acceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	69.5	70.6	69.7	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	70.3	71.6	70.6	Normally Unacceptable
- South of Pico Blvd.	Residential	45	70.7	72.0	71.0	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	65.5	67.3	66.3	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	67.5	68.5	67.5	Conditionally Acceptable
- Between 8 th and Pico Blvd.	Residential	40	66.9	67.1	66.1	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	67.1	67.7	66.8	Conditionally Acceptable
- South of 18 th St.	Residential	30	64.4	64.9	64.0	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	64.7	66.4	65.4	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	64.9	65.5	64.5	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	67.4	68.7	67.7	Conditionally Acceptable

Table 14. Existing Traffic Roadway Noise Levels – Saturday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	69.1	69.3	68.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	68.1	68.1	67.1	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	71.4	71.1	70.1	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	71.0	70.5	69.6	Conditionally Acceptable
- East of Bixel St.	Residential	30	71.1	70.7	69.7	Conditionally Acceptable
- East of Flower St.	Residential	30	71.3	70.9	69.9	Conditionally Acceptable
- West of Main St.	Residential	30	70.1	69.3	68.3	Conditionally Acceptable
- East of Main St.	Residential	30	69.4	68.6	67.6	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	72.1	71.6	70.6	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	71.8	71.1	70.1	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	71.6	70.9	69.9	Conditionally Acceptable
- Between Blaine St. & Georgia St.	School	50	71.9	71.4	70.4	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.9	71.6	70.6	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.6	71.5	70.6	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	71.8	71.4	70.5	Conditionally Acceptable
- East of Flower St.	Residential	45	71.0	70.6	69.7	Conditionally Acceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	66.3	67.8	66.9	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.3	69.4	68.4	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	66.3	67.1	66.2	Conditionally Acceptable
- West of Grand Ave.	Residential	30	64.1	65.6	64.6	Conditionally Acceptable
- East of Grand Ave.	Residential	30	62.0	65.2	64.2	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.5	71.5	70.6	Normally Unacceptable
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.5	71.5	70.5	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	71.0	71.0	70.1	Normally Unacceptable

Table 14. Existing Traffic Roadway Noise Levels – Saturday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	45	68.3	68.8	67.9	Conditionally Acceptable
- East of Hill St.		35	68.5	67.6	66.6	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	69.8	69.2	68.2	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	68.7	68.8	67.8	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	67.6	66.9	65.9	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	62.7	61.1	60.2	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	70.3	70.3	69.3	Conditionally Acceptable
W. 18 th Street						
- West of Flower St.	Residential	30	58.9	60.8	59.8	Normally Acceptable
- West of Grand Ave.	Church	30	58.1	60.5	59.6	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	70.2	69.7	68.7	Conditionally Acceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	69.7	69.0	68.1	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	69.1	68.5	67.5	Conditionally Acceptable
- East of Los Angeles St..	Residential	50	68.8	68.1	67.2	Conditionally Acceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	64.7	65.2	64.2	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	64.5	64.6	63.6	Conditionally Acceptable
Alvarado Street						

Table 14. Existing Traffic Roadway Noise Levels – Saturday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			12:00 – 1:00 p.m. Hour L _{eq} (dBA)	4:30 – 5:30 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	71.6	71.6	70.6	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	71.7	71.7	70.7	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.3	71.4	70.5	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	70.5	70.8	69.8	Normally Unacceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	71.8	71.3	70.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.2	70.9	69.9	Conditionally Acceptable
- South of Pico Blvd.	Residential	30	70.2	69.6	68.6	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	66.0	66.6	65.6	Conditionally Acceptable
- South of 6 th St.	Hospital	30	64.4	64.2	63.3	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	65.7	65.1	64.1	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	66.4	66.4	65.4	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.0	68.7	67.8	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	72.7	72.8	71.8	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	71.6	71.4	70.4	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	70.9	70.0	69.0	Conditionally Acceptable
- East of Main St.	Residential	35	70.8	69.8	68.8	Conditionally Acceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	70.4	70.4	69.5	Conditionally Acceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	69.9	70.0	69.1	Conditionally Acceptable
- East of Figueroa St.	Office ^b	35	68.6	68.8	67.8	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 15. Existing Roadway Traffic Noise Levels – Weekday

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	72.2	65.5	71.2	Normally Unacceptable
- South of 1 st St.	Concert Hall	45	71.2	64.4	70.2	Normally Unacceptable
- North of 11 th St.	Residential	45	70.6	63.7	69.6	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	71.8	64.2	70.9	Normally Unacceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	72.0	64.2	71.0	Normally Unacceptable
- Between Venice Ave. and 17 th St.	Residential	35	72.2	64.4	71.3	Normally Unacceptable
- Between 17 th St. and Washington Ave.	Religious	35	70.2	62.0	69.2	Conditionally Acceptable
- South of Washington Ave.	School	35	70.6	63.8	69.7	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	73.2	68.0	72.2	Normally Unacceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	73.7	69.4	72.8	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	72.1	67.1	71.2	Normally Unacceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	71.2	65.8	70.2	Normally Unacceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	71.7	66.3	70.7	Normally Unacceptable
- South of Pico Blvd.	Residential	45	72.3	66.4	71.4	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	70.6	65.5	69.6	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	71.7	66.5	70.7	Normally Unacceptable
- Between 8 th and Pico Blvd.	Residential	40	70.9	64.2	69.9	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	71.8	63.9	70.8	Normally Unacceptable
- South of 18 th St.	Residential	30	69.8	63.7	68.8	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	70.5	63.6	69.5	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	70.8	64.1	69.8	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	71.3	64.5	70.3	Normally Unacceptable

Table 15. Existing Traffic Roadway Noise Levels – Weekday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	70.3	65.4	69.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	69.2	64.5	68.3	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	73.4	69.2	72.4	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	73.4	68.4	72.4	Normally Unacceptable
- East of Bixel St.	Residential	30	73.1	67.7	72.1	Normally Unacceptable
- East of Flower St.	Residential	30	72.0	68.9	71.1	Normally Unacceptable
- West of Main St.	Residential	30	70.9	66.9	70.0	Normally Unacceptable
- East of Main St.	Residential	30	70.5	65.5	69.5	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	73.0	69.1	72.1	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	72.6	69.0	71.7	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	72.1	68.2	71.1	Normally Unacceptable
- Between Blaine St. & Georgia St.	School	50	71.8	68.2	70.8	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.8	68.3	70.8	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.9	68.1	70.9	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	72.0	67.6	71.0	Conditionally Acceptable
- East of Flower St.	Residential	45	71.3	66.6	70.3	Normally Unacceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	67.6	64.7	66.6	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.8	63.6	67.8	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.6	60.1	63.6	Conditionally Acceptable
- West of Grand Ave.	Residential	30	67.0	61.8	66.0	Conditionally Acceptable
- East of Grand Ave.	Residential	30	67.2	60.0	66.3	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.9	67.7	70.9	Normally Unacceptable

Table 15. Existing Traffic Roadway Noise Levels – Weekday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.9	67.7	71.0	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	72.3	66.6	71.3	Normally Unacceptable
- Between Figueroa St. & Flower St.	Residential/ Hotel	45	71.3	64.0	70.3	Normally Unacceptable
- East of Hill St.	Motel	35	70.0	61.0	69.0	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	69.0	67.3	68.0	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	69.1	66.7	68.1	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	70.7	62.0	69.7	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	63.8	60.0	62.9	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	73.3	66.7	72.3	Normally Unacceptable
W. 18 th Street						
- West of Flower St.	Residential	30	59.7	54.4	58.7	Normally Acceptable
- West of Grand Ave.	Church	30	60.8	52.3	59.8	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	71.4	66.2	70.4	Normally Unacceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	70.8	65.1	69.8	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	71.2	64.8	70.2	Normally Unacceptable
- East of Los Angeles St..	Residential	50	71.5	64.2	70.5	Normally Unacceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	69.0	60.0	68.0	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	69.5	59.4	68.5	Conditionally Acceptable
Alvarado Street						

Table 15. Existing Traffic Roadway Noise Levels – Weekday (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	72.7	69.2	71.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	72.6	68.9	71.6	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.9	68.0	70.9	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	71.7	68.1	70.7	Normally Unacceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	72.3	68.2	71.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.7	67.6	70.7	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.8	66.3	69.9	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	70.4	64.6	69.4	Conditionally Acceptable
- South of 6 th St.	Hospital	30	69.7	62.2	68.8	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	68.7	63.2	67.7	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	69.5	64.7	68.5	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.6	68.3	68.6	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	73.9	70.0	73.0	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	72.5	68.2	71.6	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	71.6	66.6	70.7	Conditionally Acceptable
- East of Main St.	Residential	35	71.4	66.7	70.4	Normally Unacceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	72.6	68.9	71.7	Normally Unacceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	72.4	68.5	71.4	Normally Unacceptable
- East of Figueroa St.	Office ^b	35	71.3	67.7	70.3	Normally Unacceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 16. Existing Roadway Traffic Noise Levels – Weekday with Convention Center Dark

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	72.2	65.5	71.2	Normally Unacceptable
- South of 1 st St.	Concert Hall	45	71.2	64.4	70.2	Normally Unacceptable
- North of 11 th St.	Residential	45	70.5	63.7	69.5	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	71.7	64.2	70.8	Normally Unacceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	71.9	64.2	70.9	Normally Unacceptable
- Between Venice Ave. and 17 th St.	Residential	35	72.2	64.4	71.2	Normally Unacceptable
- Between 17 th St. and Washington Ave.	Religious	35	70.2	62.0	69.2	Conditionally Acceptable
- South of Washington Ave.	School	35	70.6	63.8	69.7	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	73.2	68.0	72.2	Normally Unacceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	73.6	69.4	72.7	Normally Unacceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	71.7	67.1	70.8	Normally Unacceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	70.5	65.8	69.5	Conditionally Acceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	71.1	66.3	70.1	Normally Unacceptable
- South of Pico Blvd.	Residential	45	71.7	66.4	70.7	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	70.3	65.5	69.3	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	71.4	66.5	70.4	Normally Unacceptable
- Between 8 th and Pico Blvd.	Residential	40	70.3	64.2	69.4	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	70.9	63.9	69.9	Conditionally Acceptable
- South of 18 th St.	Residential	30	69.8	63.7	68.8	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	70.5	63.6	69.5	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	70.8	64.1	69.8	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	71.3	64.5	70.3	Normally Unacceptable

Table 16. Existing Traffic Roadway Noise Levels – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	70.3	65.4	69.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	69.2	64.5	68.3	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	73.4	69.2	72.4	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	73.4	68.4	72.4	Normally Unacceptable
- East of Bixel St.	Residential	30	73.1	67.7	72.1	Normally Unacceptable
- East of Flower St.	Residential	30	72.0	68.9	71.0	Normally Unacceptable
- West of Main St.	Residential	30	70.9	66.9	69.9	Conditionally Acceptable
- East of Main St.	Residential	30	70.4	65.5	69.4	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	73.0	69.1	72.0	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	72.6	69.0	71.6	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	72.0	68.2	71.0	Normally Unacceptable
- Between Blaine St. & Georgia St.	School	50	71.7	68.2	70.7	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.7	68.3	70.7	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.7	68.1	70.8	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	72.0	67.6	71.0	Conditionally Acceptable
- East of Flower St.	Residential	45	71.2	66.6	70.3	Normally Unacceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	67.6	64.7	66.6	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	67.6	63.6	66.7	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.5	60.1	63.5	Conditionally Acceptable
- West of Grand Ave.	Residential	30	67.0	61.8	66.0	Conditionally Acceptable
- East of Grand Ave.	Residential	30	67.2	60.0	66.3	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.8	67.7	70.8	Normally Unacceptable

Table 16. Existing Traffic Roadway Noise Levels – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.7	67.7	70.7	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	71.2	66.6	70.2	Normally Unacceptable
- Between Figueroa St. & Flower St.	Residential/ Hotel	45	69.6	64.0	68.6	Normally Unacceptable
- East of Hill St.	Motel	35	69.6	61.0	68.6	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	69.0	67.3	68.0	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	69.0	66.7	68.0	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	70.6	62.0	69.6	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	63.6	60.0	62.6	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	73.2	66.7	72.3	Normally Unacceptable
W. 18 th Street						
- West of Flower St.	Residential	30	59.7	54.4	58.7	Normally Acceptable
- West of Grand Ave.	Church	30	60.8	52.3	59.8	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	71.3	66.2	70.3	Normally Unacceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	70.8	65.1	69.8	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	71.2	64.8	70.2	Normally Unacceptable
- East of Los Angeles St..	Residential	50	71.5	64.2	70.5	Normally Unacceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	69.0	60.1	68.0	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	69.5	59.4	68.5	Conditionally Acceptable
Alvarado Street						

Table 16. Existing Traffic Roadway Noise Levels – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	72.7	69.2	71.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	72.6	68.9	71.6	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.9	68.0	70.9	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	71.6	68.1	70.6	Normally Unacceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	72.3	68.2	71.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.7	67.6	70.7	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.8	66.3	69.9	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	70.4	64.6	69.4	Conditionally Acceptable
- South of 6 th St.	Hospital	30	69.7	62.2	68.8	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	68.7	63.2	67.7	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	69.5	64.7	68.5	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.6	68.3	68.6	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	73.9	70.0	73.0	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	72.5	68.2	71.6	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	71.6	66.6	70.7	Conditionally Acceptable
- East of Main St.	Residential	35	71.4	66.7	70.4	Normally Unacceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	72.4	68.9	71.5	Normally Unacceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	72.2	68.5	71.2	Normally Unacceptable
- East of Figueroa St.	Office ^b	35	71.2	67.7	70.2	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

Table 17. Existing Roadway Traffic Noise Levels – Weekday with Dodgers and LA Coliseum Concurrent Use

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
Grand Avenue						
- North of 1 st St.	Concert Hall	45	72.2	65.5	71.2	Normally Unacceptable
- South of 1 st St.	Concert Hall	45	71.2	64.4	70.2	Normally Unacceptable
- North of 11 th St.	Residential	45	70.6	63.7	69.6	Conditionally Acceptable
- Between 11 th and 12 th St.	Residential	35	71.8	64.2	70.9	Normally Unacceptable
- Between 12 th St. and Venice Ave.	Residential/ Hospital	35	72.0	64.2	71.0	Normally Unacceptable
- Between Venice Ave. and 17 th St.	Residential	35	72.2	64.4	71.3	Normally Unacceptable
- Between 17 th St. and Washington Ave.	Religious	35	70.2	62.0	69.2	Conditionally Acceptable
- South of Washington Ave.	School	35	70.6	63.8	69.7	Conditionally Acceptable
Figueroa Street						
- Between 2 nd St. and 5 th St.	Residential/ Hotel	45	73.2	68.0	72.2	Normally Unacceptable
- Between 5 th St. and Wilshire Blvd.	Office ^b	45	73.7	69.4	72.8	Conditionally Acceptable
- Between Wilshire Blvd. and 9 th St.	Hotel	45	72.1	67.1	71.2	Normally Unacceptable
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	45	71.2	65.8	70.2	Normally Unacceptable
- Between Olympic Blvd. and Pico Blvd.	Hotel	45	71.7	66.3	70.7	Normally Unacceptable
- South of Pico Blvd.	Residential	45	72.3	66.4	71.4	Normally Unacceptable
Flower Street						
- North of 6 th St.	Residential	45	70.6	65.5	69.6	Conditionally Acceptable
- Between 6 th St. and 8 th St.	Residential	40	71.7	66.5	70.7	Normally Unacceptable
- Between 8 th and Pico Blvd.	Residential	40	70.9	64.2	69.9	Conditionally Acceptable
- South of Pico Blvd.	Hotel	30	71.8	63.9	70.8	Normally Unacceptable
- South of 18 th St.	Residential	30	69.8	63.7	68.8	Conditionally Acceptable
Hope Street						
- North of 1 st St.	Concert Hall	40	70.5	63.6	69.5	Conditionally Acceptable
- South of 1 st St.	Concert Hall	45	70.8	64.1	69.8	Conditionally Acceptable
1 st Street						
- Between Hope St. and Grand Ave.	Concert Hall	50	71.3	64.5	70.3	Normally Unacceptable

Table 17. Existing Traffic Roadway Noise Levels – Weekday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
2 nd Street						
- West of Figueroa St.	Residential	50	70.3	65.4	69.3	Conditionally Acceptable
- East of Figueroa St.	Residential	45	69.2	64.5	68.3	Conditionally Acceptable
6 th Street						
- West of Lucas Ave.	Hospital	30	73.4	69.2	72.4	Normally Unacceptable
- Between Lucas Ave. & Bixel St.	Residential	30	73.4	68.4	72.4	Normally Unacceptable
- East of Bixel St.	Residential	30	73.1	67.7	72.1	Normally Unacceptable
- East of Flower St.	Residential	30	72.0	68.9	71.1	Normally Unacceptable
- West of Main St.	Residential	30	70.9	66.9	70.0	Normally Unacceptable
- East of Main St.	Residential	30	70.5	65.5	69.5	Conditionally Acceptable
Olympic Boulevard						
- West of Alvarado St.	Commercial ^b	50	73.0	69.1	72.1	Conditionally Acceptable
- Between Alvarado St. & Union Ave.	Religious	50	72.6	69.0	71.7	Normally Unacceptable
- Between Union Ave. & Blaine St.	School/ Religious	50	72.1	68.2	71.1	Normally Unacceptable
- Between Blaine St. & Georgia St.	School	50	71.8	68.2	70.8	Normally Unacceptable
- Between Georgia St. & Francisco St.	Residential/ Hotel	50	71.8	68.3	70.8	Normally Unacceptable
- Between Francisco St. & Figueroa St.	Hotel	50	71.9	68.1	70.9	Normally Unacceptable
- Between Figueroa St. and Flower St.	Commercial ^b	45	72.0	67.6	71.0	Conditionally Acceptable
- East of Flower St.	Residential	45	71.3	66.6	70.3	Normally Unacceptable
W. 11 th Street						
- West of Blaine St.	Residential	30	67.6	64.7	66.6	Conditionally Acceptable
- Between Blaine St. & L.A. LIVE Wy.	Residential	30	68.8	63.6	67.8	Conditionally Acceptable
- East of L.A. LIVE Wy.	Auditorium	40	64.6	60.1	63.6	Conditionally Acceptable
- West of Grand Ave.	Residential	30	67.0	61.8	66.0	Conditionally Acceptable
- East of Grand Ave.	Residential	30	67.2	60.0	66.3	Conditionally Acceptable
Pico Boulevard						
- West of Alvarado St.	Religious	40	71.9	67.7	70.9	Normally Unacceptable

Table 17. Existing Traffic Roadway Noise Levels – Weekday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- Between Alvarado St. & Union Ave.	Commercial ^b	40	71.9	67.7	71.0	Conditionally Acceptable
- Between Union Ave. & Figueroa St.	Residential	40	72.3	66.6	71.3	Normally Unacceptable
- Between Figueroa St. & Flower St.	Residential/ Hotel	45	71.3	64.0	70.3	Normally Unacceptable
- East of Hill St.	Motel	35	70.0	61.0	69.0	Conditionally Acceptable
Blaine Street						
- North of I-110 SB Off-Ramp	Residential	30	69.0	67.3	68.0	Conditionally Acceptable
- Between I-110 SB Off-Ramp & 11 th St.	Residential	30	69.1	66.7	68.1	Conditionally Acceptable
Venice Boulevard						
- East of Olive St.	School	30	70.7	62.0	69.7	Conditionally Acceptable
W. 12 th Street						
- West of Grand Ave.	Residential	30	63.8	60.0	62.9	Conditionally Acceptable
E. 17 th Street						
- West of Grand Ave.	Residential	30	73.3	66.7	72.3	Normally Unacceptable
W. 18 th Street						
- West of Flower St.	Residential	30	59.7	54.4	58.7	Normally Acceptable
- West of Grand Ave.	Church	30	60.8	52.3	59.8	Normally Acceptable
Washington Boulevard						
- West of Flower St.	School/ Religious	50	71.4	66.2	70.4	Normally Unacceptable
- Between Flower St. & Grand Ave.	School/ Religious	50	70.8	65.1	69.8	Conditionally Acceptable
- Between Grand Ave. & Los Angeles St.	School/ Religious	50	71.2	64.8	70.2	Normally Unacceptable
- East of Los Angeles St..	Residential	50	71.5	64.2	70.5	Normally Unacceptable
W. 39 th Street						
- West of I-110 Freeway	Residential	45	69.0	60.0	68.0	Conditionally Acceptable
- East of I-110 Freeway	Residential	35	69.5	59.4	68.5	Conditionally Acceptable
Alvarado Street						

Table 17. Existing Traffic Roadway Noise Levels – Weekday with Dodgers and LA Coliseum Concurrent Use (Continued)

Roadway Segment	Adjacent Noise Sensitive Land Uses	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels, ^a			Compatibility Based on Existing Land Use and Traffic Noise Levels
			4:30 – 5:30 p.m. Hour L _{eq} (dBA)	9:00 – 10:00 p.m. Hour L _{eq} (dBA)	24-Hour CNEL (dBA)	
- North of 8 th St.	Commercial/ Park	40	72.7	69.2	71.7	Normally Unacceptable
- Between 8 th St. & Olympic Blvd.	Motel	40	72.6	68.9	71.6	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	40	71.9	68.0	70.9	Normally Unacceptable
- Between Pico Blvd. & Hoover St.	Residential/ Religious	40	71.7	68.1	70.7	Normally Unacceptable
Union Avenue						
- North of Olympic Blvd.	Religious	30	72.3	68.2	71.3	Normally Unacceptable
- Between Olympic Blvd. & Pico Blvd.	Residential	30	71.7	67.6	70.7	Normally Unacceptable
- South of Pico Blvd.	Residential	30	70.8	66.3	69.9	Conditionally Acceptable
Lucas Ave.						
- North of 6 th St.	Residential/School	30	70.4	64.6	69.4	Conditionally Acceptable
- South of 6 th St.	Hospital	30	69.7	62.2	68.8	Conditionally Acceptable
Bixel Street						
- North of 8 th St.	Residential	30	68.7	63.2	67.7	Conditionally Acceptable
- Between 8 th St. & Wilshire Blvd.	Residential	30	69.5	64.7	68.5	Conditionally Acceptable
- Between Wilshire Blvd. & 6 th St.	Residential	30	69.6	68.3	68.6	Conditionally Acceptable
Adams Boulevard						
- West of Flower St.	Religious	35	73.9	70.0	73.0	Normally Unacceptable
- Between Flower St. & Grand Ave.	Hospital	35	72.5	68.2	71.6	Normally Unacceptable
- Between Grand Ave. & Main St.	Commercial ^b	35	71.6	66.6	70.7	Conditionally Acceptable
- East of Main St.	Residential	35	71.4	66.7	70.4	Normally Unacceptable
Wilshire Boulevard						
- West of Bixel St.	Residential	35	72.6	68.9	71.7	Normally Unacceptable
- Between Bixel St. & Figueroa St.	Residential/Hotel	35	72.4	68.5	71.4	Normally Unacceptable
- East of Figueroa St.	Office ^b	35	71.3	67.7	70.3	Conditionally Acceptable
^a Detailed calculation worksheets, are included in Appendix B						
^b Not considered as noise sensitive uses per LA CEQA Threshold Guides						

3 PROJECT DESIGN FEATURES

The following Project design features would avoid or reduce project-related noise effects, and therefore, were taken into account during the analysis of potential project impacts.

3.1 Construction

- Project construction would utilize drilled piles during the late evening hours (between 9 p.m. and 12 a.m.) in lieu of driven piles (that would be used during the daytime hours, between 7 a.m. and 9 p.m.), in order to reduce potential construction noise and vibration impacts.
- The Project contractor shall equip all construction equipment used at the Project Site with commercially available, properly operated and maintained noise shielding and/or muffling devices that are consistent with manufacturer's standards.

3.2 Operation

- The Event Center in-house sound system would utilize a distributed speakers system capable of aiming the sound toward the seating areas, to minimize sound spillage to the exterior of the Event Center.
- Building mechanical/electrical equipment would be designed to meet the noise limit requirements of LAMC, Chapter XI, Section 112.02.
- Loading dock and trash/recycling areas for the Event Center and Staples Center would be located in the subterranean level, which would contain the noise to the exterior.
- All rooftop mechanical equipment would be enclosed or screened from view with appropriate screening walls.

4 IMPACT ANALYSIS

4.1 Methodology

4.1.1 Ambient Noise Measurement

The noise monitoring program was conducted using several units of a Quest Technologies Model 2900 Integrating/Logging Sound Level Meter, which meets and exceeds the minimum industry standard performance requirements for "Type 2" standard instruments as defined in the American National Standard Institute (ANSI) S1.4. This sound level meter also meets the requirement specified in Section 111.01(l) of the LAMC that the instruments be "Type S2A" standard instruments or better. The sound level meters were setup to collect the average (L_{eq}) noise levels over a 15-minute period. In accordance with the City's noise ordinance, the

ambient noise measurements were conducted continuously for a period of a minimum of 15 minutes.

4.1.2 Construction Noise

Construction noise impacts were evaluated by calculating the construction-related noise level at selected representative sensitive receptor locations (i.e., receptor locations R1 to R26) and comparing these construction-related noise levels to the existing ambient noise levels (i.e., noise levels without construction noise from the Project). Construction noise associated with the Project was analyzed using a Project-specific construction equipment inventory, construction duration, and construction phasing, provided by Icon Venue Group and is included in Appendix C. The construction noise model for the Project is based on construction equipment noise levels published by Federal Highway Administration (FHWA) “Roadway Construction Noise Model (FHWA 2006)”. The ambient noise levels at surrounding sensitive receptor locations were based on actual field measurement data. The construction noise levels were then calculated for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance. Additional noise attenuation was assigned to receptor locations where their line-of-sight to the Project Site was interrupted by the presence of intervening structures.

Project related off-site construction trucks noise impacts were analyzed using the FHWA’s Traffic Noise Model (TNM). The construction related off-site truck volumes were provided by Icon Venue Group. The TNM noise model calculates the hourly L_{eq} noise levels generated by construction-related trucks. Noise impacts were determined by comparing the predicted noise level with that of the existing ambient noise levels.

4.1.3 Construction Ground-borne Vibration

Ground-borne vibration impacts due to construction activities were evaluated by identifying potential vibration sources (i.e., construction equipment), estimating the vibration levels at the affected receptor, and comparing these vibration levels with the Project significance thresholds, as described below. The vibration source levels for various types of equipment, as used in this study, were based on data provided by the FTA (2006) and Caltrans (2004).

4.1.4 Operation Noise

4.1.4.1 Off-Site Mobile Noise Sources

Off-site roadway noise was analyzed using the FHWA’s TNM, based on the roadway traffic data provided in the Project’s transportation study. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadway parameters, noise receivers, and sound barriers (if any). Roadway noise attributable to the Project (“future with project”) was calculated and compared to baseline noise levels that would occur under the “future without project” condition, to determine Project noise impacts.

Noise impacts attributable to the public transit system (e.g., Metro Blue Line and bus lines) were analyzed based on the anticipated increase in the number of train cars/buses that would be needed to accommodate the Project's peak capacity event. Noise impacts were forecasted based on the forecasted increase in transit operations compared to the future condition without the Proposed Project.

4.1.4.2 On-Site Stationary Noise Sources

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources such as mechanical equipment, loading dock activities, Event Center operations (sound system and crowd cheering), and the outdoor plazas (crowds), calculating the hourly L_{eq} and/or the maximum L_{max} noise levels from each noise source at surrounding sensitive receiver property line locations, and comparing such noise levels to existing ambient noise levels.

4.1.4.3 Event Center Sound System

The in-house sound system, to be used for major spectator events at the Event Center, is anticipated to be comprised of a series of distributed line-array speakers. The speakers will be suspended from the fixed roof structure or the underside of the seating overhang. Line-array speakers are used for their superior vertical acoustical coverage pattern control, allowing sound to be directed more efficiently to seating areas, and not to the roof, upper walls, and other surfaces that can produce reflections that affect sound quality and speech intelligibility. The sound system will be capable of producing maximum sound level of 105 dBA (L_{max}) at the seating areas. The following assumptions were used for the noise analysis of the Event Center in-house sound system:

- A total of twelve (12) to twenty (20) line-arrays would be suspended from the roof structure with small "fill" speakers placed on seating structure to provide sound to seating that is shadowed from the line array clusters.
- The in-house sound system produces a sound pressure level of 105 dBA at the seating areas.

The sound system for concerts will rely upon temporary, touring sound systems to provide sound from the stage to the majority of the seats. For a typical capacity attendance sized concert, "delay" speakers will be used to provide sound to the far end of the Event Center (opposite the stage). Sound levels for a typical concert range from 98 dBA – 105 dBA at the audience seating areas, averaged over 30 minutes (Project architect, Gensler, 2011). The following assumptions were used for the noise analysis of the concert touring sound system:

- Four line-arrays would be located at the stage with each array composed of 16 speakers serving the Front of House (FOH), for a total of 64 speakers.

- Two towers would be placed at midfield (approx. 50 yard line) serving the far end of the Event Center. Each tower would include two line-arrays with 8 speakers each for a total of 32 speakers.
- The concert sound system would produce a sound pressure level of 105 dBA at all of the Event Center seating areas.

4.1.4.1 Composite Noise Levels

The Project composite noise level was calculated to evaluate the potential increase in noise levels that may occur at the analyzed noise-sensitive receptor locations. The composite noise level is comprised of the contributions from each individual noise source associated with the typical daily operation of the proposed Project. The noise analyses for the individual Project-related noise sources were made using various noise descriptors (i.e., 24-hour CNEL, 1-hour L_{eq} , and L_{max}). The majority of the individual Project-related noise sources would occur at various times of the day. The central plant would operate throughout most of the day. In addition, noise sources associated with a typical event day (i.e., traffic, outdoor plazas, stadium sound system and crowd cheering, and fireworks) would occur at different hours of the day. Therefore, in order to evaluate the combined noise effect of all noise sources, a common noise descriptor, CNEL, was used. The Project composite noise level was determined by combining the noise levels from individual Project-related noise sources (in terms of CNEL), at each of the analyzed noise receptors. Noise impacts were determined by comparing the composite noise levels with existing ambient noise levels.

4.1.5 Operation Ground-borne Vibration

The primary sources of Project operation-related vibration would include passenger vehicle circulation within the proposed parking facilities, on-site delivery truck activity, which would be similar to the existing conditions, including the existing on-site subterranean parking structures that would remain under the Proposed Project. In addition, Project-related off-site traffic, including auto traffic and delivery trucks traveling on roadways in the vicinity of the Project Site would generate similar vibration levels as existing traffic (i.e., auto, bus, and truck). The Project would also include typical commercial-grade stationary mechanical and electrical equipment such as air handling units, condenser units, cooling towers, exhaust air fans, and electrical power generators that would produce vibration similar to the existing Convention Center facilities. Other on-site vibration source includes the operation of the Event Center deployable roof (i.e., an electrical motor would be used to open/close the roof structure).

Typically, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Furthermore, the majority of the Project's operational-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. In addition, the Event Center deployable roof would generate vibration (within the Event Center structure)

during opening/closing of the roof structure. However, the design of the deployable roof would limit the vibration generated through the building structure and transferred to the ground. Therefore, Project operations would not increase the existing vibration levels in the immediate vicinity of the Project Site, and as such vibration impacts associated with Project operations would be less than significant. As such, the ground-borne vibration analysis presented in this report is limited to Project-related construction activities.

4.1.6 Cumulative Impacts

4.1.6.1 Construction Noise

Construction activities from the Project combined with future related projects was analyzed to evaluate potential cumulative noise impacts. The potential for cumulative noise impacts to occur is in part, based on the distance between the Project and each of the related projects, and the magnitude/intensity of construction activities at each of the project sites. Noise from construction activities would normally affect the areas immediately adjacent to each of the construction sites, specifically areas that are less than 500 feet from a construction site (500 feet distance is identified by the *L.A. CEQA Thresholds Guide* as the Screening Criteria with respect to construction activities). That is, cumulative noise impacts could occur at receptor locations that are within 500 feet of two different construction sites. Therefore, based on the 500-foot screening criteria distance, cumulative construction noise impact analysis is limited to related projects within 1,000 feet of the Project Site. The 1,000 foot distance is based on an assumption that a noise sensitive receptor would be located halfway between the Project Site and the related project.

4.1.6.2 Construction Vibration

Due to the rapid attenuation characteristics of ground-borne vibration, the potential for a cumulative construction vibration impact (with respect to building damage) would be limited to related projects that are located close to (within 100 feet of) the Project Site. Furthermore, construction vibration impacts were analyzed based on the instantaneous peak vibration level produced by each of the construction equipment.

4.1.6.3 Operations Noise

With respect to long-term operations, the Project and the related projects in the surrounding area would generate noise that would contribute to cumulative noise from a number of community noise sources including off-site vehicle travel and on-site sources such as mechanical equipment and other operational noise sources. Similar to the cumulative on-site construction noise, operational noise impacts from on-site sources attributable to cumulative development of the related projects and the Project depend on the distances between the Project and the related projects, as well as, the noise levels generated by the related projects. Detailed information regarding the on-site noise sources from the related projects is typically not available at this stage of the project. However, each related project would be designed

(including mitigation measures as required) to meet the City's exterior noise limits at the property line. However, each related project would produce traffic volumes (off-site vehicles) that are capable of generating roadway noise impacts. Cumulative noise impacts due to off-site vehicle traffic were analyzed by comparing the projected increase in traffic noise levels from "existing" conditions to "future cumulative" conditions to the applicable significance criteria. The off-site vehicle traffic noise analysis methodology is described above. Future cumulative conditions include traffic volumes from future ambient growth, related development projects, and the Project.

4.2 Thresholds of Significance

In accordance with the State's *CEQA Guidelines*, Appendix G, a significant impact could occur if a project results in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generate excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project; and
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Based on the regulatory framework described above, thresholds provided by the *L.A. CEQA Thresholds Guide*, and in accordance with significance criteria established by Appendix G of the State's *CEQA Guidelines*, the following thresholds of significance were used to evaluate the Project's noise and vibration impacts:

4.2.1 Construction Noise

A project would normally have a significant impact on noise levels from construction if:

- "Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA or more at a noise-sensitive use";
- "Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use"; or
- "Construction activities would exceed the ambient noise level by 3 dBA at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or Sunday". Although the *L.A.*

CEQA Thresholds Guide provides a significance threshold of 5 dBA for nighttime hours, the 3 dBA threshold is used as a conservative analysis, which considered the qualitative limits provided in the LAMC provision (Section 41.40).

4.2.2 Operations Noise

As discussed above with respect to the community noise assessment, changes in outdoor noise levels less than 3 dBA are generally not discernible to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase.²⁰ Therefore, the significance threshold for Project-related on-site stationary and off-site noise sources is based on aforementioned changes in noise levels (increases), with consideration of existing ambient noise conditions, and the City's land use noise compatibility guidelines. A threshold of 5 dBA (CNEL) is used where existing ambient noise conditions fall within the City's acceptable noise environment. Otherwise, where the existing ambient noise level is already above the City's acceptable noise levels, a 3 dBA (CNEL) increase, together with other relevant circumstances, is utilized as the threshold. This threshold is therefore conservative, as it accounts for the current noise environment.

In addition to the 24-hour CNEL thresholds, noise criteria in terms of L_{max} (maximum noise level) and hourly L_{eq} (one-hour average noise level) are recommended to evaluate potential impacts from noise sources that are short-duration and intermittent including: off-site surface traffic (as most Project-related traffic would occur in the Pre-Event and Post-Event hours), parking operations, loading dock operations, outdoor plazas, Event Center operations (crowd and sound system), and firework display shows. The L_{max} and L_{eq} criteria are based on the City's Municipal Code. Per City's Noise Regulation, a noise level increase of 5 dBA over the existing ambient noise level is considered a noise level violation. In addition, noise limit for noise level that last less than 15 minutes in any one-hour is 10 dBA above the ambient noise levels. Although the City's Noise Ordinance does not specifically describe limits in terms of L_{max} level, the L_{max} levels describe in this study apply to sound sources that would occur less than 15 minutes in any one-hour period. Therefore, the City's noise limits for sound sources occurring less than 15 minutes in any one-hour period are utilized for Project's sound sources that are described in terms of L_{max} .

Therefore, the Project would have a significant noise impacts if any of the following events were to occur:

- Project operations cause the ambient noise level measured at the property line of affected noise-sensitive uses to increase by 5 dBA CNEL within the "normally acceptable" or "conditionally acceptable" category, where existing ambient noise conditions fall within the City's acceptable noise environment.

²⁰ *Engineering Noise Control, Bies & Hansen, 1988*

- Project operations cause the ambient noise level measured at the property line of the affected noise-sensitive uses to increase by 3 dBA CNEL within the “normally unacceptable” or “clearly unacceptable” category, where existing ambient noise conditions already fall above the City’s acceptable noise environment.
- Project operations cause the off-site mobile sources (i.e., traffic, helicopter and public transit) to increase the ambient by 5 dBA (hourly L_{eq}). As described above, LAMC do not regulate mobile sources on public streets and the threshold provided by the *L.A. CEQA Thresholds Guide* is in terms of CNEL. Therefore, this threshold is based on the 5 dBA subjective change in noise levels (clearly noticeable,) and Caltrans’ threshold used for highway traffic noise impact study. This is consistent with the City’s limits for other noise sources (i.e., 5 dBA above ambient). In addition, the significance threshold in terms of hourly L_{eq} is more conservative than the 24-hour CNEL significance threshold as provided by the *L.A. CEQA Thresholds Guide* for this Project since most of the Project-related traffic occurs in a two-hour period (one hour before and one hour after the event). Using a 24-hour CNEL significance threshold would average the impact that would occur over the two-hour period over a 24-hour period, resulting in less impacts than the hourly L_{eq} .
- Project-related operational (i.e., non-roadway) noise sources such as, outdoor building mechanical/electrical equipment and loading dock/refuse collection, increase the ambient noise level (hourly L_{eq}) at noise sensitive uses by 5 dBA, thus causing a violation of the City Noise Ordinance.
- The maximum noise level (L_{max}) generated from the operation of the parking garage exceed the average ambient noise level (L_{eq}) by 5 dBA. This is the most conservative threshold, as it is based on the nighttime allowance by the Noise Regulations, while most of the parking garage operations would occur during the daytime hours (7 a.m. 10 p.m.).
- The maximum noise level (L_{max}) generated from the Event Center (crowd and sound system) exceeds the average ambient noise level (L_{eq}) at the off-site noise sensitive receptors by 10 dBA (for a sporting event) or 5 dBA (for concert event). The noise limit for the concert event (i.e., concert sound system) is 5 dBA lower, due to the impulsive nature of sound (i.e., music bass drum sound).
- The maximum noise level (L_{max}) generated from the firework display show exceeds the average ambient noise level (L_{eq}) at the off-site noise sensitive receptors by 5 dBA. The noise limit for the firework display takes into account the impulsive sound (e.g., explosion) penalty of 5 dBA.

4.2.3 Ground-borne Vibration (Construction)

The City has not adopted a significance threshold to assess construction vibration impacts. Thus, the FTA standards described earlier are used to evaluate potential impacts related to Project construction. Based on this FTA guidance, impacts relative to ground-borne vibration

associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 inches per second (PPV) at the nearest off-site reinforced-concrete, steel or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 inches per second (PPV) at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 inches per second (PPV) at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 inches per second (PPV) at buildings extremely susceptible to vibration damage, such as historic buildings.

The *Los Angeles CEQA Thresholds Guide* also does not define the levels at which construction-related ground-borne vibration would cause human annoyance at sensitive uses. Therefore, in terms of ground-borne vibration impacts associated with human annoyance during Project construction, the analysis uses the FTA's guidelines shown on Table 5 on page 27. Thus, construction vibration impacts associated with human annoyance would be significant if the following were to occur.

- Project construction activities would cause ground-borne vibration levels to exceed 72 VdB at off-site sensitive uses including residential, hotel, hospital and auditorium/theater (Nokia Theatre at L.A. LIVE) uses.

4.3 Construction Noise & Vibration Impacts

4.3.1 On-site Construction Noise Sources

Noise impacts from Project construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the distance to noise sensitive receptors. Construction activities would include site demolition, excavation and shoring and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Site demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Excavation and shoring typically requires the use of earth moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves the use of cranes, forklifts, concrete trucks, and delivery

trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

The Project overall construction would be completed in approximately 48 consecutive months, starting with the Bond Street Garage, the New Hall, the L.A. LIVE Garage, and finishing with the Event Center, as presented in Table 18 (on page 87).²¹ It is anticipated that there would be overlapping construction of the four Project's components. The Project construction phasing would be as follows:

- a) Bond Street Garage – This phase would include the demolition of the existing Bond Street Parking Lot and construction of the proposed new Parking Garage. Construction of the Bond Street Garage would be completed in approximately 10 months.
- b) New Hall – Construction of the New Hall would commence with the site demolition at approximately at the same time as the start of the Bond Street Garage construction (during the framing/structure). Construction of the New Hall would be completed in approximately 18 months.
- c) L.A. LIVE Way Garage – Construction of the L.A. LIVE Way Garage would commence at the completion of the Bond Street Garage. This phase would include the demolition of the existing two-level parking garage and construction of the new parking garage. Construction of the L.A. LIVE Way Garage would be completed in approximately 15 months.
- d) Event Center - Construction of the Event Center would commence with the demolition of the existing Convention Center West Hall. Construction of the Event Center would be completed in approximately 33 months.

Individual pieces of construction equipment that would be used for construction produce maximum noise levels of 75 dBA to 101 dBA at a reference distance of 50 feet from the noise source, as shown in Table 19 (on page 89). The construction equipment noise levels at 50 feet distance (Referenced Maximum Noise Levels) are based on the FHWA Roadway Construction Noise Model User's Guide (RCNM, 2006), which is a technical report containing actual measured noise data for construction equipment. The maximum noise levels would occur when the equipment is operating under full power conditions. However, since equipment used on construction sites often operates at less than full power, an acoustical usage factor is applied. The acoustical usage factor is a percentage of time that a particular piece of equipment is anticipated to be in full power operation during a typical

²¹ Icon Venue Group, June 2011

construction day. These acoustical usage factors are estimates and would vary based on the actual construction activities and duration.

To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. Information with respect to the type and quantity of equipment anticipated to be utilized was provided by Icon Venue Group (included in Appendix C).

Table 18. Project Construction Schedule

Construction Phase	Month																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Bond Street Garage (10 months)																								
Demolition																								
Grading/Excavation																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
New Hall (18 months)																								
Demolition																								
Grading/Excavation																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
L.A. LIVE Way Garage (15 months)																								
Demolition																								
Excavation/Shoring																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
Event Center (33 months)																								
Demolition																								
Mass Excavation																								
Deep Foundation																								
Shoring/Earth/Retention																								
CIP/Steel/PreCast																								
Interior/Exterior																								
Playing Field																								
Sitework/Landscape																								

Source: ICON and AES, 2011

Table 18. Project Construction Schedule (Continued)

Construction Phase	Month																							
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Bond Street Garage (10 months)																								
Demolition																								
Grading/Excavation																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
New Hall (18 months)																								
Demolition																								
Grading/Excavation																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
L.A. LIVE Way Garage (15 months)																								
Demolition																								
Excavation/Shoring																								
Foundation																								
Steel Frame/CIP																								
Exterior/Interior																								
Sitework/Landscape																								
Event Center (33 months)																								
Demolition																								
Mass Excavation																								
Deep Foundation																								
Shoring/Earth/Retention																								
CIP/Steel/PreCast																								
Interior/Exterior																								
Playing Field																								
Sitework/Landscape																								

Source: ICON and AES, 2011

Table 19. Noise Emission Reference Levels and Usage Factors

Type of Equipment	Acoustical Usage Factor (%)	Reference Maximum Noise Levels at 50 Feet, ^a L _{max} (dBA)
Backhoe	40	78
Concrete Pump	20	81
Concrete Truck	40	79
Crane, Mobile	16	81
Dozer	40	82
Drill Rig	20	84
Excavator	40	81
Forklift	50	75
Impact Pile Driver	20	101
Loader	40	79
Skid Steer Loader	40	79
Dump/ Haul/ Delivery Truck	40	76
Water Truck	20	82
^a Construction equipment noise levels are based on the FHWA RCNM. These levels are based on actual measurement of construction equipment made in the 1990s for the Central Artery/Tunnel project in Boston, Massachusetts, which are newer data than those published in the L.A. CEQA Thresholds Guide, which is based on the 1971 EPA (Environmental Protection Agency) document. Use of FHWA RCNM noise data is consistent with the L.A. CEQA Thresholds Guide allowance for the use of other applicable references. Source: FHWA Roadway Construction Noise Model User's Guide, Table 1, 2006		

Project construction activities would occur between the daytime hours of 7 a.m and 9 p.m. and between the late evening hours of 9 p.m. and 12 a.m. As part of the Project Design Features, drilled piles would be used (in lieu of driven piles) during the late evening hours to minimized noise and vibration impacts. In addition, haul trucks during the site demolition and excavation phases would only occur during the daytime hours. The Project construction activities would occur for more than 10 days in a three-month period. Therefore, the 5 dBA significance threshold is used for daytime hours (7 a.m and 9 p.m) impact analysis and the 3 dBA significance threshold is used for late evening hours (9 p.m. and 12 a.m.) impact analysis.

Table 20 (on page 92) provides a summary of construction noise levels by receptor location and stages of construction activities for the Bond Street Garage. Detailed construction noise calculations data sheets, including assumptions and procedures, are provided in Appendix C. The estimated noise levels represent a conservative scenario because construction activities are analyzed as if they were occurring along the perimeter of the Project Site, whereas construction would typically occur throughout the Project Site and may be at a further distance from the receptor. The noise sensitive receptors that are located further away from the Project Site would also experience less construction noise, as sound diminishes as a function of distance from the source. In addition, the intervening buildings between the source and receiver act as sound barriers, and as a result further reduce the sound levels. As

indicated in Table 20, noise levels attributable to construction of the Bond Street Garage at all off-site receptors would be 1.0 dBA (at R26) to 33.2 dBA (at R12) below the significance threshold for daytime hours and 0.7 dBA (at R26) to 29.4 dBA (at R10) below the significance threshold for late evening hours during the loudest phase of construction (foundation). As such, noise impacts associated with the construction of the Bond Street Garage would be less than significant.

The New Hall construction-related noise levels at the off-site receptors are presented in Table 21 (on page 93). As described above, driven piles would only be used during the daytime hours (7 a.m. to 9 p.m.), and drilled piles will be used during the late evening hours (9 p.m. to 12 a.m.). As indicated in Table 21, the construction-related noise levels at all off-site receptors with the exception of receptors R6 and R26 would be below the significance threshold during daytime hours (by 0.6 dBA at R1 to 22.2 dBA at R12) and during late evening hours (by 1.1 dBA at R5 to 22.3 dBA at R10) during the loudest phase of construction (foundation during the day and interior/exterior during the evening). The estimated noise levels at receptor R6 would exceed the daytime significance threshold by 1.5 dBA (during the foundation phase) and the late evening significance threshold by 1.7 dBA (during the interior/exterior phase). The estimated noise levels at receptor R26 would exceed the daytime significance threshold by up to 6.7 dBA during the foundation phase when piles are driven and the late evening significance threshold by 3.2 dBA during the interior/exterior phase. As such, noise impacts associated with the construction of the New Hall would be significant without mitigation measures.

Table 22 (on page 94) presents the construction-related noise levels associated with the building of the L.A. LIVE Way Garage at the off-site receptors. As indicated therein, the noise levels at all off-site sensitive receptors with the exception of Receptor R6 would be below the significance threshold during daytime hours (by 4.7 dBA at R26 to 30.3 dBA at R12) and during late evening hours (by 0.1 dBA at R7 to 26.4 dBA at R18) during the loudest phase of construction (concrete/steel/precast frame). The estimated construction-related noise levels at receptor R6 would exceed the daytime significance threshold by 1.5 dBA and the late evening significance threshold by 5.4 dBA, during the concrete/steel/precast frame phase. As such, noise impacts associated with the construction of the L.A. LIVE Way Garage would be significant.

The estimated construction noise levels for the Event Center are provided in Table 23 (on page 95). With the exception of receptors R1 and R6, the construction-related noise levels at all off-site receptors would be below the daytime significance threshold (by 2.5 dBA at R5 and R7 to 21.9 dBA at R18) and below the late evening significance threshold (by 1.5 dBA at R7 to 23.2 dBA at R18) during the loudest phase of construction (shoring/foundation during the day and interior/exterior during the late evening). At receptor Location R1, the Event Center construction-related noise levels would exceed the significance threshold by up to 7.9 dBA during the daytime hours (foundation phase) and a up to 6.4 dBA during the late

evening hours (interior/exterior phase). At receptor R6, the estimated construction-related noise levels at receptor R6 would exceed the both the daytime and late evening significance threshold by 1.7 dBA during the foundation phase (daytime) and the interior/exterior phase (late evening). Therefore, noise impacts associated with the Event Center construction would be significant.

The four Project Components would be constructed in a sequential order with overlapping of various construction stages, as described above. However, in the event of overlapping construction, the construction noise levels at a particular receptor could be increase due to the overlapping construction activities. There would also be overlapping of construction phases within each Project Component, as provided in Table 18 (Project Construction Schedule). Table 24 (on page 96) and Table 25 (on page 98) present the estimated construction noise levels with overlapping construction activities, based on the construction schedule presented in Table 18 for daytime and late evening hours, respectively. As indicated in Table 24, the estimated noise levels due to overlapping construction activities would exceed the daytime significance threshold at receptors R1, R3, R4, R5, R6, R7 and R26 by 0.2 dBA (at R4) to 10.3 dBA (at R1). During the late evening hours, the overlapping construction would exceed the significance threshold at receptors R1, R4, R5, R6, R7, R23 and R26 by 1.9 dBA (at R23) to 9.6 dBA (at R1).

Table 20. Construction Noise Levels – Bond Street Garage

Location	Distance to Project's Nearest Boundary of Construction Site, ^a (ft)	Estimated Construction Noise Levels by Construction Activities, Hourly L _{eq} (dBA)						Significance Threshold, ^b L _{eq} (dBA)		Significant Impacts?	
		Demolition	Excavation/Grading	Foundation	Concrete/Steel/Precast Frame	Interior/Exterior	Sitework/Landscaping	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	1700	41.7	42.1	45.6	43.8	42.4	44.8	67.2	64.8	No	No
R2	1400	43.4	43.7	47.3	45.4	44.1	46.4	73.7	66.9	No	No
R3	1530	42.6	43.0	46.5	44.7	43.3	45.7	61.2	59.2	No	No
R4	525	51.9	52.3	55.8	54.0	52.6	55.0	63.9	59.2	No	No
R5	900	47.2	47.6	51.1	49.3	47.9	50.3	59.3	55.1	No	No
R6	590	50.9	51.2	54.8	52.9	51.6	53.9	61.1	57.2	No	No
R7	1315	43.9	44.3	47.8	46.0	44.6	47.0	68.5	63.6	No	No
R8	1945	40.5	40.9	44.4	42.6	41.2	43.6	62.3	59.2	No	No
R9	2190	39.5	39.9	43.4	41.6	40.2	42.6	62.0	62.3	No	No
R10	2655	37.8	38.2	41.7	39.9	38.5	40.9	74.7	71.1	No	No
R11	3120	36.4	36.8	40.3	38.5	37.1	39.5	71.7	68.2	No	No
R12	3000	36.8	37.1	40.6	38.8	37.5	39.8	73.8	67.1	No	No
R13	2435	38.6	38.9	42.5	40.6	39.3	41.6	70.2	65.4	No	No
R14	2590	38.0	38.4	41.9	40.1	38.8	41.1	67.3	62.6	No	No
R15	2105	39.8	40.2	43.7	41.9	40.6	42.9	66.5	61.4	No	No
R16	2745	37.5	37.9	41.4	39.6	38.3	40.6	72.9	66.0	No	No
R17	2895	37.1	37.4	41.0	39.1	37.8	40.1	64.7	61.1	No	No
R18	1575	42.4	42.7	46.2	44.4	43.1	45.4	72.2	71.7	No	No
R19	1880	40.8	41.2	44.7	42.9	41.5	43.9	66.2	62.2	No	No
R20	2425	38.6	39.0	42.5	40.7	39.3	41.7	62.0	61.6	No	No
R21	2450	38.5	38.9	42.4	40.6	39.2	41.6	60.0	52.2	No	No
R22	1865	40.9	41.2	44.8	42.9	41.6	44.0	66.6	57.2	No	No
R23	1510	42.7	43.1	46.6	44.8	43.4	45.8	61.7	52.5	No	No
R24	1395	43.4	43.8	47.3	45.5	44.1	46.5	71.4	63.2	No	No
R25	1515	42.7	43.1	46.6	44.8	43.4	45.8	61.3	57.5	No	No
R26	640	60.2	60.5	64.1	62.2	60.9	63.2	65.1	64.8	No	No
^a Represent shortest distance between the noise-sensitive receptor and construction area. Estimated based on Google Earth Map.											
^b Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.											

Table 21. Construction Noise Levels – New Hall

Location	Distance to Project's Nearest Boundary of Construction Site, ^a (ft)	Estimated Construction Noise Levels by Construction Activities, Hourly L _{eq} (dBA)							Significance Threshold, ^b L _{eq} (dBA)		Significant Impacts?	
		Demolition	Excavation/Grading	Deep Foundation (Driven Piles)	Deep Foundation (Drilled Piles)	Concrete/Steel/Precast Frame	Interior/Exterior	Sitework/Landscaping	Daytime Hours (7:00 a.m. - 9:00 p.m.)	Late Evening Hours (9:00 p.m. - 12:00 a.m.)	Daytime Hours (7:00 a.m. - 9:00 p.m.)	Late Evening Hours (9:00 p.m. - 12:00 a.m.)
R1	1247	59.0	57.2	66.6	58.2	59.0	62.9	58.0	67.2	64.8	No	No
R2	620	55.1	53.3	62.7	54.2	55.1	58.9	54.1	73.7	66.9	No	No
R3	880	52.0	50.2	59.7	51.2	52.0	55.9	51.0	61.2	59.2	No	No
R4	755	53.4	51.5	61.0	52.5	53.4	57.2	52.4	63.9	59.2	No	No
R5	1090	50.2	48.4	57.8	49.3	50.2	54.0	49.2	59.3	55.1	No	No
R6	625	55.0	53.2	62.6	54.2	55.0	58.9	54.0	61.1	57.2	Yes	Yes
R7	1065	50.4	48.6	58.0	49.5	50.4	54.2	49.4	68.5	63.6	No	No
R8	1830	45.7	43.8	53.3	44.8	45.7	49.5	44.7	62.3	59.2	No	No
R9	1965	45.1	43.2	52.7	44.2	45.1	48.9	44.0	62.0	62.3	No	No
R10	1990	45.0	43.1	52.6	44.1	45.0	48.8	43.9	74.7	71.1	No	No
R11	2701	42.3	40.5	49.9	41.4	42.3	46.1	41.3	71.7	68.2	No	No
R12	2220	44.0	42.2	51.6	43.2	44.0	47.8	43.0	73.8	67.1	No	No
R13	1630	46.7	44.9	54.3	45.8	46.7	50.5	45.7	70.2	65.4	No	No
R14	1755	46.0	44.2	53.7	45.2	46.0	49.9	45.0	67.3	62.6	No	No
R15	1400	48.0	46.2	55.6	47.2	48.0	51.8	47.0	66.5	61.4	No	No
R16	2150	44.3	42.4	51.9	43.4	44.3	48.1	43.3	72.9	66.0	No	No
R17	2640	42.5	40.7	50.1	41.6	42.5	46.3	41.5	64.7	61.1	No	No
R18	1520	47.3	45.5	54.9	46.4	47.3	51.1	46.3	72.2	71.7	No	No
R19	1855	45.6	43.7	53.2	44.7	45.6	49.4	44.5	66.2	62.2	No	No
R20	2555	42.8	41.0	50.4	41.9	42.8	46.6	41.8	62.0	61.6	No	No
R21	2595	42.6	40.8	50.3	41.8	42.6	46.5	41.6	60.0	52.2	No	No
R22	2090	44.5	42.7	52.2	43.7	44.5	48.4	43.5	66.6	57.2	No	No
R23	1720	46.2	44.4	53.9	45.4	46.2	50.1	45.2	61.7	52.5	No	No
R24	1600	46.8	45.0	54.5	46.0	46.8	50.7	45.8	71.4	63.2	No	No
R25	1590	46.9	45.1	54.5	46.1	46.9	50.7	45.9	61.3	57.5	No	No
R26	690	64.2	62.3	71.8	63.3	64.2	68.0	63.1	65.1	64.8	Yes	Yes
^a Represent shortest distance between the noise-sensitive receptor and construction area. Estimated based on Google Earth Map.												
^b Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.												

Table 22. Construction Noise Levels – L.A. LIVE Way Garage

Location	Distance to Project's Nearest Boundary of Construction Site, ^a (ft)	Estimated Construction Noise Levels by Construction Activities, Hourly L _{eq} (dBA)						Significance Threshold, ^b L _{eq} (dBA)		Significant Impacts?	
		Demolition	Excavation/Shoring	Foundation	Concrete/Steel/ Precast Frame	Interior/Exterior	Sitework/Landscaping	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	855	52.4	51.9	51.5	52.8	48.8	51.0	67.2	64.8	No	No
R2	1455	47.8	47.3	46.9	48.2	44.2	46.4	73.7	66.9	No	No
R3	1700	46.5	46.0	45.6	46.8	42.8	45.1	61.2	59.2	No	No
R4	890	52.1	51.6	51.2	52.4	48.5	50.7	63.9	59.2	No	No
R5	810	52.9	52.4	52.0	53.3	49.3	51.5	59.3	55.1	No	No
R6	275	62.3	61.8	61.4	62.6	58.7	60.9	61.1	57.2	Yes	Yes
R7	250	63.1	62.6	62.2	63.5	59.5	61.7	68.5	63.6	No	No
R8	1155	49.8	49.3	48.9	50.2	46.2	48.4	62.3	59.2	No	No
R9	1080	50.4	49.9	49.5	50.8	46.8	49.0	62.0	62.3	No	No
R10	1925	45.4	44.9	44.5	45.7	41.8	44.0	74.7	71.1	No	No
R11	2710	42.4	41.9	41.5	42.8	38.8	41.0	71.7	68.2	No	No
R12	2480	43.2	42.7	42.3	43.5	39.6	41.8	73.8	67.1	No	No
R13	2065	44.8	44.3	43.9	45.1	41.1	43.4	70.2	65.4	No	No
R14	2570	42.9	42.4	42.0	43.2	39.2	41.5	67.3	62.6	No	No
R15	1450	47.9	47.4	47.0	48.2	44.2	46.5	66.5	61.4	No	No
R16	2670	42.6	42.1	41.7	42.9	38.9	41.2	72.9	66.0	No	No
R17	3280	40.8	40.3	39.9	41.1	37.1	39.4	64.7	61.1	No	No
R18	2015	45.0	44.5	44.1	45.3	41.4	43.6	72.2	71.7	No	No
R19	2315	43.8	43.3	42.9	44.1	40.2	42.4	66.2	62.2	No	No
R20	2910	41.8	41.3	40.9	42.1	38.2	40.4	62.0	61.6	No	No
R21	2925	41.8	41.3	40.9	42.1	38.1	40.4	60.0	52.2	No	No
R22	2190	44.3	43.8	43.4	44.6	40.6	42.9	66.6	57.2	No	No
R23	1495	47.6	47.1	46.7	47.9	44.0	46.2	61.7	52.5	No	No
R24	1235	49.3	48.8	48.4	49.6	45.6	47.9	71.4	63.2	No	No
R25	1210	49.4	48.9	48.5	49.8	45.8	48.0	61.3	57.5	No	No
R26	1120	60.1	59.6	59.2	60.4	56.5	58.7	65.1	64.8	No	No
^a Represent shortest distance between the noise-sensitive receptor and construction area. Estimated based on Google Earth Map.											
^b Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.											

Table 23. Construction Noise Levels – Event Center

Location	Distance to Project's Nearest Boundary of Construction Site, ^a (ft)	Estimated Construction Noise Levels by Construction Activities, Hourly L_{eq} (dBA)							Significance Threshold, ^b L_{eq} (dBA)		Significant Impacts?	
		Demolition	Excavation	Shoring/Deep Foundation (Driven Piles)	Shoring/Deep Foundation (Drilled Piles)	Concrete/ Steel/ Precast Frame	Interior/ Exterior	Sitework/ Landscaping	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	465	67.3	68.2	75.1	66.2	68.3	71.2	68.2	67.2	64.8	Yes	Yes
R2	680	54.0	54.9	61.8	52.9	55.0	57.9	54.9	73.7	66.9	No	No
R3	1125	49.6	50.5	57.5	48.5	50.6	53.5	50.5	61.2	59.2	No	No
R4	1220	48.9	49.8	56.8	47.8	49.9	52.8	49.8	63.9	59.2	No	No
R5	1215	48.9	49.9	56.8	47.9	50.0	52.9	49.8	59.3	55.1	No	No
R6	610	54.9	55.8	62.8	53.9	56.0	58.9	55.8	61.1	57.2	Yes	Yes
R7	420	58.2	59.1	66.0	57.1	59.2	62.1	59.1	68.5	63.6	No	No
R8	1385	47.8	48.7	55.7	46.7	48.8	51.7	48.7	62.3	59.2	No	No
R9	1270	48.6	49.5	56.4	47.5	49.6	52.5	49.5	62.0	62.3	No	No
R10	1300	48.4	49.3	56.2	47.3	49.4	52.3	49.3	74.7	71.1	No	No
R11	2075	44.3	45.2	52.2	43.2	45.3	48.2	45.2	71.7	68.2	No	No
R12	1725	45.9	46.8	53.8	44.8	46.9	49.8	46.8	73.8	67.1	No	No
R13	1245	48.7	49.6	56.6	47.7	49.8	52.7	49.6	70.2	65.4	No	No
R14	1730	45.9	46.8	53.7	44.8	46.9	49.8	46.8	67.3	62.6	No	No
R15	1575	46.7	47.6	54.6	45.6	47.7	50.6	47.6	66.5	61.4	No	No
R16	2365	43.2	44.1	51.0	42.1	44.2	47.1	44.1	72.9	66.0	No	No
R17	2965	41.2	42.1	49.1	40.1	42.2	45.1	42.1	64.7	61.1	No	No
R18	2000	44.6	45.5	52.5	43.5	45.6	48.5	45.5	72.2	71.7	No	No
R19	2365	43.2	44.1	51.0	42.1	44.2	47.1	44.1	66.2	62.2	No	No
R20	3115	40.8	41.7	48.6	39.7	41.8	44.7	41.7	62.0	61.6	No	No
R21	3155	40.7	41.6	48.5	39.6	41.7	44.6	41.6	60.0	52.2	No	No
R22	2555	42.5	43.4	50.3	41.4	43.5	46.4	43.4	66.6	57.2	No	No
R23	1905	45.0	46.0	52.9	44.0	46.1	49.0	45.9	61.7	52.5	No	No
R24	1590	46.6	47.5	54.5	45.5	47.6	50.5	47.5	71.4	63.2	No	No
R25	1530	46.9	47.9	54.8	45.9	48.0	50.9	47.8	61.3	57.5	No	No
R26	1250	48.7	49.6	56.6	47.6	49.7	52.6	49.6	65.1	64.8	No	No

^a Represent shortest distance between the noise-sensitive receptor and construction area. Estimated based on Google Earth Map.^b Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.

Table 24. Overlapping Construction Noise Levels – Daytime Hours (7 a.m. to 9 p.m.)

Location	Estimated Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Significant Impacts?
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
R1	59.2	61.3	61.3	67.1	66.6	67.3	67.3	68.7	68.7	64.5	64.7	64.7	64.9	64.8	63.2	69.2	69.2	69.1	70.9	70.0	76.3	76.3	76.3	76.9	67.2	Yes
R2	55.7	57.7	57.7	63.2	62.8	63.5	63.5	64.8	64.8	60.7	60.6	60.6	60.8	60.8	59.2	61.5	61.5	61.3	58.0	57.2	63.1	63.2	63.2	63.8	73.7	No
R3	52.9	54.9	54.9	60.3	59.8	60.5	60.5	61.9	61.9	57.8	57.7	57.7	58.0	57.9	56.3	58.4	58.4	58.2	54.0	53.4	58.9	59.0	59.0	59.6	61.2	Yes
R4	57.4	58.7	58.7	62.2	61.8	62.4	62.4	64.1	64.1	60.9	59.6	59.6	60.2	60.1	58.2	60.3	60.3	59.8	55.4	55.0	59.0	59.4	59.4	59.8	63.9	Yes
R5	53.3	54.8	54.8	58.8	58.4	59.0	59.0	60.6	60.6	57.2	57.4	57.4	58.6	58.4	56.1	58.9	58.9	58.0	55.9	55.6	59.2	59.7	59.7	60.1	59.3	Yes
R6	57.6	59.2	59.2	63.5	63.0	63.7	63.7	65.3	65.3	61.7	64.5	64.5	66.3	66.0	63.3	66.6	66.6	65.0	64.0	63.8	66.3	67.0	67.0	67.4	61.1	Yes
R7	52.1	53.8	53.8	58.7	58.3	58.9	58.9	60.4	60.4	56.5	63.8	63.8	66.3	65.9	62.8	66.9	66.9	65.1	65.7	65.4	68.7	69.2	69.2	69.6	68.5	Yes
R8	47.8	49.5	49.5	54.1	53.7	54.3	54.3	55.8	55.8	52.1	53.5	53.5	54.9	54.6	52.2	55.6	55.6	54.5	53.8	53.3	57.7	58.0	58.0	58.5	62.3	No
R9	47.1	48.8	48.8	53.5	53.0	53.7	53.7	55.2	55.2	51.4	53.4	53.4	55.0	54.7	52.2	55.8	55.8	54.7	54.5	54.0	58.4	58.7	58.7	59.2	62.0	No
R10	46.5	48.3	48.3	53.3	52.8	53.5	53.5	54.9	54.9	51.0	51.5	51.5	52.4	52.2	50.2	53.7	53.7	53.2	52.8	52.1	57.6	57.8	57.8	58.3	74.7	No
R11	44.2	45.9	45.9	50.6	50.2	50.9	50.9	52.3	52.3	48.6	48.8	48.8	49.6	49.4	47.4	50.6	50.6	50.0	49.0	48.4	53.7	53.8	53.8	54.4	71.7	No
R12	45.4	47.3	47.3	52.3	51.8	52.5	52.5	53.9	53.9	50.0	50.3	50.3	51.0	50.8	48.9	52.0	52.0	51.5	50.4	49.7	55.2	55.4	55.4	55.9	73.8	No
R13	47.9	49.8	49.8	54.9	54.5	55.2	55.2	56.6	56.6	52.6	52.8	52.8	53.3	53.2	51.4	54.5	54.5	54.1	53.0	52.3	58.0	58.1	58.1	58.7	70.2	No
R14	47.2	49.1	49.1	54.3	53.9	54.5	54.5	56.0	56.0	52.0	52.0	52.0	52.4	52.3	50.6	53.1	53.1	52.8	50.3	49.7	55.1	55.3	55.3	55.8	67.3	No
R15	49.2	51.1	51.1	56.2	55.8	56.5	56.5	57.9	57.9	53.9	54.4	54.4	55.2	55.0	53.0	55.6	55.6	55.0	52.3	51.8	56.4	56.7	56.7	57.2	66.5	No
R16	45.9	47.6	47.6	52.6	52.1	52.8	52.8	54.3	54.3	50.4	50.4	50.4	51.0	50.9	49.0	51.5	51.5	51.0	48.2	47.6	52.6	52.8	52.8	53.4	72.9	No
R17	44.5	46.2	46.2	50.9	50.4	51.1	51.1	52.6	52.6	48.8	48.6	48.6	49.2	49.1	47.2	49.7	49.7	49.2	46.3	45.7	50.7	50.9	50.9	51.5	64.7	No
R18	49.5	51.2	51.2	55.7	55.3	55.9	55.9	57.4	57.4	53.8	53.3	53.3	53.8	53.7	51.9	54.1	54.1	53.7	49.9	49.4	54.2	54.5	54.5	55.0	72.2	No
R19	47.9	49.5	49.5	54.0	53.6	54.2	54.2	55.8	55.8	52.1	51.7	51.7	52.3	52.2	50.3	52.6	52.6	52.1	48.6	48.1	52.8	53.0	53.0	53.6	66.2	No
R20	45.3	46.9	46.9	51.3	50.8	51.5	51.5	53.0	53.0	49.4	49.0	49.0	49.7	49.6	47.6	50.1	50.1	49.5	46.3	45.8	50.4	50.7	50.7	51.2	62.0	No
R21	45.2	46.8	46.8	51.2	50.7	51.4	51.4	52.9	52.9	49.3	48.9	48.9	49.6	49.5	47.6	50.0	50.0	49.4	46.3	45.8	50.4	50.6	50.6	51.1	60.0	No
R22	47.3	48.9	48.9	53.1	52.7	53.3	53.3	54.9	54.9	51.4	50.9	50.9	51.7	52.3	50.8	52.7	52.7	51.4	48.4	47.9	52.3	52.6	52.6	53.1	66.6	No
R23	49.1	50.6	50.6	54.8	54.4	55.0	55.0	56.6	56.6	53.1	53.0	53.0	54.0	53.8	51.7	54.4	54.4	53.6	51.2	50.8	55.0	55.3	55.3	55.8	61.7	No
R24	49.7	51.2	51.2	55.4	55.0	55.6	55.6	57.2	57.2	53.7	54.0	54.0	55.1	54.9	52.7	55.6	55.6	54.7	52.9	52.4	56.6	56.9	56.9	57.4	71.4	No
R25	49.4	51.0	51.0	55.4	54.9	55.6	55.6	57.1	57.1	53.5	54.0	54.0	55.2	55.0	52.7	55.7	55.7	54.8	53.1	52.7	56.9	57.2	57.2	57.7	61.3	No
R26	66.8	68.4	68.4	72.7	72.3	72.9	72.9	74.4	74.4	70.9	70.0	70.0	70.4	70.3	68.5	70.2	70.2	69.8	61.0	60.9	62.3	63.3	63.3	63.5	65.1	Yes
^a Refer to Table 18 for the overlapping construction phases.																										
^b Significance threshold is equal to ambient plus five dBA.																										

Table 24. Overlapping Construction Noise Levels – Daytime Hours (7 a.m. to 9 p.m.) (Continued)

Location	Estimated Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Maximum Exceedance	Significant Impacts?	
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48				
R1	76.9	76.9	76.9	76.9	76.9	77.5	77.2	73.0	73.0	73.0	73.0	73.0	73.0	73.0	73.0	71.2	71.2	71.2	71.2	71.2	73.0	73.0	73.0	68.2	67.2	10.3	Yes	
R2	63.7	63.6	63.6	63.6	63.6	64.2	63.9	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	57.9	57.9	57.9	57.9	57.9	58.1	59.8	59.8	59.8	54.9	73.7	0.0	No
R3	59.5	59.3	59.3	59.3	59.3	59.8	59.5	55.3	55.3	55.3	55.3	55.3	55.3	55.3	55.3	53.5	53.5	53.5	53.5	53.8	55.5	55.5	55.5	50.5	61.2	0.7	Yes	
R4	59.6	58.6	58.6	58.6	58.6	59.1	58.8	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	52.8	52.8	52.8	52.8	53.1	54.8	54.8	54.8	49.8	63.9	0.2	Yes	
R5	59.8	58.6	58.6	58.6	58.6	59.1	58.9	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	52.9	52.9	52.9	52.9	53.2	54.8	54.8	54.8	49.8	59.3	1.3	Yes	
R6	66.9	64.6	64.6	64.6	64.6	65.1	64.9	60.7	60.7	60.7	60.7	60.7	60.7	60.7	60.7	58.9	58.9	58.9	58.9	59.1	60.8	60.8	60.8	55.8	61.1	6.3	Yes	
R7	69.2	67.8	67.8	67.8	67.8	68.4	68.1	63.9	63.9	63.9	63.9	63.9	63.9	63.9	63.9	62.1	62.1	62.1	62.1	62.3	64.0	64.0	64.0	59.1	68.5	1.1	Yes	
R8	58.3	57.5	57.5	57.5	57.5	58.0	57.7	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	51.7	51.7	51.7	51.7	52.0	53.7	53.7	53.7	48.7	62.3	0.0	No	
R9	59.0	58.2	58.2	58.2	58.2	58.8	58.5	54.3	54.3	54.3	54.3	54.3	54.3	54.3	54.3	52.5	52.5	52.5	52.5	52.8	54.5	54.5	54.5	49.5	62.0	0.0	No	
R10	58.3	58.0	58.0	58.0	58.0	58.5	58.3	54.1	54.1	54.1	54.1	54.1	54.1	54.1	54.1	52.3	52.3	52.3	52.3	52.6	54.3	54.3	54.3	49.3	74.7	0.0	No	
R11	54.3	54.0	54.0	54.0	54.0	54.5	54.2	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	48.2	48.2	48.2	48.2	48.6	50.2	50.2	50.2	45.2	71.7	0.0	No	
R12	55.9	55.6	55.6	55.6	55.6	56.1	55.8	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	49.8	49.8	49.8	49.8	50.1	51.8	51.8	51.8	46.8	73.8	0.0	No	
R13	58.6	58.4	58.4	58.4	58.4	58.9	58.7	54.5	54.5	54.5	54.5	54.5	54.5	54.5	54.5	52.7	52.7	52.7	52.7	53.0	54.6	54.6	54.6	49.6	70.2	0.0	No	
R14	55.8	55.5	55.5	55.5	55.5	56.1	55.8	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	49.8	49.8	49.8	49.8	50.2	51.8	51.8	51.8	46.8	67.3	0.0	No	
R15	57.0	56.4	56.4	56.4	56.4	56.9	56.6	52.4	52.4	52.4	52.4	52.4	52.4	52.4	52.4	50.6	50.6	50.6	50.6	50.9	52.6	52.6	52.6	47.6	66.5	0.0	No	
R16	53.3	52.8	52.8	52.8	52.8	53.4	53.1	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	47.1	47.1	47.1	47.1	47.5	49.1	49.1	49.1	44.1	72.9	0.0	No	
R17	51.3	50.9	50.9	50.9	50.9	51.4	51.1	46.9	46.9	46.9	46.9	46.9	46.9	46.9	46.9	45.1	45.1	45.1	45.1	45.5	47.1	47.1	47.1	42.1	64.7	0.0	No	
R18	54.8	54.3	54.3	54.3	54.3	54.8	54.5	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	48.5	48.5	48.5	48.5	48.9	50.5	50.5	50.5	45.5	72.2	0.0	No	
R19	53.4	52.8	52.8	52.8	52.8	53.4	53.1	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	47.1	47.1	47.1	47.1	47.5	49.1	49.1	49.1	44.1	66.2	0.0	No	
R20	51.1	50.4	50.4	50.4	50.4	51.0	50.7	46.5	46.5	46.5	46.5	46.5	46.5	46.5	46.5	44.7	44.7	44.7	44.7	45.1	46.8	46.8	46.8	41.7	62.0	0.0	No	
R21	51.0	50.3	50.3	50.3	50.3	50.8	50.6	46.4	46.4	46.4	46.4	46.4	46.4	46.4	46.4	44.6	44.6	44.6	44.6	45.0	46.7	46.7	46.7	41.6	60.0	0.0	No	
R22	52.9	52.1	52.1	52.1	52.1	52.7	52.4	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2	46.4	46.4	46.4	46.4	46.8	48.4	48.4	48.4	43.4	66.6	0.0	No	
R23	55.6	54.7	54.7	54.7	54.7	55.2	55.0	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	49.0	49.0	49.0	49.0	49.4	51.0	51.0	51.0	45.9	61.7	0.0	No	
R24	57.2	56.3	56.3	56.3	56.3	56.8	56.5	52.3	52.3	52.3	52.3	52.3	52.3	52.3	52.3	50.5	50.5	50.5	50.5	50.9	52.5	52.5	52.5	47.5	71.4	0.0	No	
R25	57.5	56.6	56.6	56.6	56.6	57.1	56.9	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	50.9	50.9	50.9	50.9	51.3	52.9	52.9	52.9	47.8	61.3	0.0	No	
R26	62.7	58.4	58.4	58.4	58.4	58.9	58.6	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	52.6	52.6	52.6	52.6	53.0	54.6	54.6	54.6	49.6	65.1	9.3	Yes	
^a	Refer to Table 18 for the overlapping construction phases.																											
^b	Significance threshold is equal to ambient plus five dBA.																											

Table 25. Overlapping Construction Noise Levels – Late Evening Hours (9 p.m. to 12 a.m.)

Location	Estimated Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Significant Impacts?
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
R1	59.2	61.3	61.3	60.8	58.4	61.7	61.7	65.4	65.4	64.5	64.7	64.7	64.9	64.8	63.2	69.2	69.2	69.1	70.9	70.0	71.5	71.6	71.6	73.2	64.8	Yes
R2	55.7	57.7	57.7	57.1	54.7	57.9	57.9	61.6	61.6	60.7	60.6	60.6	60.8	60.8	59.2	61.5	61.5	61.3	58.0	57.2	58.6	58.8	58.8	60.3	66.9	No
R3	52.9	54.9	54.9	54.2	52.1	55.0	55.0	58.7	58.7	57.8	57.7	57.7	58.0	57.9	56.3	58.4	58.4	58.2	54.0	53.4	54.6	54.9	54.9	56.2	59.2	No
R4	57.4	58.7	58.7	57.6	56.3	58.1	58.1	61.7	61.7	60.9	59.6	59.6	60.2	60.1	58.2	60.3	60.3	59.8	55.4	55.0	55.8	56.5	56.5	57.4	59.2	Yes
R5	53.3	54.8	54.8	53.8	52.3	54.4	54.4	58.0	58.0	57.2	57.4	57.4	58.6	58.4	56.1	58.9	58.9	58.0	55.9	55.6	56.2	57.0	57.0	57.8	55.1	Yes
R6	57.6	59.2	59.2	58.2	56.6	58.9	58.9	62.5	62.5	61.7	64.5	64.5	66.3	66.0	63.3	66.6	66.6	65.0	64.0	63.8	64.2	65.3	65.3	65.8	57.2	Yes
R7	52.1	53.8	53.8	53.0	51.1	53.8	53.8	57.4	57.4	56.5	63.8	63.8	66.3	65.9	62.8	66.9	66.9	65.1	65.7	65.4	66.0	66.9	66.9	67.6	63.6	Yes
R8	47.8	49.5	49.5	48.6	46.8	49.3	49.3	53.0	53.0	52.1	53.5	53.5	54.9	54.6	52.2	55.6	55.6	54.5	53.8	53.3	54.2	54.8	54.8	55.8	59.2	No
R9	47.1	48.8	48.8	47.9	46.1	48.6	48.6	52.3	52.3	51.4	53.4	53.4	55.0	54.7	52.2	55.8	55.8	54.7	54.5	54.0	54.9	55.5	55.5	56.5	62.3	No
R10	46.5	48.3	48.3	47.5	45.5	48.3	48.3	51.9	51.9	51.0	51.5	51.5	52.4	52.2	50.2	53.7	53.7	53.2	52.8	52.1	53.4	53.7	53.7	55.1	71.1	No
R11	44.2	45.9	45.9	45.1	43.2	45.8	45.8	49.4	49.4	48.6	48.8	48.8	49.6	49.4	47.4	50.6	50.6	50.0	49.0	48.4	49.5	49.9	49.9	51.2	68.2	No
R12	45.4	47.3	47.3	46.5	44.5	47.3	47.3	50.9	50.9	50.0	50.3	50.3	51.0	50.8	48.9	52.0	52.0	51.5	50.4	49.7	50.9	51.3	51.3	52.6	67.1	No
R13	47.9	49.8	49.8	49.1	46.9	49.8	49.8	53.5	53.5	52.6	52.8	52.8	53.3	53.2	51.4	54.5	54.5	54.1	53.0	52.3	53.6	53.8	53.8	55.3	65.4	No
R14	47.2	49.1	49.1	48.4	46.4	49.2	49.2	52.9	52.9	52.0	52.0	52.0	52.4	52.3	50.6	53.1	53.1	52.8	50.3	49.7	50.9	51.2	51.2	52.6	62.6	No
R15	49.2	51.1	51.1	50.4	48.3	51.2	51.2	54.8	54.8	53.9	54.4	54.4	55.2	55.0	53.0	55.6	55.6	55.0	52.3	51.8	52.8	53.3	53.3	54.4	61.4	No
R16	45.9	47.6	47.6	46.8	44.9	47.6	47.6	51.3	51.3	50.4	50.4	50.4	51.0	50.9	49.0	51.5	51.5	51.0	48.2	47.6	48.7	49.1	49.1	50.3	66.0	No
R17	44.5	46.2	46.2	45.4	43.5	46.1	46.1	49.7	49.7	48.8	48.6	48.6	49.2	49.1	47.2	49.7	49.7	49.2	46.3	45.7	46.8	47.2	47.2	48.4	61.1	No
R18	49.5	51.2	51.2	50.3	48.5	51.0	51.0	54.6	54.6	53.8	53.3	53.3	53.8	53.7	51.9	54.1	54.1	53.7	49.9	49.4	50.4	50.9	50.9	52.0	71.7	No
R19	47.9	49.5	49.5	48.6	46.9	49.3	49.3	52.9	52.9	52.1	51.7	51.7	52.3	52.2	50.3	52.6	52.6	52.1	48.6	48.1	49.1	49.6	49.6	50.7	62.2	No
R20	45.3	46.9	46.9	46.0	44.4	46.7	46.7	50.3	50.3	49.4	49.0	49.0	49.7	49.6	47.6	50.1	50.1	49.5	46.3	45.8	46.8	47.4	47.4	48.4	61.6	No
R21	45.2	46.8	46.8	45.9	44.3	46.5	46.5	50.2	50.2	49.3	48.9	48.9	49.6	49.5	47.6	50.0	50.0	49.4	46.3	45.8	46.7	47.3	47.3	48.3	52.2	No
R22	47.3	48.9	48.9	47.9	46.3	48.5	48.5	52.2	52.2	51.4	50.9	50.9	51.7	52.3	50.8	52.7	52.7	51.4	48.4	47.9	48.8	49.4	49.4	50.4	57.2	No
R23	49.1	50.6	50.6	49.7	48.1	50.3	50.3	53.9	53.9	53.1	53.0	53.0	54.0	53.8	51.7	54.4	54.4	53.6	51.2	50.8	51.6	52.3	52.3	53.3	52.5	Yes
R24	49.7	51.2	51.2	50.3	48.8	50.9	50.9	54.6	54.6	53.7	54.0	54.0	55.1	54.9	52.7	55.6	55.6	54.7	52.9	52.4	53.2	53.9	53.9	54.8	63.2	No
R25	49.4	51.0	51.0	50.1	48.5	50.8	50.8	54.4	54.4	53.5	54.0	54.0	55.2	55.0	52.7	55.7	55.7	54.8	53.1	52.7	53.5	54.2	54.2	55.2	57.5	No
R26	66.8	68.4	68.4	67.4	65.8	68.1	68.1	71.7	71.7	70.9	70.0	70.0	70.4	70.3	68.5	70.2	70.2	69.8	61.0	60.9	61.1	62.4	62.4	62.6	64.8	Yes
^a Refer to Table 18 for the overlapping construction phases.																										
^b Significance threshold is equal to ambient plus three dBA.																										

Table 25. Overlapping Construction Noise Levels – Late Evening Hours (9 p.m. to 12 a.m.) (Continued)

Location	Estimated Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Maximum Exceedance	Significant Impacts?	
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48				
R1	73.2	73.2	73.2	73.2	73.2	74.4	73.8	73.0	73.0	73.0	73.0	73.0	73.0	73.0	73.0	71.2	71.2	71.2	71.2	71.2	73.0	73.0	73.0	68.2	64.8	9.6	Yes	
R2	60.2	59.9	59.9	59.9	59.9	61.1	60.5	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	57.9	57.9	57.9	57.9	58.1	59.8	59.8	59.8	54.9	66.9	0.0	No	
R3	56.1	55.5	55.5	55.5	55.5	56.7	56.1	55.3	55.3	55.3	55.3	55.3	55.3	55.3	55.3	53.5	53.5	53.5	53.5	53.8	55.5	55.5	55.5	50.5	59.2	0.0	No	
R4	56.9	54.8	54.8	54.8	54.8	56.0	55.4	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	52.8	52.8	52.8	52.8	53.1	54.8	54.8	54.8	49.8	59.2	2.5	Yes	
R5	57.3	54.9	54.9	54.9	54.9	56.1	55.5	54.7	54.7	54.7	54.7	54.7	54.7	54.7	54.7	52.9	52.9	52.9	52.9	53.2	54.8	54.8	54.8	49.8	55.1	3.8	Yes	
R6	65.0	60.8	60.8	60.8	60.8	62.1	61.5	60.7	60.7	60.7	60.7	60.7	60.7	60.7	60.7	58.9	58.9	58.9	58.9	59.1	60.8	60.8	60.8	55.8	57.2	9.4	Yes	
R7	66.9	64.1	64.1	64.1	64.1	65.3	64.7	63.9	63.9	63.9	63.9	63.9	63.9	63.9	63.9	62.1	62.1	62.1	62.1	62.3	64.0	64.0	64.0	59.1	63.6	4.0	Yes	
R8	55.4	53.7	53.7	53.7	53.7	54.9	54.3	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	51.7	51.7	51.7	51.7	52.0	53.7	53.7	53.7	48.7	59.2	0.0	No	
R9	56.1	54.5	54.5	54.5	54.5	55.7	55.1	54.3	54.3	54.3	54.3	54.3	54.3	54.3	54.3	52.5	52.5	52.5	52.5	52.8	54.5	54.5	54.5	49.5	62.3	0.0	No	
R10	54.9	54.3	54.3	54.3	54.3	55.5	54.9	54.1	54.1	54.1	54.1	54.1	54.1	54.1	54.1	52.3	52.3	52.3	52.3	52.6	54.3	54.3	54.3	49.3	71.1	0.0	No	
R11	51.0	50.2	50.2	50.2	50.2	51.4	50.8	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	48.2	48.2	48.2	48.2	48.6	50.2	50.2	50.2	45.2	68.2	0.0	No	
R12	52.4	51.8	51.8	51.8	51.8	53.0	52.4	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	49.8	49.8	49.8	49.8	50.1	51.8	51.8	51.8	46.8	67.1	0.0	No	
R13	55.1	54.6	54.6	54.6	54.6	55.9	55.3	54.5	54.5	54.5	54.5	54.5	54.5	54.5	54.5	52.7	52.7	52.7	52.7	53.0	54.6	54.6	54.6	49.6	65.4	0.0	No	
R14	52.4	51.8	51.8	51.8	51.8	53.0	52.4	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	49.8	49.8	49.8	49.8	50.2	51.8	51.8	51.8	46.8	62.6	0.0	No	
R15	54.0	52.6	52.6	52.6	52.6	53.8	53.2	52.4	52.4	52.4	52.4	52.4	52.4	52.4	52.4	50.6	50.6	50.6	50.6	50.9	52.6	52.6	52.6	47.6	61.4	0.0	No	
R16	50.1	49.1	49.1	49.1	49.1	50.3	49.7	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	47.1	47.1	47.1	47.1	47.5	49.1	49.1	49.1	44.1	66.0	0.0	No	
R17	48.1	47.1	47.1	47.1	47.1	48.3	47.7	46.9	46.9	46.9	46.9	46.9	46.9	46.9	46.9	45.1	45.1	45.1	45.1	45.5	47.1	47.1	47.1	42.1	61.1	0.0	No	
R18	51.7	50.5	50.5	50.5	50.5	51.7	51.1	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	48.5	48.5	48.5	48.5	48.9	50.5	50.5	50.5	45.5	71.7	0.0	No	
R19	50.4	49.1	49.1	49.1	49.1	50.3	49.7	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	47.1	47.1	47.1	47.1	47.5	49.1	49.1	49.1	44.1	62.2	0.0	No	
R20	48.1	46.7	46.7	46.7	46.7	47.9	47.3	46.5	46.5	46.5	46.5	46.5	46.5	46.5	46.5	44.7	44.7	44.7	44.7	45.1	46.8	46.8	46.8	41.7	61.6	0.0	No	
R21	48.0	46.6	46.6	46.6	46.6	47.8	47.2	46.4	46.4	46.4	46.4	46.4	46.4	46.4	46.4	44.6	44.6	44.6	44.6	45.0	46.7	46.7	46.7	41.6	52.2	0.0	No	
R22	50.0	48.4	48.4	48.4	48.4	49.6	49.0	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2	46.4	46.4	46.4	46.4	46.8	48.4	48.4	48.4	43.4	57.2	0.0	No	
R23	52.8	51.0	51.0	51.0	51.0	52.2	51.6	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	49.0	49.0	49.0	49.0	49.4	51.0	51.0	51.0	45.9	52.5	1.9	Yes	
R24	54.4	52.5	52.5	52.5	52.5	53.7	53.1	52.3	52.3	52.3	52.3	52.3	52.3	52.3	52.3	50.5	50.5	50.5	50.5	50.9	52.5	52.5	52.5	47.5	63.2	0.0	No	
R25	54.7	52.9	52.9	52.9	52.9	54.1	53.5	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	50.9	50.9	50.9	50.9	51.3	52.9	52.9	52.9	47.8	57.5	0.0	No	
R26	61.7	54.6	54.6	54.6	54.6	55.8	55.2	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	52.6	52.6	52.6	52.6	53.0	54.6	54.6	54.6	49.6	64.8	6.9	Yes	
^a Refer to Table 18 for the overlapping construction phases. ^b Significance threshold is equal to ambient plus three dBA.																												

4.3.2 Off-Site Construction Noise Sources

4.3.2.1 Construction Trucks

In addition to on-site construction noise sources, other major noise sources would be from off-site noise sources such as construction trucks (delivery, concrete mix, and haul trucks) and construction worker vehicles. Typically, the construction trucks generate higher noise levels than construction worker-related traffic. While construction workers would arrive from many parts of the region, and thus, different directions, haul trucks and delivery trucks would generally access the site via planned staging areas off of L.A. LIVE Way (Bond Street and L.A. LIVE Way Garages). The following haul routes, subject to City approval, have been identified for the haul trucks and construction delivery trucks to access the Project Site:

- Haul Route Option 1: Empty haul trucks are anticipated to travel from the I-110 Freeway south of the Project Site, exit northbound onto L.A. LIVE Way, head north on L.A. LIVE Way to access the Project Site. Upon departure from the Project Site, loaded haul trucks would exit the Project Site via L.A. LIVE Way (heading north), travel west on 11th Street, and onto the I-110 Freeway southbound.
- Haul Route Option 2: Empty haul trucks are anticipated to travel from the I-110 Freeway south of the Project Site, exit northbound onto L.A. LIVE Way, head north on L.A. LIVE Way to access the Project Site. Upon departure from the Project Site, loaded haul trucks would exit the Project Site via Pico Boulevard (heading east), travel south on Grand Avenue, west on 17th Street, and onto the I-10 Freeway west bound, which provide access to the regional freeway system.
- Haul Route Option 3: Empty haul trucks are anticipated to travel from the I-10 Freeway east of the Project Site, exit northbound onto L.A. LIVE Way from the I-110 Freeway northbound ramp, head north on L.A. LIVE Way to access the Project Site. Upon departure from the Project Site, loaded haul trucks would exit the Project Site via L.A. LIVE Way (heading north), travel east on Chick Hearn Court, heading south on Flower Street, and onto the I-10 Freeway eastbound.
- Haul Route Option 4: Empty haul trucks are anticipated to travel from the I-10 Freeway east of the Project Site, exit northbound onto L.A. LIVE Way from the I-110 Northbound ramp, and head north on L.A. LIVE Way to access the Project Site. Upon departure from the Project Site, loaded haul trucks would exit the Project Site via Pico Boulevard (heading east), travel south on Flower Street, and onto the I-10 Freeway eastbound.

Based on the Project's construction plan (Icon, 2011), the majority of construction truck movements would occur during excavation (haul trucks) and concrete framing (delivery and concrete trucks). Table 26 (on page 101) presents the estimated numbers of construction trucks (i.e., haul, delivery, and concrete) per day and per hour for the various construction

stages. As indicated in Table 26, the maximum number of haul trucks would occur during the excavation phase and maximum number of delivery/concrete trucks would occur during the framing phase. The level of construction related truck activity would be less than that occurring during the excavation and concrete pouring phases. Therefore, to present a conservative analysis, the off-site construction truck traffic noise impacts are based on the haul truck trips during a typical day during excavation and the delivery/concrete trucks during the concrete framing phase (concrete pouring). Haul trucks activities during the site demolition and excavation phases would only occur during the daytime hours between 7 a.m. and 9 p.m. Delivery trucks would occur between 7 a.m. and 12 a.m. However, only concrete deliveries would occur after 7 p.m.

Table 26. Off-Site Construction Truck Volumes

Construction Component	Maximum Numbers of Construction Trucks (Haul/Concrete/Delivery) Number of Trucks per Day / Number of Trucks per Hour ^a							
	Demolition	Excavation	Caisson/ Foundation	Shoring	Framing	Interior/ Exterior	Playing Field	Land- scaping
Bond Street Garage	11/2	4/1	13/2	n/a	25/3	2/1	n/a	6/1
New Hall	12/2	37/5	23/2	n/a	37/4	24/2	n/a	10/1
L.A. LIVE Way Garage	27/4	160/20	13/2	n/a	33/3	4/1	n/a	8/1
Event Center	84/11	256/32	37/4	15/2	72/6	12/1	14/2	6/1
^a The number of trucks per hour for the Demolition and Excavation phases (primarily haul trucks) are based on the daily volumes divided by 8 hours per day and the number of trucks per hour for all other phases (primarily concrete trucks and delivery trucks) are based on the daily volumes divided by 12 hours per day. Although the construction activities would extend from 7 a.m. to 12 a.m. (17 hours), the number of haul trucks were averaged over an 8-hour period and the concrete/delivery trucks were average over a 12-hour period to represent a conservative analysis (on an hourly basis). Source: ICON and AES, 2011								

The estimated noise levels generated by the off-site construction trucks for the four haul routes, Options 1, 2, 3 and 4, are provided on Table 27, Table 28, Table 29 and Table 30 (on pages 102, 103, 104 and 105), respectively. As shown in these tables, noise associated with off-site construction trucks would be minimum 1.2 dBA (Option 1), 4.8 dBA (Option 2), 7.3 dBA (Option 3), and 6.0 dBA (Option 4) below the daytime significance thresholds at the off-site receptor locations during the two construction phases with the highest number of trucks (haul trucks and concrete/delivery trucks), for all four construction truck route options. The estimated noise levels from concrete trucks (used during the late evening concrete pouring) would be minimum 4.6 dBA (Option 1), 4.8 dBA (Option 2), 14.3 dBA (Option 3), and 8.6 dBA (Option 4) below the late evening significance threshold. In addition, haul truck would not occur during the late evening hours. As such, noise impacts associated with off-site construction trucks during the late evening hours would be less than significant.

Table 27. Off-Site Construction Truck Noise Levels – Option 1

Receptor	Calculated Noise Levels Generated by Project-Related Construction Trucks, dBA (L _{eq})								Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
	Bond Street Garage		New Hall		L.A. LIVE Way Garage		Event Center		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring				
R1	28.0	31.0	35.0	34.0	41.0	32.8	43.1	35.8	67.2	64.8	No	No
R2	8.8	11.8	15.8	14.8	21.8	13.6	23.9	16.6	73.7	66.9	No	No
R3	27.6	30.6	34.6	33.6	40.6	32.4	42.7	35.4	61.2	59.2	No	No
R4	42.7	45.7	49.7	48.7	55.7	47.5	57.8	50.5	63.9	59.2	No	No
R5	38.4	41.4	45.4	44.4	51.4	43.2	53.5	46.2	59.3	55.1	No	No
R6	44.8	47.8	51.8	50.8	57.8	49.6	59.9	52.6	61.1	57.2	No	No
R7	50.5	53.5	57.5	56.5	63.5	55.3	65.6	58.3	68.5	63.6	No	No
R8	33.7	36.7	40.7	39.7	46.7	38.5	48.8	41.5	62.3	59.2	No	No
R9	34.3	37.3	41.3	40.3	47.3	39.1	49.4	42.1	62.0	62.3	No	No
R10	17.6	20.6	24.6	23.6	30.6	22.4	32.7	25.4	74.7	71.1	No	No
R11	17.5	20.5	24.5	23.5	30.5	22.3	32.6	25.3	71.7	68.2	No	No
R12	12.9	15.9	19.9	18.9	25.9	17.7	28.0	20.7	73.8	67.1	No	No
R13	21.8	24.8	28.8	27.8	34.8	26.6	36.9	29.6	70.2	65.4	No	No
R14	21.0	24.0	28.0	27.0	34.0	25.8	36.1	28.8	67.3	62.6	No	No
R15	21.6	24.6	28.6	27.6	34.6	26.4	36.7	29.4	66.5	61.4	No	No
R16	23.2	26.2	30.2	29.2	36.2	28.0	38.3	31.0	72.9	66.0	No	No
R17	26.5	29.5	33.5	32.5	39.5	31.3	41.6	34.3	64.7	61.1	No	No
R18	39.4	42.4	46.4	45.4	52.4	44.2	54.5	47.2	72.2	71.7	No	No
R19	41.0	44.0	48.0	47.0	54.0	45.8	56.1	48.8	66.2	62.2	No	No
R20	41.4	44.4	48.4	47.4	54.4	46.2	56.5	49.2	62.0	61.6	No	No
R21	38.7	41.7	45.7	44.7	51.7	43.5	53.8	46.5	60.0	52.2	No	No
R22	33.9	36.9	40.9	39.9	46.9	38.7	49.0	41.7	66.6	57.2	No	No
R23	33.7	36.7	40.7	39.7	46.7	38.5	48.8	41.5	61.7	52.5	No	No
R24	34.4	37.4	41.4	40.4	47.4	39.2	49.5	42.2	71.4	63.2	No	No
R25	33.4	36.4	40.4	39.4	46.4	38.2	48.5	41.2	61.3	57.5	No	No
R26	45.5	48.5	52.5	51.5	58.5	50.3	60.6	53.3	65.1	64.8	No	No

^a Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.

Table 28. Off-Site Construction Truck Noise Levels – Option 2

Receptor	Calculated Noise Levels Generated by Project-Related Construction Trucks, dBA (L _{eq})								Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
	Bond Street Garage		New Hall		L.A. LIVE Way Garage		Event Center		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring				
R1	26.5	29.5	33.5	32.5	39.5	31.3	41.6	34.3	67.2	64.8	No	No
R2	50.6	53.6	57.6	56.6	63.6	55.4	65.7	58.4	73.7	66.9	No	No
R3	36.3	39.3	43.3	42.3	49.3	41.1	51.4	44.1	61.2	59.2	No	No
R4	40.0	43.0	47.0	46.0	53.0	44.8	55.1	47.8	63.9	59.2	No	No
R5	31.3	34.3	38.3	37.3	44.3	36.1	46.4	39.1	59.3	55.1	No	No
R6	26.1	29.1	33.1	32.1	39.1	30.9	41.2	33.9	61.1	57.2	No	No
R7	31.8	34.8	38.8	37.8	44.8	36.6	46.9	39.6	68.5	63.6	No	No
R8	24.1	27.1	31.1	30.1	37.1	28.9	39.2	31.9	62.3	59.2	No	No
R9	26.3	29.3	33.3	32.3	39.3	31.1	41.4	34.1	62.0	62.3	No	No
R10	24.1	27.1	31.1	30.1	37.1	28.9	39.2	31.9	74.7	71.1	No	No
R11	21.3	24.3	28.3	27.3	34.3	26.1	36.4	29.1	71.7	68.2	No	No
R12	20.8	23.8	27.8	26.8	33.8	25.6	35.9	28.6	73.8	67.1	No	No
R13	29.2	32.2	36.2	35.2	42.2	34.0	44.3	37.0	70.2	65.4	No	No
R14	31.7	34.7	38.7	37.7	44.7	36.5	46.8	39.5	67.3	62.6	No	No
R15	35.2	38.2	42.2	41.2	48.2	40.0	50.3	43.0	66.5	61.4	No	No
R16	49.9	52.9	56.9	55.9	62.9	54.7	65.0	57.7	72.9	66.0	No	No
R17	31.4	34.4	38.4	37.4	44.4	36.2	46.5	39.2	64.7	61.1	No	No
R18	39.2	42.2	46.2	45.2	52.2	44.0	54.3	47.0	72.2	71.7	No	No
R19	40.8	43.8	47.8	46.8	53.8	45.6	55.9	48.6	66.2	62.2	No	No
R20	42.1	45.1	49.1	48.1	55.1	46.9	57.2	49.9	62.0	61.6	No	No
R21	39.6	42.6	46.6	45.6	52.6	44.4	54.7	47.4	60.0	52.2	No	No
R22	35.0	38.0	42.0	41.0	48.0	39.8	50.1	42.8	66.6	57.2	No	No
R23	30.7	33.7	37.7	36.7	43.7	35.5	45.8	38.5	61.7	52.5	No	No
R24	28.3	31.3	35.3	34.3	41.3	33.1	43.4	36.1	71.4	63.2	No	No
R25	26.5	29.5	33.5	32.5	39.5	31.3	41.6	34.3	61.3	57.5	No	No
R26	44.5	47.5	51.5	50.5	57.5	49.3	59.6	52.3	65.1	64.8	No	No

^a Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.

Table 29. Off-Site Construction Truck Noise Levels – Option 3

Receptor	Calculated Noise Levels Generated by Project-Related Construction Trucks, dBA (L _{eq})								Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
	Bond Street Garage		New Hall		L.A. LIVE Way Garage		Event Center		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring				
R1	35.4	38.4	42.4	41.4	48.4	40.2	50.5	43.2	67.2	64.8	No	No
R2	34.8	37.8	41.8	40.8	47.8	39.6	49.9	42.6	73.7	66.9	No	No
R3	36.6	39.6	43.6	42.6	49.6	41.4	51.7	44.4	61.2	59.2	No	No
R4	35.3	38.3	42.3	41.3	48.3	40.1	50.4	43.1	63.9	59.2	No	No
R5	26.8	29.8	33.8	32.8	39.8	31.6	41.9	34.6	59.3	55.1	No	No
R6	26.4	29.4	33.4	32.4	39.4	31.2	41.5	34.2	61.1	57.2	No	No
R7	34.9	37.9	41.9	40.9	47.9	39.7	50.0	42.7	68.5	63.6	No	No
R8	25.0	28.0	32.0	31.0	38.0	29.8	40.1	32.8	62.3	59.2	No	No
R9	26.9	29.9	33.9	32.9	39.9	31.7	42.0	34.7	62.0	62.3	No	No
R10	27.4	30.4	34.4	33.4	40.4	32.2	42.5	35.2	74.7	71.1	No	No
R11	25.0	28.0	32.0	31.0	38.0	29.8	40.1	32.8	71.7	68.2	No	No
R12	24.1	27.1	31.1	30.1	37.1	28.9	39.2	31.9	73.8	67.1	No	No
R13	42.0	45.0	49.0	48.0	55.0	46.8	57.1	49.8	70.2	65.4	No	No
R14	28.7	31.7	35.7	34.7	41.7	33.5	43.8	36.5	67.3	62.6	No	No
R15	34.0	37.0	41.0	40.0	47.0	38.8	49.1	41.8	66.5	61.4	No	No
R16	36.9	39.9	43.9	42.9	49.9	41.7	52.0	44.7	72.9	66.0	No	No
R17	37.7	40.7	44.7	43.7	50.7	42.5	52.8	45.5	64.7	61.1	No	No
R18	33.2	36.2	40.2	39.2	46.2	38.0	48.3	41.0	72.2	71.7	No	No
R19	34.0	37.0	41.0	40.0	47.0	38.8	49.1	41.8	66.2	62.2	No	No
R20	24.7	27.7	31.7	30.7	37.7	29.5	39.8	32.5	62.0	61.6	No	No
R21	26.4	29.4	33.4	32.4	39.4	31.2	41.5	34.2	60.0	52.2	No	No
R22	27.8	30.8	34.8	33.8	40.8	32.6	42.9	35.6	66.6	57.2	No	No
R23	25.5	28.5	32.5	31.5	38.5	30.3	40.6	33.3	61.7	52.5	No	No
R24	25.4	28.4	32.4	31.4	38.4	30.2	40.5	33.2	71.4	63.2	No	No
R25	24.3	27.3	31.3	30.3	37.3	29.1	39.4	32.1	61.3	57.5	No	No
R26	42.7	45.7	49.7	48.7	55.7	47.5	57.8	50.5	65.1	64.8	No	No

^a Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.

Table 30. Off-Site Construction Truck Noise Levels – Option 4

Receptor	Calculated Noise Levels Generated by Project-Related Construction Trucks, dBA (L _{eq})								Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
	Bond Street Garage		New Hall		L.A. LIVE Way Garage		Event Center		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring	Excavation	Concrete Pouring				
R1	24.1	27.1	31.1	30.1	37.1	28.9	39.2	31.9	67.2	64.8	No	No
R2	50.5	53.5	57.5	56.5	63.5	55.3	65.6	58.3	73.7	66.9	No	No
R3	40.1	43.1	47.1	46.1	53.1	44.9	55.2	47.9	61.2	59.2	No	No
R4	35.2	38.2	42.2	41.2	48.2	40.0	50.3	43.0	63.9	59.2	No	No
R5	26.2	29.2	33.2	32.2	39.2	31.0	41.3	34.0	59.3	55.1	No	No
R6	25.5	28.5	32.5	31.5	38.5	30.3	40.6	33.3	61.1	57.2	No	No
R7	31.9	34.9	38.9	37.9	44.9	36.7	47.0	39.7	68.5	63.6	No	No
R8	21.4	24.4	28.4	27.4	34.4	26.2	36.5	29.2	62.3	59.2	No	No
R9	26.5	29.5	33.5	32.5	39.5	31.3	41.6	34.3	62.0	62.3	No	No
R10	26.1	29.1	33.1	32.1	39.1	30.9	41.2	33.9	74.7	71.1	No	No
R11	21.7	24.7	28.7	27.7	34.7	26.5	36.8	29.5	71.7	68.2	No	No
R12	20.8	23.8	27.8	26.8	33.8	25.6	35.9	28.6	73.8	67.1	No	No
R13	30.0	33.0	37.0	36.0	43.0	34.8	45.1	37.8	70.2	65.4	No	No
R14	28.6	31.6	35.6	34.6	41.6	33.4	43.7	36.4	67.3	62.6	No	No
R15	35.6	38.6	42.6	41.6	48.6	40.4	50.7	43.4	66.5	61.4	No	No
R16	37.1	40.1	44.1	43.1	50.1	41.9	52.2	44.9	72.9	66.0	No	No
R17	37.7	40.7	44.7	43.7	50.7	42.5	52.8	45.5	64.7	61.1	No	No
R18	33.3	36.3	40.3	39.3	46.3	38.1	48.4	41.1	72.2	71.7	No	No
R19	34.2	37.2	41.2	40.2	47.2	39.0	49.3	42.0	66.2	62.2	No	No
R20	24.8	27.8	31.8	30.8	37.8	29.6	39.9	32.6	62.0	61.6	No	No
R21	26.4	29.4	33.4	32.4	39.4	31.2	41.5	34.2	60.0	52.2	No	No
R22	27.7	30.7	34.7	33.7	40.7	32.5	42.8	35.5	66.6	57.2	No	No
R23	25.0	28.0	32.0	31.0	38.0	29.8	40.1	32.8	61.7	52.5	No	No
R24	24.6	27.6	31.6	30.6	37.6	29.4	39.7	32.4	71.4	63.2	No	No
R25	22.9	25.9	29.9	28.9	35.9	27.7	38.0	30.7	61.3	57.5	No	No
R26	42.7	45.7	49.7	48.7	55.7	47.5	57.8	50.5	65.1	64.8	No	No

^a Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.

4.3.2.2 *Construction Staging*

As previously mentioned, construction haul/concrete trucks would be queuing and idling at one of two planned staging areas (the Bond Street Garage and the L.A. LIVE Way Garage). It is estimated that a maximum of 10 haul/concrete trucks would be lining up within the Bond Garage or 20 haul/concrete trucks at the L.A. LIVE Way Garage staging areas at any given time. The estimated noise levels generated from the construction staging areas at the off-site receptors are provided in Table 31 (on page 107). As indicated in Table 31, the estimated noise levels from construction staging at the Bond Street Garage would be 11.1 dBA (at R6) to 37.5 dBA (at R12) below the stated significance thresholds during daytime hours and 7.2 dBA (at R6) to 33.7 dBA (at R10) below the threshold during late evening hours. Similarly, noise levels from construction staging at the L.A. LIVE Way Garage would be 5.8 dBA (at R6) to 33.0 dBA (at R12) below the significance thresholds for daytime hours and 1.9 dBA (at R6) to 29.2 dBA (at R18) below the significance thresholds for the late evening hours. As such, significant noise impacts would not be expected from the construction staging areas.

4.3.2.3 *Pico Station Second Platform*

As part of the transportation mitigation measure, the Project proposes to add a second platform to the existing Metro Blue Line Station (Pico Station), located at Flower and 12th Street would be added. The second platform would be constructed, parallel to and adjacent to the existing platform. The new platform would be approximately 12 feet wide by 400 feet long, approximately 100 feet longer than the existing platform, to facilitate passenger boarding before and after events. Table 32 (on page 108) presents the estimated noise levels generated from the Pico Station construction at the off-site receptors. As indicated in Table 32, construction noise would be below the stated significance thresholds for both daytime and late evening hours at all off-site receptors (by 5.5 dBA at R13 during late evening hours to 34.4 dBA at R24 during the daytime hours), except for receptors R2 and R3. The estimated construction noise levels at receptor R2 would exceed the daytime and late evening significance thresholds by 3.7 dBA (L_{eq}) and 10.5 dBA (L_{eq}), respectively. At receptor R3, the estimated construction noise levels would exceed the daytime significance threshold by 1.4 dBA (L_{eq}) and the late evening significance threshold by maximum 3.4 dBA. As such, significant noise impacts would be expected from the Pico Station construction activities at these locations, without mitigation measures.

Table 31. Construction Staging Noise Levels

Receptor	Estimated Noise Levels from the Construction Staging, dBA (L _{eq})		Significance Thresholds, dBA (L _{eq}) ^c		Significant Impacts?	
	Staging at the Bond Garage ^a	Staging at the L.A. LIVE Way Garage ^b	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	41.2	43.9	67.2	64.8	No	No
R2	42.8	45.2	73.7	66.9	No	No
R3	42.1	43.9	61.2	59.2	No	No
R4	50.9	49.2	63.9	59.2	No	No
R5	46.5	49.9	59.3	55.1	No	No
R6	50.0	55.3	61.1	57.2	No	No
R7	43.3	58.6	68.5	63.6	No	No
R8	40.0	47.1	62.3	59.2	No	No
R9	39.0	47.6	62.0	62.3	No	No
R10	37.4	42.9	74.7	71.1	No	No
R11	36.0	40.1	71.7	68.2	No	No
R12	36.3	40.8	73.8	67.1	No	No
R13	38.1	42.3	70.2	65.4	No	No
R14	37.6	40.5	67.3	62.6	No	No
R15	39.4	45.3	66.5	61.4	No	No
R16	37.1	40.2	72.9	66.0	No	No
R17	36.6	38.4	64.7	61.1	No	No
R18	41.8	42.5	72.2	71.7	No	No
R19	40.3	41.4	66.2	62.2	No	No
R20	38.2	39.5	62.0	61.6	No	No
R21	38.1	39.4	60.0	52.2	No	No
R22	40.4	41.8	66.6	57.2	No	No
R23	42.2	45.0	61.7	52.5	No	No
R24	42.8	46.6	71.4	63.2	No	No
R25	42.1	46.7	61.3	57.5	No	No
R26	49.3	47.3	65.1	64.8	No	No
^a Maximum 10 trucks queuing/idling at any given time. ^b Maximum 20 trucks queuing/idling at any given time. ^c Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.						

Table 32. Pico Station Second Platform Construction Noise Levels

Receptor	Distance to Nearest boundary of Construction Site, ^a (ft)	Estimated Noise Levels from Construction, dBA (L _{eq})	Significance Thresholds, ^b dBA (L _{eq})		Significant Impacts?	
			Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	950	47.8	67.2	64.8	No	No
R2	100	77.4	73.7	66.9	Yes	Yes
R3	550	62.6	61.2	59.2	Yes	Yes
R4	2400	39.8	63.9	59.2	No	No
R5	2700	38.8	59.3	55.1	No	No
R6	2300	40.1	61.1	57.2	No	No
R7	2200	40.5	68.5	63.6	No	No
R8	3200	37.3	62.3	59.2	No	No
R9	3000	37.8	62.0	62.3	No	No
R10	1500	43.9	74.7	71.1	No	No
R11	1900	41.8	71.7	68.2	No	No
R12	1300	45.1	73.8	67.1	No	No
R13	750	59.9	70.2	65.4	No	No
R14	600	51.8	67.3	62.6	No	No
R15	800	49.3	66.5	61.4	No	No
R16	1400	44.5	72.9	66.0	No	No
R17	2400	39.8	64.7	61.1	No	No
R18	1900	41.8	72.2	71.7	No	No
R19	2300	40.1	66.2	62.2	No	No
R20	3300	37.0	62.0	61.6	No	No
R21	3400	36.8	60.0	52.2	No	No
R22	3600	36.3	66.6	57.2	No	No
R23	3400	36.8	61.7	52.5	No	No
R24	3300	37.0	71.4	63.2	No	No
R25	3300	37.0	61.3	57.5	No	No
R26	1700	42.8	65.1	64.8	No	No
^a Represent shortest distance between the noise-sensitive receptor and construction area. Estimated based on Google Earth Map.						
^b Significance threshold is equal to ambient plus 5 dBA during the daytime hours and ambient plus 3 dBA during the late evening hours.						

4.3.3 Composite Noise Level Impacts from Project Constructions

An evaluation of the potential composite noise level increase due to Project construction activities, including on-site construction equipment, construction trucks staging, and off-site construction haul trucks, was conducted to determine the overall noise impacts. The composite noise impacts from construction activities were analyzed for the individual Project components (i.e., Bond Street Garage, New Hall, L.A. LIVE Way Garage, and Event Center)

and the overlapping constructions of the Project components. As analyzed above, the highest on-site construction noise would occur during the foundation phase for the Bond Street Garage, the New Hall and the Event Center construction and during the concrete/steel/precast framing phase for the L.A. LIVE Garage construction. Therefore, to present a conservative analysis, a composite noise analysis from all construction sources during the foundation phase for the Bond Street Garage, the New Hall and the Event Center construction and during the concrete/steel/precast/framing phase for the L.A. LIVE Way Garage was conducted.

Table 33 (on page 111) provides the composite construction noise levels at the off-site noise-sensitive receptors due to the Bond Street Garage construction. As indicated in Table 33, the composite construction noise due to the Bond Street Garage construction would exceed the daytime ambient noise levels by a maximum of 5.6 dBA (L_{eq}) at receptor R26, which would exceed the daytime significance threshold. At all other receptors, the increase in ambient noise levels due to composite construction would be below the significance thresholds for the daytime hours. As such, the composite construction noise impacts would be significant at receptor R26 during the daytime hours. However, the estimated composite construction noise levels would exceed the late evening significance thresholds at off-site receptors R4, R5, R6, and R26, from 3.4 dBA (at R4) to 5.6 dBA (at R6), which would be significant impacts.

The composite construction noise levels during the New Hall construction are presented in Table 34 (on page 112). As indicated in Table 34, the composite construction noise due to the New Hall construction would exceed the daytime ambient noise levels by between 5.2 dBA and 12.0 dBA at receptors R1, R3, R5, R6 and R26, which would exceed the 5.0 dBA significance thresholds. During the late evening hours the composite construction noise levels would exceed ambient noise levels at off-site receptors, R1, R3, R4 through R7, R21, R23, R25 and R26 by 3.4 dBA (at R25) to 10.4 dBA (at R26), which would exceed the 3 dBA significance threshold during the late evening hours. Therefore, composite construction impacts would be significant during the late evening hours.

Table 35 (on page 113) presents the composite construction noise levels due to the L.A. LIVE Way Garage. As indicated in Table 35, the estimated composite construction noise levels would be below the daytime significance threshold at all off-site noise-sensitive receptors, except for R6. The composite construction noise levels would increase the ambient noise levels at receptor R6 by a maximum of 7.7 dBA (L_{eq}), which would exceed the daytime significance threshold of 5 dBA (L_{eq}). As such, composite construction noise impacts associated with the L.A. LIVE Way Garage would be significant during the daytime hours. During the late evening hours, composite construction noise levels would exceed the ambient noise levels by 4.3 to 9.4 dBA (L_{eq}) at the off-site receptors R5, R6, and R7, which would exceed the applicable 3 dBA significance threshold. Therefore, the composite construction impacts would be significant during the late evening hours.

The composite construction levels at the off-site noise sensitive receptors from the Event Center construction are provided in Table 36 (on page 114). With the exception of receptors

R1, R5, R6 and R7, the estimated increase in ambient noise due to composite construction noise levels at all off-site receptors would be below the daytime significance threshold. The composite construction noise would increase the ambient noise levels by 5.0 dBA to 13.1 dBA (L_{eq}) at receptors R1, R5, R6 and R7, which would exceed the daytime significance threshold of 5 dBA (L_{eq}). As such, noise impacts from the Event Center composite construction noise would be significant, during the daytime hours. The composite construction noise levels during the late evening hours would increase the ambient noise by 3.1 to 13.5 dBA (L_{eq}) at the off-site receptors R1, R3 through R8, R21, R23 and R25. The estimated increases at these receptors would exceed the late evening significance threshold of 3 dBA and would represent significant impacts. The estimated increases in late evening ambient noise due to composite construction noise levels at all other off-site receptors would be below the significance thresholds.

Table 37 (on page 115) and Table 38 (on page 117) present the estimated composite construction noise levels (including overlapping Project-related construction activities plus ambient noise levels) for daytime and late evening hours, respectively. As indicated in Table 37, the composite noise levels due to overlapping construction activities would exceed the daytime significance threshold (i.e., increased the ambient noise levels by 5 dBA L_{eq} or more) at receptors R1, R3, R4 through R7, R9 and R26, by 0.3 dBA (at R9) to 10.4 dBA (at R1). During the late evening hours, the overlapping construction activities would exceed the significance threshold (i.e., increased the ambient noise levels by 3 dBA L_{eq} or more) at receptors R1 through R8, R16, R20, R21, R22, R23, R25 and R26 by 0.5 dBA (at R20) to 11.3 dBA (at R6).

Table 33. Composite Construction Noise Levels – Bond Street Garage

Receptor	Individual Construction Component Noise Levels, ^a dBA (L _{eq})			Composite Construction Noise Levels, dBA (L _{eq})	Ambient Noise Levels, dBA (L _{eq})		Composite Construction + Ambient Noise Levels, dBA (L _{eq})		Increase in Ambient due to Project Construction, dBA (L _{eq})	
	On-Site Equipment	Trucks Staging	Off-Site Trucks ^b		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	45.6	43.9	38.4	48.3	62.2	61.8	62.4	62.0	0.2	0.2
R2	47.3	45.2	53.6	55.0	68.7	63.9	68.9	64.4	0.2	0.5
R3	46.5	43.9	43.1	49.5	56.2	56.2	57.0	57.0	0.8	0.8
R4	55.8	49.2	45.7	57.0	58.9	56.2	61.1	59.6	2.2	3.4
R5	51.1	49.9	41.4	53.8	54.3	52.1	57.1	56.1	2.8	4.0
R6	54.8	55.3	47.8	58.5	56.1	54.2	60.4	59.8	4.3	5.6
R7	47.8	58.6	53.5	60.1	63.5	60.6	65.1	63.4	1.6	2.8
R8	44.4	47.1	36.7	49.2	57.3	56.2	57.9	57.0	0.6	0.8
R9	43.4	47.6	37.3	49.3	57.0	59.3	57.7	59.7	0.7	0.4
R10	41.7	42.9	30.4	45.5	69.7	68.1	69.7	68.1	0.0	0.0
R11	40.3	40.1	28.0	43.3	66.7	65.2	66.7	65.2	0.0	0.0
R12	40.6	40.8	27.1	43.8	68.8	64.1	68.8	64.1	0.0	0.0
R13	42.5	42.3	45.0	48.2	65.2	62.4	65.3	62.6	0.1	0.2
R14	41.9	40.5	34.7	44.7	62.3	59.6	62.4	59.7	0.1	0.1
R15	43.7	45.3	38.6	48.1	61.5	58.4	61.7	58.8	0.2	0.4
R16	41.4	40.2	52.9	53.4	67.9	63.0	68.1	63.5	0.2	0.5
R17	41.0	38.4	40.7	45.0	59.7	58.1	59.8	58.3	0.1	0.2
R18	46.2	42.5	42.4	48.9	67.2	68.7	67.3	68.7	0.1	0.0
R19	44.7	41.4	44.0	48.4	61.2	59.2	61.4	59.5	0.2	0.3
R20	42.5	39.5	45.1	47.7	57.0	58.6	57.5	58.9	0.5	0.3
R21	42.4	39.4	42.6	46.5	55.0	49.2	55.6	51.1	0.6	1.9
R22	44.8	41.8	38.0	47.1	61.6	54.2	61.8	55.0	0.2	0.8
R23	46.6	45.0	36.7	49.1	56.7	49.5	57.4	52.3	0.7	2.8
R24	47.3	46.6	37.4	50.2	66.4	60.2	66.5	60.6	0.1	0.4
R25	46.6	46.7	36.4	49.9	56.3	54.5	57.2	55.8	0.9	1.3
R26	64.1	47.3	48.5	64.3	60.1	61.8	65.7	66.2	5.6	4.4

^a Project construction-related noise levels during concrete/structural framing phase.
^b Based on the highest noise levels generated by one of the proposed construction truck routes.

Table 34. Composite Construction Noise Levels – New Hall

Receptor	Individual Construction Component Noise Levels, ^a dBA (L _{eq})			Composite Construction Noise Levels, dBA (L _{eq})	Ambient Noise Levels, dBA (L _{eq})		Composite Construction + Ambient Noise Levels, dBA (L _{eq})		Increase in Ambient due to Project Construction, dBA (L _{eq})	
	On-Site Equipment	Trucks Staging	Off-Site Trucks ^b		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	66.6	43.9	38.4	66.6	62.2	61.8	68.0	67.9	5.8	6.1
R2	62.7	45.2	53.6	63.3	68.7	63.9	69.8	66.6	1.1	2.7
R3	59.7	43.9	43.1	59.9	56.2	56.2	61.4	61.4	5.2	5.2
R4	61.0	49.2	45.7	61.4	58.9	56.2	63.3	62.5	4.4	6.3
R5	57.8	49.9	41.4	58.5	54.3	52.1	59.9	59.4	5.6	7.3
R6	62.6	55.3	47.8	63.5	56.1	54.2	64.2	63.9	8.1	9.7
R7	58.0	58.6	53.5	62.0	63.5	60.6	65.8	64.4	2.3	3.8
R8	53.3	47.1	36.7	54.3	57.3	56.2	59.1	58.4	1.8	2.2
R9	52.7	47.6	37.3	54.0	57.0	59.3	58.8	60.4	1.8	1.1
R10	52.6	42.9	30.4	53.1	69.7	68.1	69.8	68.2	0.1	0.1
R11	49.9	40.1	28.0	50.4	66.7	65.2	66.8	65.3	0.1	0.1
R12	51.6	40.8	27.1	52.0	68.8	64.1	68.9	64.4	0.1	0.3
R13	54.3	42.3	45.0	55.0	65.2	62.4	65.6	63.1	0.4	0.7
R14	53.7	40.5	34.7	54.0	62.3	59.6	62.9	60.6	0.6	1.0
R15	55.6	45.3	38.6	56.1	61.5	58.4	62.6	60.4	1.1	2.0
R16	51.9	40.2	52.9	55.6	67.9	63.0	68.1	63.7	0.2	0.7
R17	50.1	38.4	40.7	50.8	59.7	58.1	60.2	58.8	0.5	0.7
R18	54.9	42.5	42.4	55.4	67.2	68.7	67.5	68.9	0.3	0.2
R19	53.2	41.4	44.0	53.9	61.2	59.2	61.9	60.3	0.7	1.1
R20	50.4	39.5	45.1	51.8	57.0	58.6	58.1	59.4	1.1	0.8
R21	50.3	39.4	42.6	51.3	55.0	49.2	56.5	53.4	1.5	4.2
R22	52.2	41.8	38.0	52.7	61.6	54.2	62.1	56.5	0.5	2.3
R23	53.9	45.0	36.7	54.5	56.7	49.5	58.7	55.7	2.0	6.2
R24	54.5	46.6	37.4	55.2	66.4	60.2	66.7	61.4	0.3	1.2
R25	54.5	46.7	36.4	55.2	56.3	54.5	58.8	57.9	2.5	3.4
R26	71.8	47.3	48.5	71.8	60.1	61.8	72.1	72.2	12.0	10.4

^a Project construction-related noise levels during concrete/structural framing phase.
^b Based on the highest noise levels generated by one of the proposed construction truck routes.

Table 35. Composite Construction Noise Levels – L.A. LIVE Way Garage

Receptor	Individual Construction Component Noise Levels, ^a dBA (L _{eq})			Composite Construction Noise Levels, dBA (L _{eq})	Ambient Noise Levels, dBA (L _{eq})		Composite Construction + Ambient Noise Levels, dBA (L _{eq})		Increase in Ambient due to Project Construction, dBA (L _{eq})	
	On-Site Equipment	Trucks Staging	Off-Site Trucks ^b		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	52.8	41.2	40.2	53.3	62.2	61.8	62.7	62.4	0.5	0.6
R2	48.2	42.8	55.4	56.3	68.7	63.9	68.9	64.6	0.2	0.7
R3	46.8	42.1	44.9	49.8	56.2	56.2	57.1	57.1	0.9	0.9
R4	52.4	50.9	47.5	55.5	58.9	56.2	60.5	58.9	1.6	2.7
R5	53.3	46.5	43.2	54.5	54.3	52.1	57.4	56.4	3.1	4.3
R6	62.6	50.0	49.6	63.0	56.1	54.2	63.8	63.6	7.7	9.4
R7	63.5	43.3	55.3	64.1	63.5	60.6	66.8	65.7	3.3	5.1
R8	50.2	40.0	38.5	50.9	57.3	56.2	58.2	57.3	0.9	1.1
R9	50.8	39.0	39.1	51.3	57.0	59.3	58.0	59.9	1.0	0.6
R10	45.7	37.4	32.2	46.5	69.7	68.1	69.7	68.1	0.0	0.0
R11	42.8	36.0	29.8	43.8	66.7	65.2	66.7	65.2	0.0	0.0
R12	43.5	36.3	28.9	44.4	68.8	64.1	68.8	64.1	0.0	0.0
R13	45.1	38.1	46.8	49.4	65.2	62.4	65.3	62.6	0.1	0.2
R14	43.2	37.6	36.5	44.9	62.3	59.6	62.4	59.7	0.1	0.1
R15	48.2	39.4	40.4	49.3	61.5	58.4	61.8	58.9	0.3	0.5
R16	42.9	37.1	54.7	55.0	67.9	63.0	68.1	63.6	0.2	0.6
R17	41.1	36.6	42.5	45.5	59.7	58.1	59.9	58.3	0.2	0.2
R18	45.3	41.8	44.2	48.8	67.2	68.7	67.3	68.7	0.1	0.0
R19	44.1	40.3	45.8	48.7	61.2	59.2	61.4	59.6	0.2	0.4
R20	42.1	38.2	46.9	48.5	57.0	58.6	57.6	59.0	0.6	0.4
R21	42.1	38.1	44.4	47.0	55.0	49.2	55.6	51.2	0.6	2.0
R22	44.6	40.4	39.8	46.9	61.6	54.2	61.7	54.9	0.1	0.7
R23	47.9	42.2	38.5	49.3	56.7	49.5	57.4	52.4	0.7	2.9
R24	49.6	42.8	39.2	50.7	66.4	60.2	66.5	60.7	0.1	0.5
R25	49.8	42.1	38.2	50.7	56.3	54.5	57.4	56.0	1.1	1.5
R26	60.4	49.3	50.3	61.1	60.1	61.8	63.6	64.5	3.5	2.7

^a Project construction-related noise levels during concrete/structural framing phase.
^b Based on the highest noise levels generated by one of the proposed construction truck routes.

Table 36. Composite Construction Noise Levels – Event Center

Receptor	Individual Construction Component Noise Levels, ^a dBA (L _{eq})			Composite Construction Noise Levels, dBA (L _{eq})	Ambient Noise Levels, dBA (L _{eq})		Composite Construction + Ambient Noise Levels, dBA (L _{eq})		Increase in Ambient due to Project Construction, dBA (L _{eq})	
	On-Site Equipment	Haul Trucks Staging	Off-Site Haul Trucks ^b		Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)	Daytime Hours (7:00 a.m. – 9:00 p.m.)	Late Evening Hours (9:00 p.m. – 12:00 a.m.)
R1	75.1	43.9	38.4	75.1	62.2	61.8	75.3	75.3	13.1	13.5
R2	61.8	45.2	53.6	62.5	68.7	63.9	69.6	66.3	0.9	2.4
R3	57.5	43.9	43.1	57.8	56.2	56.2	60.1	60.1	3.9	3.9
R4	56.8	49.2	45.7	57.8	58.9	56.2	61.4	60.1	2.5	3.9
R5	56.8	49.9	41.4	57.7	54.3	52.1	59.3	58.8	5.0	6.7
R6	62.8	55.3	47.8	63.6	56.1	54.2	64.3	64.1	8.2	9.9
R7	66.0	58.6	53.5	66.9	63.5	60.6	68.6	67.8	5.1	7.2
R8	55.7	47.1	36.7	56.3	57.3	56.2	59.8	59.3	2.5	3.1
R9	56.4	47.6	37.3	57.0	57.0	59.3	60.0	61.3	3.0	2.0
R10	56.2	42.9	30.4	56.4	69.7	68.1	69.9	68.4	0.2	0.3
R11	52.2	40.1	28.0	52.5	66.7	65.2	66.9	65.4	0.2	0.2
R12	53.8	40.8	27.1	54.0	68.8	64.1	68.9	64.5	0.1	0.4
R13	56.6	42.3	45.0	57.0	65.2	62.4	65.8	63.5	0.6	1.1
R14	53.7	40.5	34.7	54.0	62.3	59.6	62.9	60.6	0.6	1.0
R15	54.6	45.3	38.6	55.2	61.5	58.4	62.4	60.1	0.9	1.7
R16	51.0	40.2	52.9	55.2	67.9	63.0	68.1	63.7	0.2	0.7
R17	49.1	38.4	40.7	50.0	59.7	58.1	60.1	58.7	0.4	0.6
R18	52.5	42.5	42.4	53.3	67.2	68.7	67.4	68.8	0.2	0.1
R19	51.0	41.4	44.0	52.2	61.2	59.2	61.7	60.0	0.5	0.8
R20	48.6	39.5	45.1	50.6	57.0	58.6	57.9	59.2	0.9	0.6
R21	48.5	39.4	42.6	49.9	55.0	49.2	56.2	52.6	1.2	3.4
R22	50.3	41.8	38.0	51.1	61.6	54.2	62.0	55.9	0.4	1.7
R23	52.9	45.0	36.7	53.6	56.7	49.5	58.4	55.1	1.7	5.6
R24	54.5	46.6	37.4	55.2	66.4	60.2	66.7	61.4	0.3	1.2
R25	54.8	46.7	36.4	55.5	56.3	54.5	58.9	58.0	2.6	3.5
R26	56.6	47.3	48.5	57.7	60.1	61.8	62.1	63.2	2.0	1.4

^a Project construction-related noise levels during concrete/structural framing phase.
^b Based on the highest noise levels generated by one of the proposed construction truck routes.

Table 37. Overlapping Composite Construction Noise Levels – Daytime Hours (7 a.m. to 9 p.m.)

Location	Estimated Composite Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Significant Impacts?
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
R1	64.1	64.9	64.9	68.4	68.0	68.5	68.5	69.7	69.7	66.6	66.7	66.7	66.9	66.9	65.8	70.1	70.1	70.0	71.4	70.8	76.5	76.5	76.5	77.1	67.2	Yes
R2	69.3	69.6	69.6	70.3	70.0	70.3	70.3	70.8	70.8	69.8	69.9	69.9	70.9	70.8	69.4	70.5	70.5	70.3	71.3	71.0	71.6	71.6	71.6	71.9	73.7	No
R3	58.7	59.5	59.5	62.2	61.7	62.3	62.3	63.4	63.4	60.8	60.7	60.7	61.6	61.5	59.7	61.5	61.5	61.2	60.8	60.4	62.3	62.5	62.5	62.9	61.2	Yes
R4	62.2	62.8	62.8	64.6	64.1	64.6	64.6	66.0	66.0	64.0	63.3	63.3	64.5	64.4	62.3	64.4	64.4	63.8	63.5	63.2	64.4	64.6	64.6	65.1	63.9	Yes
R5	59.1	59.7	59.7	61.4	60.7	61.5	61.5	63.0	63.0	61.0	60.6	60.6	61.8	61.6	59.3	61.9	61.9	61.3	60.9	60.6	62.3	62.7	62.7	63.2	59.3	Yes
R6	63.3	64.1	64.1	66.0	65.1	66.1	66.1	67.6	67.6	65.4	66.3	66.3	68.1	67.9	64.9	68.3	68.3	67.2	67.1	66.8	68.5	69.0	69.0	69.5	61.1	Yes
R7	67.1	67.6	67.6	68.0	66.9	67.9	67.9	69.2	69.2	68.1	68.6	68.6	70.6	70.3	67.3	70.6	70.6	69.8	71.0	70.6	72.1	72.4	72.4	72.9	68.5	Yes
R8	58.8	59.0	59.0	59.9	59.5	59.9	59.9	60.8	60.8	59.7	59.5	59.5	60.2	60.1	58.9	60.5	60.5	60.1	60.0	59.8	61.4	61.6	61.6	62.0	62.3	No
R9	58.7	58.9	58.9	59.7	59.2	59.7	59.7	60.6	60.6	59.5	59.4	59.4	60.1	60.0	58.7	60.5	60.5	60.1	60.1	59.9	61.7	61.9	61.9	62.3	62.0	Yes
R10	69.7	69.8	69.8	69.8	69.8	69.8	69.8	69.9	69.9	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	70.0	70.0	70.0	70.1	74.7	No
R11	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.9	66.9	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	67.0	67.0	67.0	67.0	71.7	No
R12	68.8	68.9	68.9	68.9	68.9	68.9	68.9	69.0	69.0	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	69.0	69.0	69.0	69.1	73.8	No
R13	65.4	65.6	65.6	65.8	65.7	65.8	65.8	66.1	66.1	65.7	65.7	65.7	66.1	66.0	65.5	66.0	66.0	65.9	66.3	66.2	66.7	66.7	66.7	66.9	70.2	No
R14	62.5	62.6	62.6	63.0	63.0	63.1	63.1	63.4	63.4	62.8	62.8	62.8	62.9	62.9	62.6	63.0	63.0	62.9	62.8	62.7	63.3	63.3	63.3	63.4	67.3	No
R15	62.1	62.2	62.2	63.0	62.7	63.0	63.0	63.5	63.5	62.6	62.6	62.6	62.9	62.8	62.2	62.9	62.9	62.8	62.6	62.5	63.2	63.3	63.3	63.5	66.5	No
R16	68.3	68.5	68.5	68.7	68.4	68.6	68.6	68.8	68.8	68.5	68.6	68.6	69.7	69.6	68.2	69.1	69.1	69.0	70.3	70.0	70.2	70.2	70.2	70.5	72.9	No
R17	60.1	60.2	60.2	60.6	60.4	60.6	60.6	60.9	60.9	60.4	60.4	60.4	60.8	60.8	60.1	60.7	60.7	60.6	61.0	60.9	61.2	61.2	61.2	61.4	64.7	No
R18	67.4	67.4	67.4	67.6	67.5	67.6	67.6	67.8	67.8	67.5	67.5	67.5	67.7	67.6	67.4	67.6	67.6	67.6	67.6	67.6	67.7	67.8	67.8	67.8	72.2	No
R19	61.7	61.9	61.9	62.4	62.1	62.4	62.4	62.8	62.8	62.1	62.1	62.1	62.8	62.7	61.8	62.5	62.5	62.4	63.0	62.8	63.2	63.2	63.2	63.5	66.2	No
R20	58.1	58.6	58.6	59.2	58.6	59.1	59.1	59.7	59.7	58.8	58.9	58.9	60.5	60.3	58.1	59.8	59.8	59.5	61.2	60.8	61.2	61.2	61.2	61.6	62.0	No
R21	56.2	56.7	56.7	57.5	57.0	57.5	57.5	58.2	58.2	57.1	57.1	57.1	58.5	58.4	56.3	58.0	58.0	57.7	59.1	58.7	59.2	59.3	59.3	59.7	60.0	No
R22	61.9	62.0	62.0	62.4	62.3	62.4	62.4	62.7	62.7	62.2	62.2	62.2	62.4	62.4	62.1	62.5	62.5	62.3	62.3	62.2	62.6	62.6	62.6	62.7	66.6	No
R23	58.2	58.4	58.4	59.5	59.1	59.6	59.6	60.5	60.5	59.1	58.9	58.9	59.5	59.4	58.3	59.6	59.6	59.3	59.0	58.8	60.0	60.1	60.1	60.5	61.7	No
R24	66.6	66.7	66.7	66.9	66.8	66.9	66.9	67.1	67.1	66.8	66.8	66.8	66.9	66.9	66.7	66.9	66.9	66.9	66.8	66.8	67.1	67.1	67.1	67.2	71.4	No
R25	58.2	58.5	58.5	59.7	59.3	59.8	59.8	60.8	60.8	59.4	59.1	59.1	59.8	59.7	58.4	60.1	60.1	59.7	59.3	59.1	60.7	60.9	60.9	61.3	61.3	No
R26	67.9	69.3	69.3	73.0	72.6	73.2	73.2	74.8	74.8	71.4	70.6	70.6	71.2	71.2	69.3	71.0	71.0	70.6	66.1	65.8	66.4	67.0	67.0	67.3	65.1	Yes
^a Refer to Table 18 for the overlapping construction phases. The composite noise levels include noise from Project-related on-site construction equipment, off-site construction trucks, construction staging, plus ambient.																										
^b Significance threshold is equal to ambient plus five dBA.																										

Table 37. Overlapping Composite Construction Noise Levels – Daytime Hours (7 a.m. to 9 p.m.) (Continued)

Location	Estimated Composite Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Maximum Exceedance	Significant Impacts?	
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48				
R1	77.0	77.0	77.0	77.0	77.0	77.6	77.3	73.3	73.3	73.3	73.3	73.3	73.3	73.3	73.3	71.7	71.7	71.7	71.7	71.7	73.3	73.3	73.3	69.2	67.2	10.4	Yes	
R2	71.8	71.7	71.7	71.7	71.7	70.7	70.4	69.7	69.7	69.7	69.7	69.7	69.7	69.7	69.7	69.1	69.1	69.1	69.1	69.3	69.5	69.5	69.5	69.0	73.7	0.0	No	
R3	62.9	62.5	62.5	62.5	62.5	62.1	61.7	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	58.3	58.3	58.3	58.3	58.7	59.5	59.5	59.5	57.5	61.2	2.2	Yes	
R4	64.9	64.2	64.2	64.2	64.2	63.3	62.9	61.4	61.4	61.4	61.4	61.4	61.4	61.4	61.4	60.3	60.3	60.3	60.3	60.8	61.5	61.5	61.5	59.9	63.9	2.1	Yes	
R5	63.0	62.3	62.3	62.3	62.3	62.0	61.4	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	57.6	57.6	57.6	57.6	58.4	59.5	59.5	59.5	56.7	59.3	3.9	Yes	
R6	69.1	67.7	67.7	67.7	67.7	67.3	66.8	63.9	63.9	63.9	63.9	63.9	63.9	63.9	63.9	61.9	61.9	61.9	61.9	63.0	64.4	64.4	64.4	60.6	61.1	8.4	Yes	
R7	72.7	72.1	72.1	72.1	72.1	71.3	70.7	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	66.7	66.7	66.7	66.7	67.6	68.7	68.7	68.7	65.9	68.5	4.4	Yes	
R8	61.9	61.5	61.5	61.5	61.5	61.5	61.2	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	58.7	58.7	58.7	58.7	59.1	59.7	59.7	59.7	58.2	62.3	0.0	No	
R9	62.2	61.8	61.8	61.8	61.8	61.8	61.5	59.6	59.6	59.6	59.6	59.6	59.6	59.6	59.6	58.7	58.7	58.7	58.7	59.1	59.9	59.9	59.9	58.1	62.0	0.3	Yes	
R10	70.1	70.0	70.0	70.0	70.0	70.1	70.0	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.9	69.9	69.9	69.7	74.7	0.0	No	
R11	67.0	67.0	67.0	67.0	67.0	67.0	67.0	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.7	71.7	0.0	No	
R12	69.1	69.0	69.0	69.0	69.0	69.1	69.0	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.8	73.8	0.0	No	
R13	66.9	66.8	66.8	66.8	66.8	66.4	66.3	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.5	65.5	65.5	65.5	65.6	65.7	65.7	65.7	65.4	70.2	0.0	No	
R14	63.4	63.4	63.4	63.4	63.4	63.4	63.3	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.6	62.6	62.6	62.6	62.6	62.8	62.8	62.8	62.5	67.3	0.0	No	
R15	63.5	63.3	63.3	63.3	63.3	63.2	63.0	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.3	61.9	61.9	61.9	61.9	62.1	62.3	62.3	62.3	61.8	66.5	0.0	No	
R16	70.4	70.3	70.3	70.3	70.3	68.9	68.6	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.0	68.0	68.0	68.0	68.2	68.2	68.2	68.2	68.0	72.9	0.0	No	
R17	61.4	61.3	61.3	61.3	61.3	60.7	60.6	60.2	60.2	60.2	60.2	60.2	60.2	60.2	60.2	59.9	59.9	59.9	59.9	60.0	60.1	60.1	60.1	59.8	64.7	0.0	No	
R18	67.8	67.8	67.8	67.8	67.8	67.6	67.5	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.3	67.3	67.3	67.3	67.3	67.4	67.4	67.4	67.3	72.2	0.0	No	
R19	63.4	63.2	63.2	63.2	63.2	62.4	62.2	61.8	61.8	61.8	61.8	61.8	61.8	61.8	61.8	61.4	61.4	61.4	61.4	61.6	61.7	61.7	61.7	61.4	66.2	0.0	No	
R20	61.5	61.3	61.3	61.3	61.3	59.4	59.0	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	57.5	57.5	57.5	57.5	57.8	58.1	58.1	58.1	57.3	62.0	0.0	No	
R21	59.6	59.4	59.4	59.4	59.4	57.7	57.3	56.5	56.5	56.5	56.5	56.5	56.5	56.5	56.5	55.6	55.6	55.6	55.6	55.9	56.3	56.3	56.3	55.4	60.0	0.0	No	
R22	62.7	62.6	62.6	62.6	62.6	62.4	62.3	61.9	61.9	61.9	61.9	61.9	61.9	61.9	61.9	61.8	61.8	61.8	61.8	61.9	62.0	62.0	62.0	61.7	66.6	0.0	No	
R23	60.4	60.0	60.0	60.0	60.0	59.8	59.5	58.2	58.2	58.2	58.2	58.2	58.2	58.2	58.2	57.6	57.6	57.6	57.6	57.9	58.4	58.4	58.4	57.3	61.7	0.0	No	
R24	67.2	67.1	67.1	67.1	67.1	67.0	67.0	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.6	66.6	66.6	66.6	66.6	66.7	66.7	66.7	66.5	71.4	0.0	No	
R25	61.1	60.7	60.7	60.7	60.7	60.7	60.3	58.6	58.6	58.6	58.6	58.6	58.6	58.6	58.6	57.8	57.8	57.8	57.8	58.2	58.9	58.9	58.9	57.3	61.3	0.0	No	
R26	66.9	65.4	65.4	65.4	65.4	63.9	63.5	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	61.1	61.1	61.1	61.1	61.6	62.1	62.1	62.1	60.8	65.1	9.7	Yes	
^a Refer to Table 18 for the overlapping construction phases. The composite noise levels include noise from Project-related on-site construction equipment, off-site construction trucks, construction staging, plus ambient. ^b Significance threshold is equal to ambient plus five dBA.																												

Table 38. Overlapping Composite Construction Noise Levels – Late Evening Hours (9 p.m. to 12 a.m.)

Location	Estimated Composite Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Significant Impacts?
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
R1	63.8	64.7	64.7	64.5	63.6	64.9	64.9	67.1	67.1	66.5	66.6	66.6	66.8	66.8	65.6	70.0	70.0	69.9	71.4	70.7	72.0	72.0	72.0	73.6	64.8	Yes
R2	65.4	66.2	66.2	66.3	65.3	66.2	66.2	67.3	67.3	66.7	66.9	66.9	68.6	68.5	65.8	67.9	67.9	67.7	69.3	68.8	69.0	69.1	69.1	69.6	66.9	Yes
R3	58.7	59.5	59.5	59.4	58.3	59.6	59.6	61.5	61.5	60.8	60.7	60.7	61.6	61.5	59.7	61.5	61.5	61.2	60.8	60.4	60.8	61.0	61.0	61.7	59.2	Yes
R4	61.2	61.9	61.9	61.5	60.4	61.7	61.7	64.1	64.1	63.3	62.5	62.5	63.9	63.7	61.3	63.7	63.7	63.1	62.8	62.4	62.9	63.3	63.3	63.8	59.2	Yes
R5	58.5	59.2	59.2	58.8	57.5	59.0	59.0	61.3	61.3	60.6	60.1	60.1	61.4	61.3	58.7	61.6	61.6	60.9	60.5	60.1	60.8	61.3	61.3	62.0	55.1	Yes
R6	63.0	63.8	63.8	63.5	61.9	63.6	63.6	66.2	66.2	65.3	66.2	66.2	68.0	67.8	64.7	68.2	68.2	67.0	66.9	66.7	67.2	67.9	67.9	68.5	57.2	Yes
R7	66.1	66.6	66.6	66.7	65.2	66.6	66.6	68.2	68.2	67.3	67.9	67.9	70.1	69.8	66.3	70.2	70.2	69.3	70.7	70.2	70.7	71.1	71.1	71.8	63.6	Yes
R8	58.1	58.3	58.3	58.2	57.6	58.3	58.3	59.5	59.5	59.1	58.9	58.9	59.6	59.5	58.2	60.0	60.0	59.6	59.4	59.2	59.7	60.0	60.0	60.6	59.2	Yes
R9	60.4	60.5	60.5	60.5	60.1	60.5	60.5	61.3	61.3	60.9	60.9	60.9	61.4	61.3	60.4	61.7	61.7	61.4	61.4	61.2	61.6	61.8	61.8	62.3	62.3	No
R10	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.3	68.3	68.2	68.2	68.2	68.3	68.3	68.2	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.4	71.1	No
R11	65.3	65.3	65.3	65.3	65.3	65.3	65.3	65.4	65.4	65.3	65.3	65.3	65.4	65.4	65.3	65.4	65.4	65.4	65.4	65.3	65.4	65.4	65.4	65.4	68.2	No
R12	64.2	64.3	64.3	64.2	64.2	64.3	64.3	64.4	64.4	64.3	64.3	64.3	64.4	64.4	64.3	64.4	64.4	64.4	64.3	64.3	64.4	64.4	64.4	64.5	67.1	No
R13	62.9	63.1	63.1	63.1	62.8	63.1	63.1	63.5	63.5	63.3	63.3	63.3	63.9	63.9	62.9	63.8	63.8	63.7	64.3	64.1	64.3	64.3	64.3	64.6	65.4	No
R14	60.0	60.2	60.2	60.1	59.9	60.2	60.2	60.7	60.7	60.5	60.5	60.5	60.7	60.6	60.2	60.7	60.7	60.7	60.5	60.4	60.6	60.6	60.6	60.9	62.6	No
R15	59.5	59.8	59.8	59.7	59.3	59.8	59.8	60.8	60.8	60.4	60.3	60.3	60.9	60.8	59.8	60.9	60.9	60.7	60.4	60.3	60.6	60.7	60.7	61.1	61.4	No
R16	64.1	64.7	64.7	64.8	64.0	64.7	64.7	65.2	65.2	64.7	64.9	64.9	67.1	66.9	64.0	66.1	66.1	65.8	68.2	67.7	67.8	68.0	68.0	68.4	66.0	Yes
R17	58.6	58.8	58.8	58.8	58.5	58.8	58.8	59.3	59.3	59.0	59.0	59.0	59.7	59.6	58.6	59.4	59.4	59.3	59.9	59.7	59.8	59.9	59.9	60.1	61.1	No
R18	68.8	68.9	68.9	68.8	68.8	68.8	68.8	69.0	69.0	68.9	68.9	68.9	69.0	69.0	68.8	69.0	69.0	69.0	69.0	69.0	69.0	69.0	69.0	69.1	71.7	No
R19	60.0	60.3	60.3	60.3	59.9	60.3	60.3	61.0	61.0	60.6	60.6	60.6	61.5	61.4	60.1	61.2	61.2	61.0	61.8	61.5	61.7	61.8	61.8	62.1	62.2	No
R20	59.4	59.8	59.8	59.8	59.3	59.7	59.7	60.3	60.3	59.9	60.0	60.0	61.3	61.1	59.4	60.7	60.7	60.5	61.9	61.5	61.7	61.8	61.8	62.1	61.6	Yes
R21	52.7	53.8	53.8	53.8	52.4	53.8	53.8	55.3	55.3	54.4	54.4	54.4	56.8	56.6	52.9	55.9	55.9	55.5	57.6	57.0	57.3	57.5	57.5	58.0	52.2	Yes
R22	55.8	56.2	56.2	56.0	55.5	56.1	56.1	57.4	57.4	56.9	56.7	56.7	57.5	57.6	56.2	57.6	57.6	57.1	57.2	56.9	57.2	57.4	57.4	57.9	57.2	Yes
R23	54.4	55.0	55.0	54.7	53.6	55.0	55.0	57.2	57.2	56.4	55.9	55.9	57.0	57.0	54.7	57.3	57.3	56.7	56.2	55.8	56.5	56.9	56.9	57.5	52.5	Yes
R24	61.1	61.3	61.3	61.2	60.9	61.2	61.2	62.0	62.0	61.7	61.6	61.6	62.0	61.9	61.2	62.1	62.1	61.9	61.7	61.6	61.8	62.0	62.0	62.3	63.2	No
R25	57.2	57.6	57.6	57.4	56.6	57.5	57.5	59.1	59.1	58.6	58.3	58.3	59.1	58.9	57.4	59.4	59.4	58.9	58.4	58.2	58.8	59.1	59.1	59.7	57.5	Yes
R26	68.2	69.5	69.5	68.8	67.5	69.3	69.3	72.3	72.3	71.6	70.8	70.8	71.4	71.3	69.5	71.1	71.1	70.8	66.6	66.4	66.6	67.0	67.0	67.3	64.8	Yes
^a Refer to Table 18 for the overlapping construction phases. The composite noise levels include noise from Project-related on-site construction equipment, off-site construction trucks, construction staging, plus ambient.																										
^b Significance threshold is equal to ambient plus three dBA.																										

Table 38. Overlapping Composite Construction Noise Levels – Evening Hours (9 p.m. to 12 a.m.) (Continued)

Location	Estimated Composite Construction Noise Levels by Month with Overlapping of Construction Activities, ^a Hourly L _{eq} (dBA)																								Significance Threshold, ^b L _{eq} (dBA)	Maximum Exceedance	Significant Impacts?
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48			
R1	73.6	73.5	73.5	73.5	73.5	74.6	74.1	73.3	73.3	73.3	73.3	73.3	73.3	73.3	73.3	71.7	71.7	71.7	71.7	71.7	73.3	73.3	73.3	69.1	64.8	9.8	Yes
R2	69.5	69.4	69.4	69.4	69.4	67.3	66.7	66.3	66.3	66.3	66.3	66.3	66.3	66.3	66.3	65.1	65.1	65.1	65.1	65.5	66.0	66.0	66.0	64.6	66.9	2.7	Yes
R3	61.5	61.2	61.2	61.2	61.2	60.4	60.0	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	58.3	58.3	58.3	58.3	58.7	59.5	59.5	59.5	57.5	59.2	2.5	Yes
R4	63.7	62.7	62.7	62.7	62.7	61.4	60.7	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	58.5	58.5	58.5	58.5	59.3	60.2	60.2	60.2	57.9	59.2	4.9	Yes
R5	61.8	60.7	60.7	60.7	60.7	60.2	59.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4	56.7	56.7	56.7	56.7	57.7	59.0	59.0	59.0	55.6	55.1	6.9	Yes
R6	68.1	66.2	66.2	66.2	66.2	65.6	64.7	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	61.5	61.5	61.5	61.5	62.7	64.2	64.2	64.2	60.0	57.2	11.3	Yes
R7	71.6	70.7	70.7	70.7	70.7	69.5	68.6	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	65.6	65.6	65.6	65.6	66.6	68.0	68.0	68.0	64.5	63.6	8.2	Yes
R8	60.4	59.8	59.8	59.8	59.8	59.9	59.4	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	57.9	57.9	57.9	57.9	58.4	59.1	59.1	59.1	57.4	59.2	1.4	Yes
R9	62.1	61.7	61.7	61.7	61.7	61.7	61.4	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	60.4	60.4	60.4	60.4	60.7	61.2	61.2	61.2	60.0	62.3	0.0	No
R10	68.4	68.3	68.3	68.3	68.3	68.4	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.2	68.2	68.2	68.2	68.2	68.3	68.3	68.3	68.2	71.1	0.0	No
R11	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.3	65.3	65.3	65.3	65.3	65.4	65.4	65.4	65.3	68.2	0.0	No
R12	64.5	64.4	64.4	64.4	64.4	64.5	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.3	64.3	64.3	64.3	64.3	64.4	64.4	64.4	64.2	67.1	0.0	No
R13	64.6	64.4	64.4	64.4	64.4	63.8	63.6	63.4	63.4	63.4	63.4	63.4	63.4	63.4	63.4	62.9	62.9	62.9	62.9	63.1	63.3	63.3	63.3	62.7	65.4	0.0	No
R14	60.8	60.7	60.7	60.7	60.7	60.7	60.6	60.4	60.4	60.4	60.4	60.4	60.4	60.4	60.4	60.1	60.1	60.1	60.1	60.2	60.4	60.4	60.4	59.9	62.6	0.0	No
R15	61.0	60.7	60.7	60.7	60.7	60.4	60.2	59.8	59.8	59.8	59.8	59.8	59.8	59.8	59.8	59.3	59.3	59.3	59.3	59.5	59.9	59.9	59.9	59.0	61.4	0.0	No
R16	68.2	68.1	68.1	68.1	68.1	65.3	64.8	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	63.3	63.3	63.3	63.3	63.7	64.0	64.0	64.0	63.3	66.0	2.4	Yes
R17	60.1	59.9	59.9	59.9	59.9	59.1	58.9	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.4	58.4	58.4	58.4	58.5	58.7	58.7	58.7	58.3	61.1	0.0	No
R18	69.1	69.0	69.0	69.0	69.0	68.9	68.9	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.7	71.7	0.0	No
R19	62.0	61.8	61.8	61.8	61.8	60.6	60.3	60.1	60.1	60.1	60.1	60.1	60.1	60.1	60.1	59.6	59.6	59.6	59.6	59.8	60.0	60.0	60.0	59.5	62.2	0.0	No
R20	62.0	61.8	61.8	61.8	61.8	60.1	59.8	59.6	59.6	59.6	59.6	59.6	59.6	59.6	59.6	58.9	58.9	58.9	58.9	59.2	59.4	59.4	59.4	58.8	61.6	0.5	Yes
R21	57.8	57.5	57.5	57.5	57.5	54.7	53.9	53.2	53.2	53.2	53.2	53.2	53.2	53.2	53.2	51.1	51.1	51.1	51.1	52.0	52.9	52.9	52.9	50.6	52.2	5.8	Yes
R22	57.7	57.3	57.3	57.3	57.3	56.6	56.2	55.8	55.8	55.8	55.8	55.8	55.8	55.8	55.8	55.1	55.1	55.1	55.1	55.4	55.9	55.9	55.9	54.8	57.2	0.7	Yes
R23	57.4	56.5	56.5	56.5	56.5	56.2	55.5	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	53.0	53.0	53.0	53.0	53.9	55.0	55.0	55.0	52.1	52.5	5.0	Yes
R24	62.2	61.8	61.8	61.8	61.8	61.7	61.5	61.2	61.2	61.2	61.2	61.2	61.2	61.2	61.2	60.8	60.8	60.8	60.8	61.0	61.4	61.4	61.4	60.6	63.2	0.0	No
R25	59.5	58.8	58.8	58.8	58.8	58.7	58.3	57.6	57.6	57.6	57.6	57.6	57.6	57.6	57.6	56.6	56.6	56.6	56.6	57.1	58.0	58.0	58.0	55.9	57.5	2.2	Yes
R26	67.0	65.6	65.6	65.6	65.6	64.1	63.7	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	62.5	62.5	62.5	62.5	62.9	63.2	63.2	63.2	62.3	64.8	7.5	Yes
^a Refer to Table 18 for the overlapping construction phases. The composite noise levels include noise from Project-related on-site construction equipment, off-site construction trucks, construction staging, plus ambient. ^b Significance threshold is equal to ambient plus three dBA.																											

4.3.4 Construction Vibration

Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, ground-borne vibrations from construction activities rarely reach the levels that damage structures.

The FTA has published standard vibration velocity levels for various construction equipment operations. The reference vibration levels (peak particle velocities at a distance of 25 feet from the equipment) for construction equipment pieces anticipated to be used during Project construction are listed in Table 39 (on page 120). As indicated in Table 39, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 (small bulldozer) to 0.644 (impact pile driver) inch per second (PPV) at 25 feet distance from the equipment based on the FTA data. Project construction would utilize two different types of pile driving system for the placement of piles for the New Hall and Event Center. Driven piles (i.e., using an impact pile driver) would be used during the daytime hours (7 a.m. and 7 p.m.) and drilled piles (i.e., using auger to drill the hole for the piles) would be used during the late evening hours (7 p.m. to 12 a.m.). Pile driving would not be required for the Bond Street and L.A. LIVE Way Parking Garages. Caisson drilling, as shown in Table 39, would be used in connection with temporary shoring of the excavated areas.

The off-site building structures nearest to each of the Project building components include: the LAUSD building (located on the south side of Pico Boulevard just west of the 110 Freeway) approximately 400 feet from the Bond Street Garage, the commercial building (located on Pico Boulevard, just west of the 110 Freeway) approximately 530 feet from the New Hall, the commercial building (located at the end of 12th Place cul-de-sac) approximately 250 feet from the L.A. LIVE Way Garage, and the Nokia Theatre at L.A. LIVE located approximately 100 feet north of the Event Center construction site. The estimated vibration levels due to construction equipment (major powered equipment) at the nearest off-site buildings are provided in Table 39. Construction vibration impacts are based on the instantaneous peak vibration level produced by a single piece of equipment with the highest vibration level in any given phase of the construction. With regard to the construction activities proposed by the Project, the highest levels of ground-borne vibration would be generated during the use of an impact pile driver on site.

Table 39. Construction Vibration Impacts – Building Damage

Construction Equipment (major powered equipment)	Reference Vibration Levels at 25 feet, ^a PPV	Estimated Vibration Levels at the Nearest Off-Site Buildings to the Project Construction Sites, PPV (inch per second) ^b				Significance Threshold, PPV ^c
		Bond Street Garage (400 feet)	New Hall (530 feet)	L.A. LIVE Way Garage (250 feet)	Event Center (100 feet)	
Impact Pile Driver (typical)	0.644	0.0101	0.0066	0.0204	0.0805	0.12 to 0.50
Vibratory Roller	0.210	0.0033	0.0022	0.0066	0.0263	0.12 to 0.50
Large Bulldozer	0.089	0.0014	0.0009	0.0028	0.0111	0.12 to 0.50
Caisson Drilling	0.089	0.0014	0.0009	0.0028	0.0111	0.12 to 0.50
Loaded Trucks	0.076	0.0012	0.0008	0.0024	0.0095	0.12 to 0.50
Jackhammer	0.035	0.0005	0.0004	0.0011	0.0044	0.12 to 0.50
Small Bulldozer	0.003	<0.0001	<0.0001	0.0001	0.0004	0.12 to 0.50

^a FTA, Transit Noise and Vibration Impact Assessment, 2006, Table 12-2.

^b $PPV \text{ at distance } D = PPV_{ref} \times (25/D)^{1.5}$. Distance shown is a distance from the nearest off-site building to the closest point of the construction area.

^c Significance thresholds are based on the construction conditions of the affected building structures, as described in Section 4.2.3.

Source: FTA, 2006, AES, 2011

As indicated in Table 39, the estimated ground-borne vibration levels at the nearest off-site building structure (Nokia Theatre at L.A. LIVE), approximately 100 feet from the nearest on-site construction equipment, would be approximately 0.0004 to 0.0805 inch per second (PPV). In addition to the on-site construction equipment, the construction trucks (loaded haul trucks) along the Project haul routes would generate vibration levels up to 0.076 inch per second (PPV) at the nearby building structures (25 feet from the haul trucks traveled rights of way). As each of the estimated vibration levels at the nearest off-site building structures is below the 0.12 inch per second (PPV) significance threshold (most stringent criteria), vibration impacts (with respect to building damage) associated with construction equipment would be less than significant at the nearest off-site building structures.

Table 40 (on page 121) presents the estimated ground-borne vibration levels due to construction equipment at the nearest off-site sensitive uses to the various Project construction areas. The off-site sensitive uses nearest to each of the Project building components include: the single-family residential use located at the southwest corner of 14th Street and Oak Street, approximately 400 feet from the Bond Street Garage; the Multi-family residential use located at the southeast corner of Pico Boulevard and Figueroa Street, approximately 550 feet from the New Hall; the single-family residential use located near the 12th Place cul-de-sac, approximately 250 feet from the L.A. LIVE Way Garage; and the Nokia Theatre at L.A. LIVE located approximately 100 feet from the Event Center construction site. As indicated in Table 40, the estimated ground-borne vibration levels at the nearest off-site sensitive uses would be below the significance threshold during the construction of the Bond

Street Garage and the New Hall. The vibration levels generated by the impact pile driver would range from 74 VdB (L.A. LIVE Way Garage construction) to 86 VdB (Event Center construction) at the Nokia Theatre at L.A. LIVE (nearest off-site sensitive receptor), which would exceed the 72 VdB significance threshold. The ground-borne vibration from the impact pile driver would be reduced to 71 VdB (below the significance threshold) when the impact pile driver is operating at a minimum 320 feet distance from the Nokia Theatre at L.A. LIVE building. In addition, the estimated vibration level of 76 VdB, due to a vibratory roller operating 100 feet from the Nokia Theatre at L.A. LIVE building, which would exceed the significance threshold of 72 VdB. The ground-borne vibration would be reduced to 71 VdB (below the significance threshold) when the vibratory roller is operating at a minimum 150 feet distance from the Nokia Theatre at L.A. LIVE. Vibration generated by other construction equipment would be below the significance threshold at the Nokia Theatre at L.A. LIVE.

Table 40. Construction Vibration Impacts – Sensitive Uses

Construction Equipment (major powered equipment)	Reference Vibration Levels at 25 feet, ^a VdB	Estimated Vibration Levels at the Nearest Off-Site Vibration Sensitive Uses to the Project Construction Sites, VdB (inch per second) ^b				Significance Threshold, VdB ^c
		Bond Street Garage (400 feet)	New Hall (550 feet)	L.A. LIVE Way Garage (250 feet)	Event Center (100 feet)	
Impact Pile Driver	104	68	64	74	86	72
Vibratory Roller	94	57	54	62	76	72
Large Bulldozer	87	50	47	55	69	72
Caisson Drilling	87	50	47	55	69	72
Loaded Trucks	86	49	46	54	68	72
Jackhammer	79	42	39	47	61	72
Small Bulldozer	58	21	18	26	40	72

^a FTA, *Transit Noise and Vibration Impact Assessment*, 2006, Table 12-2.
^b VdB at distance D = VdBref – 30*Log (D/25).
^c Significance thresholds are based on the construction conditions of the affected building structures, as described in Section 4.2.3.
Source: FTA, 2006, AES, 2011

Operation of construction equipment used for the Pico Station Second Platform, such as a bulldozer or loader would generate ground-borne vibration in the close proximity to the construction equipment. The off-site structures nearest to the Pico Station Second Platform construction area includes commercial buildings located on the east side of Flower Street, approximately 50 feet from the construction area. Ground-borne vibration generated by the construction equipment at these structures would be up to 0.032 inch per second (PPV), which would be below the 0.12 inch per second (PPV) significance threshold (i.e., the most stringent criteria) with respect to building damage. The off-site sensitive uses closest to the construction area are the residential use along Pico Boulevard, just west of Flower Street

(adjacent to R2), which is approximately 100 feet from the construction boundary and the Multi-family residential uses located at the southeast corner of Pico Boulevard and Figueroa Street (R2). The estimated ground-borne vibration levels at the nearest off-site sensitive uses would be 53 VdB (at 350 feet distance) and 69 VdB (at 100 feet distance), which would be below the 72 VdB significance threshold. As such, vibration impacts associated with construction activities from the Pico Station Second Platform would be less than significant.

4.4 Operation Impacts

As the Project builds out, on- and off-site noise levels could increase with contributions from Project-related on-site noise sources including: building mechanical equipment (central plant and outdoor mounted exhaust fans), Parking Garage operations, loading dock and refused collection operations (i.e., delivery trucks and trash compactors), outdoor plazas uses (crowd noise), Event Center operations (crowd, public address system, concert sound system, and fireworks), and off-site noise sources including project-generated traffic, increase in metro transit operations, and overhead helicopters (during Event Center events). These potential noise impacts are discussed below.

4.4.1 On-Site Noise Sources

4.4.1.1 Building Mechanical Equipment

Project operation would require building services mechanical equipment, including indoor air handling units, outdoor cooling towers, chillers, and exhaust-air fans to support the intended functions of the Project. The Project's major building mechanical equipment, including chillers and pumps would be placed inside a dedicated central plant building. Cooling towers and exhaust air fans would be located outside of the building. The Project would replace the existing central plants serving the Convention Center and the STAPLES Center with two new central plants, one serving the Convention Center and one serving the Event Center and STAPLES Center. The central plant serving the Convention Center would be located at the southwest corner of New Hall (Ground Level) and the central plant serving the Event Center/STAPLES Center would be located at the southeast corner of Event Center (at Level 1). The chillers and pumps would be located within the enclosed central plant rooms, which would contain the equipment generated noise. The cooling towers, however, would be located outdoors. The building exhaust fans (serving the New Hall and the Pico Passage) would be located on the roof level of the New Hall. Detailed information regarding the mechanical design is typically not available during the environmental review process, as the design is still in progress and mechanical equipment is yet to be finalized. Therefore, sound levels generated by the Project's mechanical equipment were estimated based on the preliminary mechanical equipment capacity. Table 41 (on page 124) presents the estimated mechanical equipment noise levels at the off-site receptors. The significance thresholds shown on Table 41 are based on the lowest measured ambient noise levels (daytime and nighttime) plus 5 dBA to provide a conservative analysis since ambient noise levels are

typically lower during the nighttime hours. As shown on Table 41, the noise levels generated by the new central plants and exhaust fans would be 6.5 dBA (at R23) to 43.8 dBA (at R12) below the stated significance thresholds for both daytime and nighttime hours. As such, noise impacts associated with building mechanical equipment operations would be less than significant.

4.4.1.2 Parking

The Project includes two new parking garages, the Bond Street Garage, which would replace the existing Bond Street surface parking lot and the L.A. LIVE Way Garage, which would replace the existing Cherry Street parking garage. The Bond Street Garage would have seven above grade parking levels, with 928 parking spaces. The L.A. LIVE Way Garage would have eight above grade and one below grading parking levels, with 2,967 parking spaces. Various noise events would occur periodically from the parking facilities. Such periodic events would include activation of car alarms, sounding of car horns, slamming of car doors, engine revs, and tire squeals. Automobile movements would comprise the most continuous noise source and would generate a noise level of approximately 69 dBA at a distance of 25 feet. Car alarm and horn noise events generate sound levels as high as 83 dBA at a reference distance of 25 feet.

Table 42 (on page 125) presents the estimated maximum noise levels at the off-site noise sensitive receptors from the operations of the Bond Street and the L.A. LIVE Way Garages. As indicated in Table 42, the estimated maximum noise levels generated by the proposed parking garages would be below the significance threshold during the daytime hours (7 a.m. to 10 p.m.) at all off-site receptors, except for receptors R5 and R6. The estimated maximum noise levels at receptors R5 and R6 would exceed the daytime significance threshold by 1.8 dBA and 6.7 dBA, respectively. The estimated noise levels from the parking operations would exceed the nighttime significance threshold by 1.3 dBA to up to 8.6 dBA at the sensitive receptors R4, R5, R6, R7, R23 and R25. Therefore, noise impacts associated with the proposed Parking Garage operations would be significant at these locations, without mitigation measures. Noise impacts, however, would only occur intermittently in an event of car alarm triggered (which would typically be shut off in a few minutes).

Table 41. Building Mechanical Equipment Noise Levels

Location	Estimated Noise Levels, dBA (L _{eq})			Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
	Central Plant	New Hall and Pico Passage Exhaust Fans	Central Plant + Exhaust Fans	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	34.3	20.3	34.5	67.2	66.8	No	No
R2	47.6	30.4	47.7	73.7	68.9	No	No
R3	47.1	33.4	47.3	61.2	61.2	No	No
R4	52.3	25.1	52.3	63.9	61.2	No	No
R5	47.3	25.5	47.3	59.3	55.6	No	No
R6	39.4	24.1	39.5	61.1	59.2	No	No
R7	33.8	16.9	33.9	68.5	65.6	No	No
R8	32.1	18.3	32.3	62.3	61.2	No	No
R9	42.5	18.5	42.5	62.0	59.5	No	No
R10	33.1	17.3	33.2	74.7	67.9	No	No
R11	35.1	19.6	35.2	71.7	70.2	No	No
R12	29.9	14.4	30.0	73.8	69.1	No	No
R13	46.4	28.2	46.5	70.2	67.4	No	No
R14	46.3	30.8	46.4	67.3	58.0	No	No
R15	33.0	17.1	33.1	66.4	62.6	No	No
R16	43.6	27.3	43.7	72.9	67.7	No	No
R17	45.6	23.2	45.6	64.7	63.1	No	No
R18	43.0	22.6	43.0	72.2	71.9	No	No
R19	45.9	23.2	45.9	66.2	64.2	No	No
R20	45.1	23.6	45.1	62.0	63.3	No	No
R21	45.0	23.9	45.0	60.0	54.2	No	No
R22	46.8	24.9	46.8	66.6	59.2	No	No
R23	48.0	25.0	48.0	61.7	54.5	No	No
R24	39.6	25.7	39.8	71.4	65.2	No	No
R25	35.3	26.4	35.8	61.3	54.9	No	No
R26	53.0	24.8	53.0	65.1	66.8	No	No

^a Significance threshold is equal to ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

Table 42. Parking Operations Noise Levels

Location	Estimated Parking Operations Noise Levels, dBA (L _{max})	Significance Threshold, ^a dBA (L _{max})		Significant Impacts?	
		Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	55.1	67.2	66.8	No	No
R2	39.4	73.7	68.9	No	No
R3	37.6	61.2	61.2	No	No
R4	62.5	63.9	61.2	No	Yes
R5	61.1	59.3	55.6	Yes	Yes
R6	67.8	61.1	59.2	Yes	Yes
R7	68.1	68.5	65.6	No	Yes
R8	57.4	62.3	61.2	No	No
R9	56.8	62.0	59.5	No	No
R10	42.7	74.7	67.9	No	No
R11	41.2	71.7	70.2	No	No
R12	32.0	73.8	69.1	No	No
R13	35.3	70.2	67.4	No	No
R14	33.7	67.3	58.0	No	No
R15	34.4	66.4	62.6	No	No
R16	32.6	72.9	67.7	No	No
R17	42.1	64.7	63.1	No	No
R18	42.4	72.2	71.9	No	No
R19	46.3	66.2	64.2	No	No
R20	48.5	62.0	63.3	No	No
R21	48.4	60.0	54.2	No	No
R22	52.1	66.6	59.2	No	No
R23	55.9	61.7	54.5	No	Yes
R24	58.0	71.4	65.2	No	No
R25	57.5	61.3	54.9	No	Yes
R26	59.0	65.1	66.8	No	No

^a Significance threshold is based on ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

4.4.1.1 Loading Dock and Refuse Collection Operations

The Project includes three new loading dock areas, one for the Event Center and two for the New Hall. The new loading dock for the Event Center would be located at the northeast corner of the building on Level 1, which is below grade and would be effectively shielded to the off-site receptors. The Event Center loading dock would provide space for up to 10 delivery trucks. Access of the Event Center would be from the Pico Boulevard. In addition, the existing STAPLES Center loading dock access would be reconfigured using the new access as the Event Center (no additional loading bays for the STAPLES Center). The South

Hall loading dock would be expanded (at the southwest side of the New Hall, at the +250 feet mean sea level elevation) to provide additional loading docks for the New Hall. The expanded loading dock at the South Hall (for the New Hall use) would include 21 additional spaces for delivery trucks. In addition, a new loading dock would be provided within the Pico Passage (with four spaces) serving the New Hall kitchen. The refuse collection (i.e., trash compactors) for the Event Center and New Hall would be located at the loading dock areas. Based on measured noise levels from loading dock facilities, delivery trucks (while idling at the loading dock) would generate noise levels of approximately 64 dBA (L_{eq}) at a distance of 100 feet.²² In addition, trash compactors would generate noise levels of approximately 66 dBA (L_{eq}) at a distance of 50 feet.

Table 43 (on page 127) presents the noise levels as generated from the Project loading docks and refuse collection operations at the off-site receptors. Although, the loading dock activity would occur during the daytime hours (with peak hour between 8:00 a.m. and 9:00 a.m.), the noise analysis evaluated potential impacts for both daytime and nighttime hours. As shown on Table 43, the noise levels generated by the loading dock and refuse collection operations would be 9.7 dBA (at R26) to 52.5 dBA (at R12) below the significance thresholds for both daytime and nighttime hours (based on which of the two operations yields the higher noise level at each given receptor). As such, noise impacts associated with the loading dock and refuse collection operations would be less than significant.

²² *Reference noise level is based on data, Foothills Ranch Wal-Mart Expansion Project, 2007.*

Table 43. Loading Dock and Refused Collection Operations Noise Levels

Location	Estimated Noise Levels, dBA (L _{eq})		Significance Threshold, ^c dBA (L _{eq})		Significant Impacts?	
	Loading Dock ^a	Refuse Collection ^b	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	29.3	22.7	67.2	66.8	No	No
R2	34.1	22.7	73.7	68.9	No	No
R3	31.9	21.5	61.2	61.2	No	No
R4	40.9	36.5	63.9	61.2	No	No
R5	31.4	22.9	59.3	55.6	No	No
R6	33.2	24.2	61.1	59.2	No	No
R7	28.3	18.9	68.5	65.6	No	No
R8	23.8	15.2	62.3	61.2	No	No
R9	23.0	14.3	62.0	59.5	No	No
R10	22.7	13.3	74.7	67.9	No	No
R11	19.5	10.6	71.7	70.2	No	No
R12	21.3	11.9	73.8	69.1	No	No
R13	24.6	14.5	70.2	67.4	No	No
R14	24.4	14.4	67.3	58.0	No	No
R15	27.5	17.4	66.4	62.6	No	No
R16	23.5	14.6	72.9	67.7	No	No
R17	33.0	25.5	64.7	63.1	No	No
R18	33.9	21.1	72.2	71.9	No	No
R19	34.4	19.2	66.2	64.2	No	No
R20	32.3	25.7	62.0	63.3	No	No
R21	32.8	28.0	60.0	54.2	No	No
R22	36.0	33.2	66.6	59.2	No	No
R23	27.0	18.8	61.7	54.5	No	No
R24	27.1	19.1	71.4	65.2	No	No
R25	25.4	17.0	61.3	54.9	No	No
R26	55.4	29.1	65.1	66.8	No	No

^a Based on maximum of 10 delivery trucks at the new Event Center loading dock, 21 delivery trucks at the expanded South Hall loading dock, and 4 delivery trucks at the new Kitchen loading dock (inside Pico Passage).

^b Based on maximum of 4 trash compactors at the new Event Center loading dock and 4 trash compactors at the expanded South Hall loading dock.

^c Significance threshold is based on ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

4.4.1.2 Buses (Convention Center)

The existing bus loading areas at the Gilbert Lindsay Plaza would be relocated to a new area along the Pico Passage (under the New Hall). It is anticipated that there would be up to 20 buses loading/unloading along the Pico Passage at any given time. Noise from the buses would mostly be shielded to the exterior as they are within the tunnel which is an enclosed

structure, with opening at the two ends. Table 44 (below) presents the estimated noise levels from the buses idling at the Pico Passage to the off-site receptors. It is anticipated that bus operations (i.e., loading and unloading passengers) would occur primarily during the daytime hours. Nevertheless, the analysis evaluated noise impacts for both daytime and nighttime hours. As shown on Table 44, the noise levels generated by bus operations would be 12.5 dBA (at R3) to 53.2 dBA (at R10) below the significance thresholds for daytime hours and 12.5 dBA (at R3) to 48.3 dBA (at R18) below the significance thresholds for nighttime hours. As such, noise impacts associated with bus operations would be less than significant.

Table 44. Convention Center Buses Noise Levels

Location	Estimated Convention Center Buses Operations Noise Levels, dBA (L _{eq})	Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
		Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	24.8	67.2	66.8	No	No
R2	56.3	73.7	68.9	No	No
R3	48.7	61.2	61.2	No	No
R4	27.5	63.9	61.2	No	No
R5	26.7	59.3	55.6	No	No
R6	30.6	61.1	59.2	No	No
R7	26.9	68.5	65.6	No	No
R8	21.4	62.3	61.2	No	No
R9	21.9	62.0	59.5	No	No
R10	21.5	74.7	67.9	No	No
R11	24.2	71.7	70.2	No	No
R12	21.2	73.8	69.1	No	No
R13	41.1	70.2	67.4	No	No
R14	35.5	67.3	58.0	No	No
R15	26.1	66.4	62.6	No	No
R16	27.0	72.9	67.7	No	No
R17	31.7	64.7	63.1	No	No
R18	23.6	72.2	71.9	No	No
R19	21.9	66.2	64.2	No	No
R20	28.6	62.0	63.3	No	No
R21	29.1	60.0	54.2	No	No
R22	19.5	66.6	59.2	No	No
R23	22.0	61.7	54.5	No	No
R24	32.3	71.4	65.2	No	No
R25	22.2	61.3	54.9	No	No
R26	28.0	65.1	66.8	No	No

^a Significance threshold is based on ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.
Source: AES, 2011

4.4.1.3 Outdoor Plazas

Gilbert Lindsay Plaza, Event Center Plaza, and L.A. LIVE Way Plaza all provide outdoor gathering places for visitors to the Event Center, during the Pre-Event and Post-Event hours. It is anticipated that there would be active participation of visitors at these outdoors plazas. For the purposes of the noise analysis, it is forecasted that up to 20,000 people could gather within the Event Center and Gilbert Lindsay Plazas (10,000 at the Event Center Plaza and 10,000 at the Gilbert Lindsay Plaza). Sound levels generated by the people in the plazas would vary depending on the background environments (e.g., amplified sound, traffic), the result of the sport event (e.g., local team win or lose), and individuals' voice efforts (e.g., loud voice, laughing, shouting). Sound levels generated by an individual's voice effort vary from 50 dBA (L_{eq} at 3.3 feet) for a female speaking in casual voice to 88 dBA (L_{eq} at 3.3 feet) for a male person in shouting voice.²³ To represent a conservative scenario, the upper range noise levels of 88 dBA and 82 dBA (L_{eq} at 3.3 feet distance) for a male and female shouting, respectively, were used for analyzing noise from the use of these areas.²⁴ Also, to represent a worst-case scenario, it was assumed that all of the patrons (75 percent male and 25 percent female) would be talking (in shouting voice) at the same time. In addition to noise from the patrons (i.e., people talking), other potential noise sources would include amplified program sound (music or other spoken sound broadcast through a loudspeaker system). This program sound could be broadcast during the Pre-Event and Post-Event hours and could include, but is not limited to, music sound and announcements intended to be heard by patrons in the immediate vicinity of the outdoor plazas. To evaluate noise levels from the amplified program sound, it was assumed that the speaker systems (distributed within the outdoor plaza areas) would be designed with an output sound level of 90 dBA (L_{eq}) at a distance of 50 feet.

Table 45 (on page 130) presents the estimated noise levels from the outdoor plazas to the off-site sensitive receptors. It is anticipated that outdoor plazas activities would occur primarily during the daytime hours. However, as a conservative analysis, the forecasted noise levels were compared with both daytime and nighttime ambient noise levels to determine potential noise impacts. As indicated in Table 45, the estimated noise levels at all off-site locations would be below the daytime significance threshold, except for receptors R1, R2, R3 and R13. The estimated noise levels associated with the outdoor plazas would exceed the daytime significance threshold from 7.4 dBA at R13 to 13.7 dBA at receptor R1. The estimated outdoor plazas noise levels would exceed the nighttime significance threshold at receptors R1, R2, R3, R13 and R14, from 6.5 dBA at R14 to 16.1 dBA at R2. Therefore, impacts associated with the outdoor plazas would be significant without mitigation measures.

²³ *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

²⁴ *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Table 45. Outdoor Plazas Noise Levels

Location	Estimated Outdoor Plazas Noise Levels, dBA (L _{eq})	Significance Threshold, ^a dBA (L _{eq})		Significant Impacts?	
		Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	80.9	67.2	66.8	Yes	Yes
R2	85.0	73.7	68.9	Yes	Yes
R3	74.8	61.2	61.2	Yes	Yes
R4	50.6	63.9	61.2	No	No
R5	49.9	59.3	55.6	No	No
R6	54.0	61.1	59.2	No	No
R7	59.1	68.5	65.6	No	No
R8	58.6	62.3	61.2	No	No
R9	57.4	62.0	59.5	No	No
R10	64.7	74.7	67.9	No	No
R11	52.5	71.7	70.2	No	No
R12	53.8	73.8	69.1	No	No
R13	77.6	70.2	67.4	Yes	Yes
R14	64.5	67.3	58.0	No	Yes
R15	54.1	66.4	62.6	No	No
R16	54.1	72.9	67.7	No	No
R17	56.2	64.7	63.1	No	No
R18	49.4	72.2	71.9	No	No
R19	47.5	66.2	64.2	No	No
R20	43.9	62.0	63.3	No	No
R21	43.4	60.0	54.2	No	No
R22	44.4	66.6	59.2	No	No
R23	46.5	61.7	54.5	No	No
R24	48.2	71.4	65.2	No	No
R25	48.3	61.3	54.9	No	No
R26	52.7	65.1	66.8	No	No

^a Significance threshold is based on ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

4.4.1.1 Event Center – Sport Event

Table 46 (on page 131) presents the estimated noise levels from the Event Center typical sport event at the off-site noise-sensitive receptors. It is anticipated that sports events at the Event Center would occur primarily during daytime hours. However, as a conservative analysis, the estimated noise levels from the sport events were compared with both the daytime and the nighttime ambient noise levels to determine potential noise impacts.

Table 46. Event Center – Sport Event Noise Levels

Location	Estimated Noise Levels, dBA (L_{max})		Significance Threshold, ^a dBA (L_{max})		Significant Impacts?	
	Event Center In-House Sound System	Crowd Cheering	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	73.3	79.9	72.2	71.8	Yes	Yes
R2	67.4	66.2	78.7	73.9	No	No
R3	67.1	62.4	66.2	66.2	Yes	Yes
R4	65.1	62.2	68.9	66.2	No	No
R5	67.5	66.4	64.3	60.6	Yes	Yes
R6	66.9	68.2	66.1	64.2	Yes	Yes
R7	72.1	75.9	73.5	70.6	Yes	Yes
R8	67.1	71.1	67.3	66.2	Yes	Yes
R9	67.6	64.6	67.0	64.5	Yes	Yes
R10	58.6	61.4	79.7	72.9	No	No
R11	63.7	60.0	76.7	75.2	No	No
R12	50.8	58.6	78.8	74.1	No	No
R13	63.8	73.0	75.2	72.4	No	Yes
R14	64.7	59.7	72.3	63.0	No	Yes
R15	49.8	59.6	71.4	67.6	No	No
R16	62.1	57.0	77.9	72.7	No	No
R17	59.6	53.3	69.7	68.1	No	No
R18	57.5	59.4	77.2	76.9	No	No
R19	60.7	58.9	71.2	69.2	No	No
R20	60.2	56.7	67.0	68.3	No	No
R21	59.7	55.8	65.0	59.2	No	Yes
R22	61.4	54.9	71.6	64.2	No	No
R23	64.2	66.4	66.7	59.5	No	Yes
R24	65.7	70.5	76.4	70.2	No	Yes
R25	65.2	60.1	66.3	59.9	No	Yes
R26	61.4	62.8	70.1	71.8	No	No

^a Significance threshold is equal to ambient noise levels plus ten dBA. The ambient noise levels are provided in Table 7.

As indicated in Table 46, sound levels from the in-house sound system used during sport games would exceed the daytime significance thresholds at receptors R1, R3, R5, R6 and R9 by up to 3.2 dBA (L_{max}). The crowd cheering noise levels would exceed the daytime significance thresholds at receptors R1, R5, R6, R7 and R8 by up to 7.7 dBA (L_{max}). At other receptors, both the sound system and crowd related noise levels would be below the daytime significance threshold. When compared with the nighttime significance threshold, the in-house sound system would exceed the nighttime significance threshold at receptors R1, R3, R5 through R9, R14, R21, R23 and R25 by up to 6.9 dBA (L_{max}). The crowd cheering noise levels would exceed the nighttime significance thresholds at receptors R1, R5 through R9,

R13, R23, R24 and R25 by up to 8.1 dBA ($L_{\max}$). Therefore, noise levels associated with a sport event at the Event Center would result in significant impacts at these locations without mitigation measures.

4.4.1.2 Event Center – Concert Event

For a typical concert, the touring company will use a temporary touring sound system in lieu of the Event Center in-house sound system. As previously described, sound levels associated with a typical concert would range from 98 dBA – 105 dBA, averaged over 30 minutes. For the noise analysis, it was assumed that the touring sound system would generate a sound level of up to 105 dBA at all of the Event Center seating areas. In addition, the noise analysis was based on typical rock/hip-hop types of music, which typically has higher low frequency sound spectrum.²⁵ The estimated noise levels at the off-site noise-sensitive receptors from a concert touring sound system at the Event Center are shown on Table 47 (on page 133). The estimated noise levels in terms of dBC ($L_{\max}$) are provided for information purpose only. Sound levels from audiences (i.e., crowd cheering noise) for a music concert would be similar or lower than those analyzed for the sports event, which was analyzed in the previous section. It is estimated that the sound levels from the concert touring sound system (at the Event Center) would exceed the daytime significance thresholds at receptors R1, R3 through R9, R17, R21, R22, R23, R25 and R26, by 0.4 dBA (at R22) to 10.5 dBA (at R9). When compared with the nighttime hours, the sound levels from the concert touring sound system would exceed the significance thresholds at receptors R1 through R10, R14, R15, R17, and R21 through R26, by 0.5 dBA (at R24 and R26) to 13.0 dBA (at R9). Crowd noise levels are estimated to be similar to those of the sports event, which would exceed the significance thresholds at receptors R1, R5, R6, R7, R8, R9, R13, R23, R24 and R25, as described above. As such, noise impacts associated with music concerts event at the Event Center would be potentially significant at these locations.

²⁵ *San Francisco 49ers Stadium Operational Noise Study, Wilson, Ihrig & Associates, Inc., 2009*

Table 47. Event Center – Concert Event Noise Levels

Location	Estimated Noise Levels from Concert Touring Sound System		Significance Threshold, ^a dBA (L _{max})		Significant Impacts?	
	A-Weighted, dBA (L _{max})	C-Weighted, dBC (L _{max})	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	73.7	92.2	67.2	66.8	Yes	Yes
R2	70.0	89.2	73.7	68.9	No	Yes
R3	67.8	87.6	61.2	61.2	Yes	Yes
R4	71.6	91.5	63.9	61.2	Yes	Yes
R5	67.0	86.5	59.3	55.6	Yes	Yes
R6	71.5	90.4	61.1	59.2	Yes	Yes
R7	74.6	93.9	68.5	65.6	Yes	Yes
R8	66.7	86.2	62.3	61.2	Yes	Yes
R9	72.5	92.4	62.0	59.5	Yes	Yes
R10	71.6	91.5	74.7	67.9	No	Yes
R11	68.8	88.7	71.7	70.2	No	No
R12	64.9	84.5	73.8	69.1	No	No
R13	67.4	86.8	70.2	67.4	No	No
R14	65.5	85.0	67.3	58.0	No	Yes
R15	65.4	85.2	66.4	62.6	No	Yes
R16	62.8	82.7	72.9	67.7	No	No
R17	65.9	85.9	64.7	63.1	Yes	Yes
R18	64.3	84.2	72.2	71.9	No	No
R19	63.3	83.2	66.2	64.2	No	No
R20	61.4	81.3	62.0	63.3	No	No
R21	61.2	81.2	60.0	54.2	Yes	Yes
R22	67.0	86.9	66.6	59.2	Yes	Yes
R23	64.2	83.9	61.7	54.5	Yes	Yes
R24	65.7	85.2	71.4	65.2	No	Yes
R25	65.8	85.3	61.3	54.9	Yes	Yes
R26	67.3	86.9	65.1	66.8	Yes	Yes

^a Significance threshold is equal to ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

4.4.1.1 Event Center - Fireworks

It is anticipated that there would be up to approximately 25 – 40 firework shows annually following the football, soccer games, special events and concerts at the Event Center. Each show would last up to approximately 15 – 20 minutes. Based on literature review and actual measurements, firework shows would generate noise levels on the order of 90 to 105 dBA (A-weighted maximum sound level, L_{max}) and 125 to 135 dBC (C-weighted peak sound

level).^{26,27,28} The upper range of the reference sound levels was used for this analysis as a conservative assumption. The height of the firework display would be approximately 15 feet to 200 feet high, relative to the Event Center ground elevation. Table 48 (on page 135) presents the predicted noise levels from a firework show at the Event Center to the off-site noise receptors. The firework shows would generally occur before 10:00 p.m., however, there would be occasions which the firework show could occur up to 11:30 p.m. Therefore, the analysis includes both daytime and nighttime hours. As indicated in Table 48, the predicted noise levels at the off-site receptors ranged from 80.2 dBA (L_{max}) at receptor R15 to 101.3 dBA (L_{max}) at receptor R3. The C-weighted peak sound levels (dBC) from the firework display would vary from 106.2 dBC (Peak) at receptor R15 to 127.3 dBC (Peak) at receptor R3. The estimated dBC sound levels are provided for informational purposes. The firework noise levels would exceed the stated significance threshold by 8.9 dBA (at R12) to 45.4 dBA (at R5) and would result in temporary and intermittent but significant impacts.

²⁶ NASA Langley Research Center, "Noise from aerial bursts of fireworks", 1973.

²⁷ "Preliminary Noise Study Escondido Ballpark Noise", Ldn Consulting, Inc., 2010.

²⁸ Noise measurements of firework show at Disneyland park, AES, 2011

Table 48. Firework Display Noise Levels

Location	Estimated Noise Levels from Firework Display Shows		Significance Threshold, ^a dBA (L _{max})		Significant Impacts?	
	A-Weighted Maximum Sound Level, dBA (L _{max})	C-Weighted Peak Sound Level, dBC	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	Daytime Hours (7 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 7 a.m.)
R1	90.9	116.9	67.2	66.8	Yes	Yes
R2	100.3	126.3	73.7	68.9	Yes	Yes
R3	101.3	127.3	61.2	61.2	Yes	Yes
R4	101.0	127.0	63.9	61.2	Yes	Yes
R5	101.0	127.0	59.3	55.6	Yes	Yes
R6	96.4	122.4	61.1	59.2	Yes	Yes
R7	93.1	119.1	68.5	65.6	Yes	Yes
R8	100.2	126.2	62.3	61.2	Yes	Yes
R9	100.6	126.6	62.0	59.5	Yes	Yes
R10	92.3	118.3	74.7	67.9	Yes	Yes
R11	96.7	122.7	71.7	70.2	Yes	Yes
R12	82.7	108.7	73.8	69.1	Yes	Yes
R13	97.1	123.1	70.2	67.4	Yes	Yes
R14	99.0	125.0	67.3	58.0	Yes	Yes
R15	80.2	106.2	66.4	62.6	Yes	Yes
R16	95.5	121.5	72.9	67.7	Yes	Yes
R17	93.5	119.5	64.7	63.1	Yes	Yes
R18	94.2	120.2	72.2	71.9	Yes	Yes
R19	96.0	122.0	66.2	64.2	Yes	Yes
R20	93.4	119.4	62.0	63.3	Yes	Yes
R21	93.2	119.2	60.0	54.2	Yes	Yes
R22	94.9	120.9	66.6	59.2	Yes	Yes
R23	97.5	123.5	61.7	54.5	Yes	Yes
R24	99.4	125.4	71.4	65.2	Yes	Yes
R25	99.4	125.4	61.3	54.9	Yes	Yes
R26	99.0	125.0	65.1	66.8	Yes	Yes

^a Significance threshold is equal to ambient noise levels plus five dBA. The ambient noise levels are provided in Table 7.

4.4.2 Off-Site Mobile Noise Sources

4.4.2.1 Surface Traffic

Future roadway noise levels were calculated along 81 off-site roadway segments in the vicinity of the Project Site. As described above, the roadway segments selected for the noise analysis were based the proximity to noise sensitive uses along the roadway segments and with the most increases in traffic volume from the proposed Project, to represent the worst case conditions. According to the Project transportation study, the Project is expected to

generate approximately 19,560 inbound and 19,560 outbound trips for a typical event.²⁹ The majority of the Project generated trips would occur during the Pre- and Post-Event hours. The inbound trips during the Pre-Event hour would be approximately 50% of the total trips for all event days. The outbound trips during the Post-Event hour would be about 75% of the total trips for all event days. Therefore, noise impacts are evaluated based on the potential increase in traffic volumes during the Pre-Event and Post-Event hours. The Pre-Event and Post-Event hours for Saturday and Sunday event days are from 12:00 p.m. and 1:00 p.m. and from 4:30 p.m. to 5:30 p.m., respectively. For typical Weekday, the Pre-Event hour is from 4:30 p.m. to 5:30 p.m. and the Post-Event hour is from 9:00 p.m. to 10:00 p.m.

The off-site traffic noise impacts for an event on a typical Sunday, Sunday with Convention Center Dark, and Sunday with Dodgers and Coliseum concurrent operations are presented in Table 49, Table 50 and Table 51 (on pages 138, 142 and 146), respectively. Significant impacts are not expected along Venice Boulevard (just east of Olive Street), as the school use (Abram Friedman Occupational School) along this roadway segment is not expected to be in session on a Sunday. Significant noise impacts would be expected at the following three roadway segments.

1. Grand Avenue – between 17th Street and Washington Avenue (all three scenarios), by 5.0 dBA
2. West 18th Street – West of Flower Street (all three scenarios), by 6.8 dBA (for typical Sunday and Sunday with Dodgers and Coliseum) and by 7.6 dBA (for Sunday with Convention Center Dark)
3. West 18th Street – West of Grand Avenue (all three scenarios), by 7.0 dBA (for typical Sunday and Sunday with Dodgers and Coliseum) and by 7.9 dBA (for Sunday with Convention Center Dark)

The off-site traffic noise impacts for an event on a typical Saturday, Saturday with Convention Center Dark, and Saturday with Dodgers and Coliseum concurrent operations are presented in Table 52, Table 53 and Table 54 (on pages 150, 154 and 158), respectively. There is one roadway segment, Venice Boulevard (just east of Olive Street), which would have noise increase of 5.1 to 5.3 dBA (for the three scenarios). However, significant impacts are not expected along this roadway segment, as the school use (Abram Friedman Occupational School) located along this roadway segments is not expected to be in session on a Saturday. The estimated increase in noise levels due to the Project-related traffic at all other analyzed roadway segments would be below the significance threshold. Therefore, significant noise impacts would not be expected at all of the analyzed roadway segments for Saturday (all three scenarios).

²⁹ *The Mobility Group, Convention Center Modernization and Farmers Field Project EIR Transportation Study, 2011.*

The off-site traffic noise impacts for an event on a typical weekday, weekday with Convention Center Dark, and weekday with Dodgers and Coliseum concurrent operations are presented in Table 55, Table 56 and Table 57 (on pages 162, 166 and 170), respectively. Although the estimated increase in traffic noise levels along Grand Avenue (south of Washington Avenue) and Venice Boulevard (east of Olive Street) would be above the significance threshold during the Post-Event hour, significant impacts are not expected as the school use (noise sensitive use) along these roadway segments is not expected to be occupied during the Post-Event hour (9:00 p.m. to 10:00 p.m.). Significant noise impacts would be expected at the following roadway segments:

1. Grand Avenue – between 17th Street and Washington Avenue (all three scenarios), by 5.8 dBA
2. West 11th Street - between Blaine Street and L.A. LIVE Way (all three scenarios), by 6.1 dBA
3. West 39th Street - east of I-110 Freeway (all three scenarios), by 5.5 dBA (for typical Weekday and Weekday with Convention Center Dark) and by 10.4 dBA (for Weekday with Dodgers and Coliseum)
4. West 39th Street - west of I-110 Freeway (Weekday with Dodgers and Coliseum scenario only), by 9.3 dBA

Table 49. Off-Site Roadway Traffic Noise Impacts – Sunday

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	69.0	69.0	70.3	71.0	1.3	2.0	No
- South of 1 st St.	Concert Hall	69.2	69.1	70.6	69.1	1.4	0.0	No
- North of 11 th St.	Residential	67.2	67.3	67.5	68.2	0.3	0.9	No
- Between 11 th and 12 th St.	Residential	68.9	69.0	69.9	71.1	1.0	2.1	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	68.7	69.1	68.8	72.6	0.1	3.5	No
- Between Venice Ave. and 17 th St.	Residential	68.8	69.2	68.8	73.5	0.0	4.3	No
- Between 17 th St. and Washington Ave.	Church	66.4	66.3	66.6	71.3	0.2	5.0	Yes
- South of Washington Ave.	School	65.5	66.0	66.3	68.8	0.8	2.8	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	68.9	69.5	69.4	72.4	0.5	2.9	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.5	70.8	70.6	73.7	0.1	2.9	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.9	70.2	71.3	72.8	1.4	2.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	70.0	70.2	70.8	70.7	0.8	0.5	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.5	70.8	71.5	71.0	1.0	0.2	No
- South of Pico Blvd.	Residential	70.5	70.9	71.7	71.5	1.2	0.6	No
Flower Street								
- North of 6 th St.	Residential	67.3	66.9	69.5	67.0	2.2	0.1	No
- Between 6 th St. and 8 th St.	Residential	69.2	69.6	72.0	70.3	2.8	0.7	No
- Between 8 th and Pico Blvd.	Residential	68.7	68.7	69.5	69.6	0.8	0.9	No
- South of Pico Blvd.	Hotel	69.7	69.9	69.4	71.9	-0.3	2.0	No
- South of 18 th St.	Residential	67.9	67.7	67.9	69.8	0.0	2.1	No
Hope Street								
- North of 1 st St.	Concert Hall	67.3	67.9	69.3	70.1	2.0	2.2	No
- South of 1 st St.	Concert Hall	65.6	67.5	68.0	67.8	2.4	0.3	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	69.4	69.6	69.6	70.2	0.2	0.6	No
2 nd Street								

Table 49. Off-Site Traffic Roadway Noise Impacts – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	66.2	66.5	66.3	69.1	0.1	2.6	No
- East of Figueroa St.	Residential	65.6	66.2	65.7	66.7	0.1	0.5	No
6 th Street								
- West of Lucas Ave.	Hospital	71.6	71.6	71.7	71.7	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	71.6	71.8	72.2	71.9	0.6	0.1	No
- East of Bixel St.	Residential	71.6	71.7	72.2	71.9	0.6	0.2	No
- East of Flower St.	Residential	71.6	70.1	73.1	71.3	1.5	1.2	No
- West of Main St.	Residential	70.8	69.6	70.8	70.9	0.0	1.3	No
- East of Main St.	Residential	70.0	68.3	70.0	68.4	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	71.4	71.6	71.9	72.2	0.5	0.6	No
- Between Alvarado St. & Union Ave.	Religious	71.4	71.4	72.3	72.1	0.9	0.7	No
- Between Union Ave. & Blaine St.	School/ Religious	71.0	70.9	72.1	71.6	1.1	0.7	No
- Between Blaine St. & Georgia St.	School	71.4	71.1	72.8	72.4	1.4	1.3	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.6	70.9	72.8	72.1	1.2	1.2	No
- Between Francisco St. & Figueroa St.	Hotel	71.5	71.1	73.3	72.9	1.8	1.8	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.5	71.2	72.9	72.8	1.4	1.6	No
- East of Flower St.	Residential	70.8	70.6	72.2	71.5	1.4	0.9	No
W. 11 th Street								
- West of Blaine St.	Residential	66.8	66.3	67.0	63.3	0.2	-3.0	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.0	68.5	68.4	72.0	-0.6	3.5	No
- East of L.A. LIVE Wy.	Auditorium	66.7	65.2	63.1	65.7	-3.6	0.5	No
- West of Grand Ave.	Residential	67.9	67.8	67.5	66.2	-0.4	-1.6	No
- East of Grand Ave.	Residential	68.8	68.4	70.2	68.1	1.4	-0.3	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.6	71.4	71.9	71.9	0.3	0.5	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	71.7	72.6	72.8	0.7	1.1	No
- Between Union Ave. & Figueroa St.	Residential	71.0	71.1	72.0	72.1	1.0	1.0	No

Table 49. Off-Site Traffic Roadway Noise Impacts – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.7	69.3	70.5	70.3	1.8	1.0	No
- East of Hill St.	Motel	68.1	67.4	69.0	68.3	0.9	0.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.5	68.5	70.6	70.3	1.1	1.8	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	69.1	68.6	72.0	69.5	2.9	0.9	No
Venice Boulevard								
- East of Olive St.	School	66.6	66.2	69.3	72.3	2.7	6.1	No
W. 12 th Street								
- West of Grand Ave.	Residential	65.2	65.2	65.2	67.0	0.0	1.8	No
E. 17 th Street								
- West of Grand Ave.	Residential	70.8	70.7	71.3	72.9	0.5	2.2	No
W. 18 th Street								
- West of Flower St.	Residential	59.7	58.9	61.6	65.7	1.9	6.8	Yes
- West of Grand Ave.	Church	59.7	58.6	61.6	65.6	1.9	7.0	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	69.5	68.7	69.9	71.2	0.4	2.5	No
- Between Flower St. & Grand Ave.	School/ Religious	68.8	68.1	69.2	70.7	0.4	2.6	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	68.2	67.6	68.7	69.5	0.5	1.9	No
- East of Los Angeles St..	Residential	67.8	67.2	68.2	69.1	0.4	1.9	No
W. 39 th Street								
- West of I-110 Freeway	Residential	63.6	64.7	64.0	65.7	0.4	1.0	No
- East of I-110 Freeway	Residential	61.9	63.1	64.7	65.5	2.8	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.4	72.3	71.6	72.5	0.2	0.2	No
- Between 8 th St. & Olympic Blvd.	Motel	71.5	72.0	71.5	72.4	0.0	0.4	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.5	71.8	72.1	72.4	0.6	0.6	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.8	71.3	71.3	71.7	0.5	0.4	No

Table 49. Off-Site Traffic Roadway Noise Impacts – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.1 71.0 71.0	71.8 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.2 0.4 0.2	0.0 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	68.2 66.6	68.2 67.0	70.1 68.1	68.7 67.6	1.9 1.5	0.5 0.6	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	64.9 66.4 69.1	65.1 66.3 69.4	64.9 66.4 69.1	65.1 66.7 69.9	0.0 0.0 0.0	0.0 0.4 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.5 70.6 69.9 69.6	71.5 70.4 69.5 69.2	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.1 1.2 1.1 0.0	0.0 0.4 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.9 70.3 68.8	71.0 70.5 68.8	71.5 71.1 70.3	71.2 71.0 69.8	0.6 0.8 1.5	0.2 0.5 1.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 50. Off-Site Roadway Traffic Noise Impacts – Sunday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	69.0	69.0	70.3	71.0	1.3	2.0	No
- South of 1 st St.	Concert Hall	69.2	69.1	70.6	69.1	1.4	0.0	No
- North of 11 th St.	Residential	67.2	67.3	67.5	68.2	0.3	0.9	No
- Between 11 th and 12 th St.	Residential	68.9	69.0	69.9	71.1	1.0	2.1	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	68.7	69.1	68.8	72.6	0.1	3.5	No
- Between Venice Ave. and 17 th St.	Residential	68.7	69.0	68.8	73.5	0.1	4.5	No
- Between 17 th St. and Washington Ave.	Church	66.4	66.3	66.6	71.3	0.2	5.0	Yes
- South of Washington Ave.	School	65.5	66.0	66.3	68.8	0.8	2.8	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	68.9	69.5	69.4	72.4	0.5	2.9	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.4	70.7	70.6	73.7	0.2	3.0	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.9	70.2	71.3	72.8	1.4	2.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	69.9	70.1	70.8	70.7	0.9	0.6	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.4	70.6	71.5	71.0	1.1	0.4	No
- South of Pico Blvd.	Residential	70.4	70.7	71.7	71.5	1.3	0.8	No
Flower Street								
- North of 6 th St.	Residential	67.3	66.9	69.5	67.0	2.2	0.1	No
- Between 6 th St. and 8 th St.	Residential	69.2	69.6	72.0	70.3	2.8	0.7	No
- Between 8 th and Pico Blvd.	Residential	68.6	68.7	69.5	69.6	0.9	0.9	No
- South of Pico Blvd.	Hotel	69.3	69.1	69.4	71.9	0.1	2.8	No
- South of 18 th St.	Residential	67.9	67.7	67.9	69.8	0.0	2.1	No
Hope Street								
- North of 1 st St.	Concert Hall	67.3	67.9	69.3	70.1	2.0	2.2	No
- South of 1 st St.	Concert Hall	65.6	67.5	68.0	67.8	2.4	0.3	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	69.4	69.6	69.6	70.2	0.2	0.6	No
2 nd Street								

Table 50. Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	66.2	66.4	66.3	69.1	0.1	2.7	No
- East of Figueroa St.	Residential	65.6	66.2	65.7	66.7	0.1	0.5	No
6 th Street								
- West of Lucas Ave.	Hospital	71.6	71.6	71.7	71.7	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	71.6	71.8	72.2	71.9	0.6	0.1	No
- East of Bixel St.	Residential	71.6	71.7	72.2	71.9	0.6	0.2	No
- East of Flower St.	Residential	71.6	70.1	73.1	71.3	1.5	1.2	No
- West of Main St.	Residential	70.7	69.5	70.8	70.9	0.1	1.4	No
- East of Main St.	Residential	70.0	68.2	70.0	68.4	0.0	0.2	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	71.3	71.5	71.9	72.2	0.6	0.7	No
- Between Alvarado St. & Union Ave.	Religious	71.3	71.3	72.3	72.1	1.0	0.8	No
- Between Union Ave. & Blaine St.	School/ Religious	70.9	70.7	72.1	71.6	1.2	0.9	No
- Between Blaine St. & Georgia St.	School	71.3	70.9	72.8	72.4	1.5	1.5	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.5	70.7	72.8	72.1	1.3	1.4	No
- Between Francisco St. & Figueroa St.	Hotel	71.4	71.0	73.3	72.9	1.9	1.9	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.5	71.2	72.9	72.8	1.4	1.6	No
- East of Flower St.	Residential	70.8	70.5	72.2	71.5	1.4	1.0	No
W. 11 th Street								
- West of Blaine St.	Residential	66.8	66.3	67.0	63.3	0.2	-3.0	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	67.3	67.1	68.4	72.0	1.1	4.9	No
- East of L.A. LIVE Wy.	Auditorium	66.4	64.7	63.1	65.7	-3.3	1.0	No
- West of Grand Ave.	Residential	67.8	67.7	67.5	66.2	-0.3	-1.5	No
- East of Grand Ave.	Residential	68.7	68.4	70.2	68.1	1.5	-0.3	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.5	71.2	71.9	71.9	0.4	0.7	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.7	71.5	72.6	72.8	0.9	1.3	No
- Between Union Ave. & Figueroa St.	Residential	70.6	70.3	72.0	72.1	1.4	1.8	No

Table 50. Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.2	68.1	70.5	70.3	2.3	2.2	No
- East of Hill St.	Motel	67.9	67.0	69.0	68.3	1.1	1.3	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.5	68.5	70.6	70.3	1.1	1.8	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	67.7	67.9	72.0	69.5	4.3	1.6	No
Venice Boulevard								
- East of Olive St.	School	66.4	66.0	69.3	72.3	2.9	6.3	No
W. 12 th Street								
- West of Grand Ave.	Residential	65.2	65.2	65.2	67.0	0.0	1.8	No
E. 17 th Street								
- West of Grand Ave.	Residential	70.8	70.6	71.3	72.9	0.5	2.3	No
W. 18 th Street								
- West of Flower St.	Residential	59.6	58.1	61.6	65.7	2.0	7.6	Yes
- West of Grand Ave.	Church	59.6	57.7	61.6	65.6	2.0	7.9	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	69.4	68.5	69.9	71.2	0.5	2.7	No
- Between Flower St. & Grand Ave.	School/ Religious	68.8	68.0	69.2	70.7	0.4	2.7	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	68.2	67.5	68.7	69.5	0.5	2.0	No
- East of Los Angeles St..	Residential	67.8	67.2	68.2	69.1	0.4	1.9	No
W. 39 th Street								
- West of I-110 Freeway	Residential	63.6	64.7	64.0	65.7	0.4	1.0	No
- East of I-110 Freeway	Residential	61.9	63.1	64.7	65.5	2.8	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.4	72.3	71.6	72.5	0.2	0.2	No
- Between 8 th St. & Olympic Blvd.	Motel	71.5	72.0	71.5	72.4	0.0	0.4	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.5	71.8	72.1	72.4	0.6	0.6	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.7	71.2	71.3	71.7	0.6	0.5	No

Table 50. Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.1 71.0 71.0	71.8 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.2 0.4 0.2	0.0 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	68.2 66.6	68.2 67.0	70.1 68.1	68.7 67.6	1.9 1.5	0.5 0.6	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	64.9 66.4 69.1	65.1 66.3 69.4	64.9 66.4 69.1	65.1 66.7 69.9	0.0 0.0 0.0	0.0 0.4 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.5 70.6 69.9 69.6	71.5 70.4 69.5 69.2	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.1 1.2 1.1 0.0	0.0 0.4 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.8 70.3 68.7	70.9 70.5 68.8	71.5 71.1 70.3	71.2 71.0 69.8	0.7 0.8 1.6	0.3 0.5 1.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 51. Off-Site Roadway Traffic Noise Impacts – Sunday with Dodgers and Coliseum

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	69.0	69.0	70.3	71.0	1.3	2.0	No
- South of 1 st St.	Concert Hall	69.2	69.1	70.6	69.1	1.4	0.0	No
- North of 11 th St.	Residential	67.2	67.3	67.5	68.2	0.3	0.9	No
- Between 11 th and 12 th St.	Residential	68.9	69.0	69.9	71.1	1.0	2.1	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	68.7	69.1	68.8	72.6	0.1	3.5	No
- Between Venice Ave. and 17 th St.	Residential	68.8	69.2	68.8	73.5	0.0	4.3	No
- Between 17 th St. and Washington Ave.	Church	66.4	66.3	66.6	71.3	0.2	5.0	Yes
- South of Washington Ave.	School	65.5	66.0	66.3	68.8	0.8	2.8	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	68.9	69.5	69.4	72.4	0.5	2.9	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.5	70.8	70.6	73.7	0.1	2.9	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.9	70.2	71.3	72.8	1.4	2.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	70.0	70.2	70.8	70.7	0.8	0.5	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.5	70.8	71.5	71.0	1.0	0.2	No
- South of Pico Blvd.	Residential	70.5	70.9	71.7	71.5	1.2	0.6	No
Flower Street								
- North of 6 th St.	Residential	67.3	66.9	69.5	67.0	2.2	0.1	No
- Between 6 th St. and 8 th St.	Residential	69.2	69.6	72.0	70.3	2.8	0.7	No
- Between 8 th and Pico Blvd.	Residential	68.7	68.7	69.5	69.6	0.8	0.9	No
- South of Pico Blvd.	Hotel	69.7	69.9	69.4	71.9	-0.3	2.0	No
- South of 18 th St.	Residential	67.9	67.7	67.9	69.8	0.0	2.1	No
Hope Street								
- North of 1 st St.	Concert Hall	67.3	67.9	69.3	70.1	2.0	2.2	No
- South of 1 st St.	Concert Hall	65.6	67.5	68.0	67.8	2.4	0.3	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	69.4	69.6	69.6	70.2	0.2	0.6	No
2 nd Street								

Table 51. Off-Site Traffic Roadway Noise Impacts – Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	66.2	66.5	66.3	69.1	0.1	2.6	No
- East of Figueroa St.	Residential	65.6	66.2	65.7	66.7	0.1	0.5	No
6 th Street								
- West of Lucas Ave.	Hospital	71.6	71.6	71.7	71.7	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	71.6	71.8	72.2	71.9	0.6	0.1	No
- East of Bixel St.	Residential	71.6	71.7	72.2	71.9	0.6	0.2	No
- East of Flower St.	Residential	71.6	70.1	73.1	71.3	1.5	1.2	No
- West of Main St.	Residential	70.8	69.6	70.8	70.9	0.0	1.3	No
- East of Main St.	Residential	70.0	68.3	70.0	68.4	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	71.4	71.6	71.9	72.2	0.5	0.6	No
- Between Alvarado St. & Union Ave.	Religious	71.4	71.4	72.3	72.1	0.9	0.7	No
- Between Union Ave. & Blaine St.	School/ Religious	71.0	70.9	72.1	71.6	1.1	0.7	No
- Between Blaine St. & Georgia St.	School	71.4	71.1	72.8	72.4	1.4	1.3	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.6	70.9	72.8	72.1	1.2	1.2	No
- Between Francisco St. & Figueroa St.	Hotel	71.5	71.1	73.3	72.9	1.8	1.8	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.5	71.2	72.9	72.8	1.4	1.6	No
- East of Flower St.	Residential	70.8	70.6	72.2	71.5	1.4	0.9	No
W. 11 th Street								
- West of Blaine St.	Residential	66.8	66.3	67.0	63.3	0.2	-3.0	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.0	68.5	68.4	72.0	-0.6	3.5	No
- East of L.A. LIVE Wy.	Auditorium	66.7	65.2	63.1	65.7	-3.6	0.5	No
- West of Grand Ave.	Residential	67.9	67.8	67.5	66.2	-0.4	-1.6	No
- East of Grand Ave.	Residential	68.8	68.4	70.2	68.1	1.4	-0.3	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.6	71.4	71.9	71.9	0.3	0.5	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	71.7	72.6	72.8	0.7	1.1	No
- Between Union Ave. & Figueroa St.	Residential	71.0	71.1	72.0	72.1	1.0	1.0	No

Table 51. Off-Site Traffic Roadway Noise Impacts – Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.7	69.3	70.5	70.3	1.8	1.0	No
- East of Hill St.	Motel	68.1	67.4	69.0	68.3	0.9	0.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.5	68.5	70.6	70.3	1.1	1.8	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	69.1	68.6	72.0	69.5	2.9	0.9	No
Venice Boulevard								
- East of Olive St.	School	66.6	66.2	69.3	72.3	2.7	6.1	No
W. 12 th Street								
- West of Grand Ave.	Residential	65.2	65.2	65.2	67.0	0.0	1.8	No
E. 17 th Street								
- West of Grand Ave.	Residential	70.8	70.7	71.3	72.9	0.5	2.2	No
W. 18 th Street								
- West of Flower St.	Residential	59.7	58.9	61.6	65.7	1.9	6.8	Yes
- West of Grand Ave.	Church	59.7	58.6	61.6	65.6	1.9	7.0	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	69.5	68.7	69.9	71.2	0.4	2.5	No
- Between Flower St. & Grand Ave.	School/ Religious	68.8	68.1	69.2	70.7	0.4	2.6	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	68.2	67.6	68.7	69.5	0.5	1.9	No
- East of Los Angeles St..	Residential	67.8	67.2	68.2	69.1	0.4	1.9	No
W. 39 th Street								
- West of I-110 Freeway	Residential	63.6	64.7	64.0	65.7	0.4	1.0	No
- East of I-110 Freeway	Residential	61.9	63.1	64.7	65.5	2.8	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.4	72.3	71.6	72.5	0.2	0.2	No
- Between 8 th St. & Olympic Blvd.	Motel	71.5	72.0	71.5	72.4	0.0	0.4	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.5	71.8	72.1	72.4	0.6	0.6	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.8	71.3	71.3	71.7	0.5	0.4	No

Table 51. Off-Site Traffic Roadway Noise Impacts – Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.1 71.0 71.0	71.8 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.2 0.4 0.2	0.0 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	68.2 66.6	68.2 67.0	70.1 68.1	68.7 67.6	1.9 1.5	0.5 0.6	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	64.9 66.4 69.1	65.1 66.3 69.4	64.9 66.4 69.1	65.1 66.7 69.9	0.0 0.0 0.0	0.0 0.4 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.5 70.6 69.9 69.6	71.5 70.4 69.5 69.2	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.1 1.2 1.1 0.0	0.0 0.4 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.9 70.3 68.8	71.0 70.5 68.8	71.5 71.1 70.3	71.2 71.0 69.8	0.6 0.8 1.5	0.2 0.5 1.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 52. Off-Site Roadway Traffic Noise Impacts – Saturday

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	68.8	69.8	70.2	71.6	1.4	1.8	No
- South of 1 st St.	Concert Hall	69.2	69.6	70.5	69.6	1.3	0.0	No
- North of 11 th St.	Residential	68.1	68.2	68.4	69.4	0.3	1.2	No
- Between 11 th and 12 th St.	Residential	69.8	69.9	70.6	72.1	0.8	2.2	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	69.8	69.9	70.1	73.3	0.3	3.4	No
- Between Venice Ave. and 17 th St.	Residential	69.7	69.8	70.3	74.0	0.6	4.2	No
- Between 17 th St. and Washington Ave.	Church	67.8	67.5	68.2	71.6	0.4	4.1	No
- South of Washington Ave.	School	68.4	67.6	68.7	69.8	0.3	2.2	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	69.3	69.6	69.9	72.7	0.6	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	71.8	72.5	72.0	74.8	0.2	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	71.1	72.4	72.2	74.1	1.1	1.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.6	72.3	72.3	72.5	0.7	0.2	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	72.3	73.1	72.8	72.9	0.5	-0.2	No
- South of Pico Blvd.	Residential	72.3	73.1	72.8	73.1	0.5	0.0	No
Flower Street								
- North of 6 th St.	Residential	67.9	68.9	69.9	69.0	2.0	0.1	No
- Between 6 th St. and 8 th St.	Residential	70.3	70.7	72.6	71.3	2.3	0.6	No
- Between 8 th and Pico Blvd.	Residential	69.9	70.0	70.7	70.6	0.8	0.6	No
- South of Pico Blvd.	Hotel	70.6	70.9	70.8	72.5	0.2	1.6	No
- South of 18 th St.	Residential	68.9	69.2	68.9	70.7	0.0	1.5	No
Hope Street								
- North of 1 st St.	Concert Hall	66.8	67.9	69.0	70.1	2.2	2.2	No
- South of 1 st St.	Concert Hall	66.3	66.7	68.5	67.4	2.2	0.7	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	70.0	70.8	70.1	71.4	0.1	0.6	No
2 nd Street								

Table 52. Off-Site Traffic Roadway Noise Impacts – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.4	69.6	69.4	71.2	0.0	1.6	No
- East of Figueroa St.	Residential	68.5	68.4	68.5	68.7	0.0	0.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.1	73.0	73.2	73.1	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	73.3	73.1	73.8	73.2	0.5	0.1	No
- East of Bixel St.	Residential	73.5	73.3	74.0	73.5	0.5	0.2	No
- East of Flower St.	Residential	72.7	72.3	73.9	73.1	1.2	0.8	No
- West of Main St.	Residential	71.6	70.9	71.6	72.0	0.0	1.1	No
- East of Main St.	Residential	70.8	69.9	70.8	70.0	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.9	72.5	73.2	73.1	0.3	0.6	No
- Between Alvarado St. & Union Ave.	Religious	72.8	72.2	73.4	72.9	0.6	0.7	No
- Between Union Ave. & Blaine St.	School/ Religious	72.6	72.1	73.4	73.0	0.8	0.9	No
- Between Blaine St. & Georgia St.	School	73.0	72.7	74.1	74.1	1.1	1.4	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.9	72.6	74.1	73.9	1.2	1.3	No
- Between Francisco St. & Figueroa St.	Hotel	72.9	72.8	74.4	74.3	1.5	1.5	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.0	72.7	74.3	74.3	1.3	1.6	No
- East of Flower St.	Residential	72.4	72.1	73.4	73.4	1.0	1.3	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	68.0	65.4	66.3	-1.2	-1.7	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.5	70.4	67.6	72.0	-1.9	1.6	No
- East of L.A. LIVE Wy.	Auditorium	68.0	68.5	64.2	66.6	-3.8	-1.9	No
- West of Grand Ave.	Residential	68.9	69.4	68.2	68.2	-0.7	-1.2	No
- East of Grand Ave.	Residential	69.5	70.0	70.5	69.9	1.0	-0.1	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.1	72.1	72.4	72.5	0.3	0.4	No
- Between Alvarado St. & Union Ave.	Commercial ^b	72.1	72.1	72.7	72.8	0.6	0.7	No
- Between Union Ave. & Figueroa St.	Residential	71.8	71.8	72.5	72.4	0.7	0.6	No

Table 52. Off-Site Traffic Roadway Noise Impacts – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel Motel	69.5	69.9	70.8	70.4	1.3	0.5	No
- East of Hill St.		69.6	68.8	70.4	69.5	0.8	0.7	No
Blaine Street	Residential Residential	70.8 69.4	70.2 69.6	72.0 71.8	72.1 69.5	1.2 2.4	1.9 -0.1	No No
- North of I-110 SB Off-Ramp - Between I-110 SB Off-Ramp & 11 th St.								
Venice Boulevard - East of Olive St.	School	68.0	67.3	69.7	72.4	1.7	5.1	No
W. 12 th Street - West of Grand Ave.	Residential	66.9	66.6	66.9	67.9	0.0	1.3	No
E. 17 th Street - West of Grand Ave.	Residential	71.9	71.9	72.4	74.2	0.5	2.3	No
W. 18 th Street - West of Flower St. - West of Grand Ave.	Residential Church	61.1 60.7	62.1 61.9	61.6 61.2	62.5 62.3	0.5 0.5	0.4 0.4	No No
Washington Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Los Angeles St. - East of Los Angeles St..	School/ Religious School/ Religious School/ Religious Residential	70.7 70.4 69.9 69.5	70.3 69.8 69.4 69.0	71.1 70.8 70.2 69.7	72.2 71.6 70.7 70.5	0.4 0.4 0.3 0.2	1.9 1.8 1.3 1.5	No No No No
W. 39 th Street - West of I-110 Freeway - East of I-110 Freeway	Residential Residential	65.3 64.6	65.7 64.7	65.6 66.1	66.4 66.5	0.3 1.5	0.7 1.8	No No
Alvarado Street - North of 8 th St. - Between 8 th St. & Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Commercial/ Park Motel Residential Residential/ Religious	72.4 72.4 72.2 71.3	72.4 72.4 72.4 71.5	72.5 72.5 72.8 71.8	72.6 72.8 73.1 72.0	0.1 0.1 0.6 0.5	0.2 0.4 0.7 0.5	No No No No

Table 52. Off-Site Traffic Roadway Noise Impacts – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.9 71.2 70.3	71.4 70.9 69.7	71.9 71.4 70.3	71.4 71.2 69.7	0.0 0.2 0.0	0.0 0.3 0.0	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	69.1 67.9	69.4 68.1	70.8 68.8	69.7 68.5	1.7 0.9	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	66.6 67.5 70.1	66.2 67.6 69.9	66.6 67.5 70.1	66.2 67.9 70.4	0.0 0.0 0.0	0.0 0.3 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.1 72.1 71.5 71.2	73.1 71.9 70.7 70.3	73.1 73.0 72.3 71.2	73.2 72.2 70.9 70.3	0.0 0.9 0.8 0.0	0.1 0.3 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	71.9 71.4 69.7	72.0 71.6 70.0	72.4 71.9 70.8	72.2 72.0 70.9	0.5 0.5 1.1	0.2 0.4 0.9	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 53. Off-Site Roadway Traffic Noise Impacts – Saturday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	68.8	69.8	70.2	71.6	1.4	1.8	No
- South of 1 st St.	Concert Hall	69.1	69.6	70.5	69.6	1.4	0.0	No
- North of 11 th St.	Residential	68.1	68.2	68.4	69.4	0.3	1.2	No
- Between 11 th and 12 th St.	Residential	69.8	69.9	70.6	72.1	0.8	2.2	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	69.8	69.8	70.1	73.3	0.3	3.5	No
- Between Venice Ave. and 17 th St.	Residential	69.7	69.7	70.3	74.0	0.6	4.3	No
- Between 17 th St. and Washington Ave.	Church	67.8	67.5	68.2	71.6	0.4	4.1	No
- South of Washington Ave.	School	68.4	67.6	68.7	69.8	0.3	2.2	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	69.3	69.6	69.9	72.7	0.6	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	71.7	72.5	72.0	74.8	0.3	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	71.1	72.3	72.2	74.1	1.1	1.8	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.5	72.3	72.3	72.5	0.8	0.2	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	72.2	73.0	72.8	72.9	0.6	-0.1	No
- South of Pico Blvd.	Residential	72.1	73.0	72.8	73.1	0.7	0.1	No
Flower Street								
- North of 6 th St.	Residential	67.9	68.9	69.9	69.0	2.0	0.1	No
- Between 6 th St. and 8 th St.	Residential	70.2	70.7	72.6	71.3	2.4	0.6	No
- Between 8 th and Pico Blvd.	Residential	69.9	70.0	70.7	70.6	0.8	0.6	No
- South of Pico Blvd.	Hotel	70.3	70.6	70.8	72.5	0.5	1.9	No
- South of 18 th St.	Residential	68.9	69.2	68.9	70.7	0.0	1.5	No
Hope Street								
- North of 1 st St.	Concert Hall	66.8	67.9	69.0	70.1	2.2	2.2	No
- South of 1 st St.	Concert Hall	66.3	66.7	68.5	67.4	2.2	0.7	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	70.0	70.8	70.1	71.4	0.1	0.6	No
2 nd Street								

Table 53. Off-Site Traffic Roadway Noise Impacts – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.4	69.6	69.4	71.2	0.0	1.6	No
- East of Figueroa St.	Residential	68.5	68.4	68.5	68.7	0.0	0.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.1	73.0	73.2	73.1	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	73.3	73.1	73.8	73.2	0.5	0.1	No
- East of Bixel St.	Residential	73.5	73.3	74.0	73.5	0.5	0.2	No
- East of Flower St.	Residential	72.7	72.3	73.9	73.1	1.2	0.8	No
- West of Main St.	Residential	71.6	70.9	71.6	72.0	0.0	1.1	No
- East of Main St.	Residential	70.8	69.9	70.8	70.0	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.8	72.4	73.2	73.1	0.4	0.7	No
- Between Alvarado St. & Union Ave.	Religious	72.7	72.1	73.4	72.9	0.7	0.8	No
- Between Union Ave. & Blaine St.	School/ Religious	72.5	72.0	73.4	73.0	0.9	1.0	No
- Between Blaine St. & Georgia St.	School	73.0	72.6	74.1	74.1	1.1	1.5	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.8	72.5	74.1	73.9	1.3	1.4	No
- Between Francisco St. & Figueroa St.	Hotel	72.8	72.7	74.4	74.3	1.6	1.6	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.0	72.7	74.3	74.3	1.3	1.6	No
- East of Flower St.	Residential	72.4	72.0	73.4	73.4	1.0	1.4	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	68.0	65.4	66.3	-1.2	-1.7	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.1	69.5	67.6	72.0	-0.5	2.5	No
- East of L.A. LIVE Wy.	Auditorium	67.8	68.3	64.2	66.6	-3.6	-1.7	No
- West of Grand Ave.	Residential	68.8	69.3	68.2	68.2	-0.6	-1.1	No
- East of Grand Ave.	Residential	69.4	69.9	70.5	69.9	1.1	0.0	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.0	72.0	72.4	72.5	0.4	0.5	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	71.9	72.7	72.8	0.8	0.9	No
- Between Union Ave. & Figueroa St.	Residential	71.5	71.3	72.5	72.4	1.0	1.1	No

Table 53. Off-Site Traffic Roadway Noise Impacts – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	69.1	69.1	70.8	70.4	1.7	1.3	No
- East of Hill St.	Motel	69.5	68.6	70.4	69.5	0.9	0.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	70.8	70.2	72.0	72.1	1.2	1.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.3	69.1	71.8	69.5	3.5	0.4	No
Venice Boulevard								
- East of Olive St.	School	67.4	67.1	69.7	72.4	2.3	5.3	No
W. 12 th Street								
- West of Grand Ave.	Residential	66.9	66.6	66.9	67.9	0.0	1.3	No
E. 17 th Street								
- West of Grand Ave.	Residential	71.9	71.9	72.4	74.2	0.5	2.3	No
W. 18 th Street								
- West of Flower St.	Residential	60.7	59.1	61.6	62.5	0.9	3.4	No
- West of Grand Ave.	Church	60.2	58.7	61.2	62.3	1.0	3.6	No
Washington Boulevard								
- West of Flower St.	School/ Religious	70.6	70.1	71.1	72.2	0.5	2.1	No
- Between Flower St. & Grand Ave.	School/ Religious	70.3	69.8	70.8	71.6	0.5	1.8	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.8	69.3	70.2	70.7	0.4	1.4	No
- East of Los Angeles St..	Residential	69.4	68.9	69.7	70.5	0.3	1.6	No
W. 39 th Street								
- West of I-110 Freeway	Residential	65.3	65.7	65.6	66.4	0.3	0.7	No
- East of I-110 Freeway	Residential	64.6	64.7	66.1	66.5	1.5	1.8	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	72.4	72.4	72.5	72.6	0.1	0.2	No
- Between 8 th St. & Olympic Blvd.	Motel	72.4	72.4	72.5	72.8	0.1	0.4	No
- Between Olympic Blvd. & Pico Blvd.	Residential	72.2	72.4	72.8	73.1	0.6	0.7	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	71.3	71.5	71.8	72.0	0.5	0.5	No

Table 53. Off-Site Traffic Roadway Noise Impacts – Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.9 71.2 70.3	71.4 70.9 69.7	71.9 71.4 70.3	71.4 71.2 69.7	0.0 0.2 0.0	0.0 0.3 0.0	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	69.1 67.9	69.4 68.1	70.8 68.8	69.7 68.5	1.7 0.9	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	66.6 67.5 70.1	66.2 67.6 69.9	66.6 67.5 70.1	66.2 67.9 70.4	0.0 0.0 0.0	0.0 0.3 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.0 72.1 71.5 71.2	73.1 71.9 70.7 70.3	73.1 73.0 72.3 71.2	73.2 72.2 70.9 70.3	0.1 0.9 0.8 0.0	0.1 0.3 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	71.9 71.4 69.7	71.9 71.6 70.0	72.4 71.9 70.8	72.2 72.0 70.9	0.5 0.5 1.1	0.3 0.4 0.9	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 54. Off-Site Roadway Traffic Noise Impacts – Saturday with Dodgers and Coliseum

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	68.8	69.8	70.2	71.6	1.4	1.8	No
- South of 1 st St.	Concert Hall	69.2	69.6	70.5	69.6	1.3	0.0	No
- North of 11 th St.	Residential	68.1	68.2	68.4	69.4	0.3	1.2	No
- Between 11 th and 12 th St.	Residential	69.8	69.9	70.6	72.1	0.8	2.2	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	69.8	69.9	70.1	73.3	0.3	3.4	No
- Between Venice Ave. and 17 th St.	Residential	69.7	69.8	70.6	74.0	0.9	4.2	No
- Between 17 th St. and Washington Ave.	Church	67.8	67.5	70.0	71.6	2.2	4.1	No
- South of Washington Ave.	School	68.4	67.6	70.5	69.8	2.1	2.2	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	69.3	69.6	69.9	72.7	0.6	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	71.8	72.5	72.0	74.8	0.2	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	71.1	72.4	72.2	74.1	1.1	1.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.6	72.3	72.3	72.5	0.7	0.2	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	72.3	73.1	72.8	72.9	0.5	-0.2	No
- South of Pico Blvd.	Residential	72.3	73.1	72.8	73.1	0.5	0.0	No
Flower Street								
- North of 6 th St.	Residential	67.9	68.9	69.9	69.0	2.0	0.1	No
- Between 6 th St. and 8 th St.	Residential	70.3	70.7	72.6	71.3	2.3	0.6	No
- Between 8 th and Pico Blvd.	Residential	69.9	70.0	70.7	70.6	0.8	0.6	No
- South of Pico Blvd.	Hotel	70.6	70.9	70.8	72.5	0.2	1.6	No
- South of 18 th St.	Residential	68.9	69.2	68.9	70.7	0.0	1.5	No
Hope Street								
- North of 1 st St.	Concert Hall	66.8	67.9	69.0	70.1	2.2	2.2	No
- South of 1 st St.	Concert Hall	66.3	66.7	68.5	67.4	2.2	0.7	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	70.0	70.8	70.1	71.4	0.1	0.6	No
2 nd Street								

Table 54. Off-Site Traffic Roadway Noise Impacts – Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.4	69.6	69.4	71.2	0.0	1.6	No
- East of Figueroa St.	Residential	68.5	68.4	68.5	68.7	0.0	0.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.1	73.0	73.2	73.1	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	73.3	73.1	73.8	73.2	0.5	0.1	No
- East of Bixel St.	Residential	73.5	73.3	74.0	73.5	0.5	0.2	No
- East of Flower St.	Residential	72.7	72.3	73.9	73.1	1.2	0.8	No
- West of Main St.	Residential	71.6	70.9	71.6	72.0	0.0	1.1	No
- East of Main St.	Residential	70.8	69.9	70.8	70.0	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.9	72.5	73.3	73.2	0.4	0.7	No
- Between Alvarado St. & Union Ave.	Religious	72.8	72.2	73.4	72.9	0.6	0.7	No
- Between Union Ave. & Blaine St.	School/ Religious	72.6	72.1	73.4	73.0	0.8	0.9	No
- Between Blaine St. & Georgia St.	School	73.0	72.7	74.1	74.1	1.1	1.4	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.9	72.6	74.1	73.9	1.2	1.3	No
- Between Francisco St. & Figueroa St.	Hotel	72.9	72.8	74.4	74.3	1.5	1.5	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.0	72.7	74.3	74.3	1.3	1.6	No
- East of Flower St.	Residential	72.4	72.1	73.4	73.4	1.0	1.3	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	68.0	65.4	66.3	-1.2	-1.7	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.5	70.4	67.6	72.0	-1.9	1.6	No
- East of L.A. LIVE Wy.	Auditorium	68.0	68.5	64.2	66.6	-3.8	-1.9	No
- West of Grand Ave.	Residential	68.9	69.4	68.2	68.2	-0.7	-1.2	No
- East of Grand Ave.	Residential	69.5	70.0	70.5	69.9	1.0	-0.1	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.1	72.1	72.5	72.7	0.4	0.6	No
- Between Alvarado St. & Union Ave.	Commercial ^b	72.1	72.1	72.7	72.8	0.6	0.7	No
- Between Union Ave. & Figueroa St.	Residential	71.8	71.8	72.5	72.4	0.7	0.6	No

Table 54. Off-Site Traffic Roadway Noise Impacts – Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	69.5	69.9	70.8	70.4	1.3	0.5	No
- East of Hill St.	Motel	69.6	68.8	70.4	69.5	0.8	0.7	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	70.8	70.2	72.0	72.1	1.2	1.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	69.4	69.6	71.8	69.5	2.4	-0.1	No
Venice Boulevard								
- East of Olive St.	School	68.0	67.3	70.1	72.4	2.1	5.1	No
W. 12 th Street								
- West of Grand Ave.	Residential	66.9	66.6	66.9	67.9	0.0	1.3	No
E. 17 th Street								
- West of Grand Ave.	Residential	71.9	71.9	72.4	74.2	0.5	2.3	No
W. 18 th Street								
- West of Flower St.	Residential	61.1	62.1	61.6	62.5	0.5	0.4	No
- West of Grand Ave.	Church	60.7	61.9	61.2	62.3	0.5	0.4	No
Washington Boulevard								
- West of Flower St.	School/ Religious	70.7	70.3	71.1	72.2	0.4	1.9	No
- Between Flower St. & Grand Ave.	School/ Religious	70.4	69.8	70.8	71.6	0.4	1.8	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.9	69.4	70.3	70.7	0.4	1.3	No
- East of Los Angeles St..	Residential	69.5	69.0	69.9	70.5	0.4	1.5	No
W. 39 th Street								
- West of I-110 Freeway	Residential	65.3	65.7	67.2	69.2	1.9	3.5	No
- East of I-110 Freeway	Residential	64.6	64.7	66.1	67.9	1.5	3.2	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	72.4	72.4	72.6	72.7	0.2	0.3	No
- Between 8 th St. & Olympic Blvd.	Motel	72.4	72.4	72.6	72.9	0.2	0.5	No
- Between Olympic Blvd. & Pico Blvd.	Residential	72.2	72.4	73.0	73.3	0.8	0.9	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	71.3	71.5	71.9	72.2	0.6	0.7	No

Table 54. Off-Site Traffic Roadway Noise Impacts – Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.9 71.2 70.3	71.4 70.9 69.7	71.9 71.4 70.3	71.4 71.2 69.7	0.0 0.2 0.0	0.0 0.3 0.0	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	69.1 67.9	69.4 68.1	70.8 68.8	69.7 68.5	1.7 0.9	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	66.6 67.5 70.1	66.2 67.6 69.9	66.6 67.5 70.1	66.2 67.9 70.4	0.0 0.0 0.0	0.0 0.3 0.5	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.1 72.1 71.5 71.2	73.1 71.9 70.7 70.3	73.7 73.0 72.3 71.2	73.2 72.2 71.2 70.8	0.6 0.9 0.8 0.0	0.1 0.3 0.5 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	71.9 71.4 69.7	72.0 71.6 70.0	72.4 71.9 70.8	72.2 72.0 70.9	0.5 0.5 1.1	0.2 0.4 0.9	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 55. Off-Site Roadway Traffic Noise Impacts – Weekday

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	73.1	67.6	73.7	70.4	0.6	2.8	No
- South of 1 st St.	Concert Hall	72.6	67.1	73.3	67.1	0.7	0.0	No
- North of 11 th St.	Residential	72.1	66.0	72.2	66.8	0.1	0.8	No
- Between 11 th and 12 th St.	Residential	73.5	67.8	74.1	70.6	0.6	2.8	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	73.6	67.8	73.9	72.0	0.3	4.2	No
- Between Venice Ave. and 17 th St.	Residential	73.8	67.8	73.9	72.7	0.1	4.9	No
- Between 17 th St. and Washington Ave.	Church	71.8	65.0	72.1	70.8	0.3	5.8	Yes
- South of Washington Ave.	School	71.9	66.0	72.0	69.5	0.1	3.5	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.8	69.2	74.0	72.3	0.2	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	74.8	70.9	75.0	73.2	0.2	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	73.3	69.3	73.8	71.8	0.5	2.5	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	72.6	68.8	73.1	69.7	0.5	0.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	73.1	69.2	73.3	69.2	0.2	0.0	No
- South of Pico Blvd.	Residential	73.4	68.7	73.7	69.1	0.3	0.4	No
Flower Street								
- North of 6 th St.	Residential	71.5	67.1	72.6	67.3	1.1	0.2	No
- Between 6 th St. and 8 th St.	Residential	73.0	68.8	74.2	69.5	1.2	0.7	No
- Between 8 th and Pico Blvd.	Residential	72.4	67.6	72.9	68.0	0.5	0.4	No
- South of Pico Blvd.	Hotel	73.4	68.4	73.4	70.2	0.0	1.8	No
- South of 18 th St.	Residential	72.0	67.6	72.0	69.9	0.0	2.3	No
Hope Street								
- North of 1 st St.	Concert Hall	71.5	65.8	72.3	69.0	0.8	3.2	No
- South of 1 st St.	Concert Hall	71.6	65.8	72.3	66.2	0.7	0.4	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	72.9	67.3	73.0	68.3	0.1	1.0	No
2 nd Street								

Table 55. Off-Site Traffic Roadway Noise Impacts – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.6	65.9	70.7	68.9	0.1	3.0	No
- East of Figueroa St.	Residential	69.6	65.0	69.7	65.8	0.1	0.8	No
6 th Street								
- West of Lucas Ave.	Hospital	74.7	70.7	74.7	70.7	0.0	0.0	No
- Between Lucas Ave. & Bixel St.	Residential	75.0	70.7	75.3	70.7	0.3	0.0	No
- East of Bixel St.	Residential	74.9	70.4	75.2	70.5	0.3	0.1	No
- East of Flower St.	Residential	73.4	70.2	74.7	71.1	1.3	0.9	No
- West of Main St.	Residential	72.2	68.6	72.2	70.4	0.0	1.8	No
- East of Main St.	Residential	71.5	67.3	71.5	67.3	0.0	0.0	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.7	70.5	74.1	71.5	0.4	1.0	No
- Between Alvarado St. & Union Ave.	Religious	73.6	70.5	74.0	71.4	0.4	0.9	No
- Between Union Ave. & Blaine St.	School/ Religious	73.1	70.0	73.8	71.0	0.7	1.0	No
- Between Blaine St. & Georgia St.	School	73.2	70.3	73.8	71.4	0.6	1.1	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.8	70.2	73.4	71.1	0.6	0.9	No
- Between Francisco St. & Figueroa St.	Hotel	73.3	70.3	74.3	71.6	1.0	1.3	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.5	70.0	74.4	71.2	0.9	1.2	No
- East of Flower St.	Residential	72.8	69.3	73.5	70.2	0.7	0.9	No
W. 11 th Street								
- West of Blaine St.	Residential	67.8	64.9	64.5	62.4	-3.3	-2.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.8	65.9	68.3	72.0	-1.5	6.1	Yes
- East of L.A. LIVE Wy.	Auditorium	66.6	63.7	63.4	65.0	-3.2	1.3	No
- West of Grand Ave.	Residential	69.7	67.0	68.9	65.7	-0.8	-1.3	No
- East of Grand Ave.	Residential	70.5	67.7	71.7	68.4	1.2	0.7	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.5	68.6	72.8	69.6	0.3	1.0	No
- Between Alvarado St. & Union Ave.	Commercial ^b	72.5	68.6	73.4	70.5	0.9	1.9	No
- Between Union Ave. & Figueroa St.	Residential	72.8	67.9	73.5	70.2	0.7	2.3	No

Table 55. Off-Site Traffic Roadway Noise Impacts – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	71.9	65.8	72.5	68.4	0.6	2.6	No
- East of Hill St.	Motel	71.0	64.4	71.4	66.3	0.4	1.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	70.3	68.5	70.3	69.0	0.0	0.5	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	70.1	67.8	73.2	68.4	3.1	0.6	No
Venice Boulevard								
- East of Olive St.	School	70.9	62.9	71.9	71.7	1.0	8.8	No
W. 12 th Street								
- West of Grand Ave.	Residential	66.8	65.5	66.7	66.5	-0.1	1.0	No
E. 17 th Street								
- West of Grand Ave.	Residential	74.4	69.4	74.7	71.4	0.3	2.0	No
W. 18 th Street								
- West of Flower St.	Residential	61.2	57.6	64.1	57.6	2.9	0.0	No
- West of Grand Ave.	Church	62.0	56.7	64.5	56.7	2.5	0.0	No
Washington Boulevard								
- West of Flower St.	School/ Religious	71.9	67.8	72.5	70.1	0.6	2.3	No
- Between Flower St. & Grand Ave.	School/ Religious	71.5	67.6	71.9	69.5	0.4	1.9	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	71.8	66.9	72.1	68.8	0.3	1.9	No
- East of Los Angeles St..	Residential	71.9	65.7	72.1	68.5	0.2	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	69.2	60.1	69.3	61.8	0.1	1.7	No
- East of I-110 Freeway	Residential	69.5	59.5	70.3	65.0	0.8	5.5	Yes
Alvarado Street								
- North of 8 th St.	Commercial/ Park	73.3	69.9	73.4	70.2	0.1	0.3	No
- Between 8 th St. & Olympic Blvd.	Motel	73.2	69.7	73.3	70.4	0.1	0.7	No
- Between Olympic Blvd. & Pico Blvd.	Residential	72.9	69.1	73.3	70.4	0.4	1.3	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	72.4	68.9	72.7	69.8	0.3	0.9	No

Table 55. Off-Site Traffic Roadway Noise Impacts – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.4 71.8 70.9	68.3 67.6 66.4	72.4 72.3 71.2	68.5 68.0 66.7	0.0 0.5 0.3	0.2 0.4 0.3	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	71.9 71.3	66.7 65.0	72.8 71.6	67.0 65.4	0.9 0.3	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	69.3 70.1 70.9	64.2 65.8 68.8	69.3 70.1 70.9	64.2 66.0 69.0	0.0 0.0 0.0	0.0 0.2 0.2	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	74.2 73.1 72.3 71.7	70.4 68.8 67.4 67.3	74.3 73.8 72.9 71.7	70.4 69.6 67.7 67.3	0.1 0.7 0.6 0.0	0.0 0.8 0.3 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	73.7 73.7 72.3	70.0 69.8 68.7	74.0 74.0 72.9	70.4 70.3 69.9	0.3 0.3 0.6	0.4 0.5 1.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

Table 56. Off-Site Roadway Traffic Noise Impacts – Weekday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	73.1	67.6	73.7	70.4	0.6	2.8	No
- South of 1 st St.	Concert Hall	72.6	67.1	73.3	67.1	0.7	0.0	No
- North of 11 th St.	Residential	72.0	66.0	72.2	66.8	0.2	0.8	No
- Between 11 th and 12 th St.	Residential	73.4	67.8	74.1	70.6	0.7	2.8	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	73.5	67.8	73.9	72.0	0.4	4.2	No
- Between Venice Ave. and 17 th St.	Residential	73.7	67.8	73.9	72.7	0.2	4.9	No
- Between 17 th St. and Washington Ave.	Church	71.8	65.0	72.1	70.8	0.3	5.8	Yes
- South of Washington Ave.	School	71.9	66.0	72.0	69.5	0.1	3.5	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.7	69.2	74.0	72.3	0.3	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	74.8	70.9	75.0	73.2	0.2	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	73.0	69.3	73.8	71.8	0.8	2.5	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	72.1	68.8	73.1	69.7	1.0	0.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	72.6	69.2	73.3	69.2	0.7	0.0	No
- South of Pico Blvd.	Residential	72.9	68.7	73.7	69.1	0.8	0.4	No
Flower Street								
- North of 6 th St.	Residential	71.3	67.1	72.6	67.3	1.3	0.2	No
- Between 6 th St. and 8 th St.	Residential	72.8	68.8	74.2	69.5	1.4	0.7	No
- Between 8 th and Pico Blvd.	Residential	72.1	67.6	72.9	68.0	0.8	0.4	No
- South of Pico Blvd.	Hotel	72.8	68.4	73.4	70.2	0.6	1.8	No
- South of 18 th St.	Residential	72.0	67.6	72.0	69.9	0.0	2.3	No
Hope Street								
- North of 1 st St.	Concert Hall	71.5	65.8	72.3	69.0	0.8	3.2	No
- South of 1 st St.	Concert Hall	71.6	65.8	72.3	66.2	0.7	0.4	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	72.9	67.3	73.0	68.3	0.1	1.0	No
2 nd Street								

Table 56. Off-Site Traffic Roadway Noise Impacts – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.6	65.9	70.7	68.9	0.1	3.0	No
- East of Figueroa St.	Residential	69.6	65.0	69.7	65.8	0.1	0.8	No
6 th Street								
- West of Lucas Ave.	Hospital	74.7	70.7	74.7	70.7	0.0	0.0	No
- Between Lucas Ave. & Bixel St.	Residential	75.0	70.7	75.3	70.7	0.3	0.0	No
- East of Bixel St.	Residential	74.9	70.4	75.2	70.5	0.3	0.1	No
- East of Flower St.	Residential	73.4	70.2	74.7	71.1	1.3	0.9	No
- West of Main St.	Residential	72.2	68.6	72.2	70.4	0.0	1.8	No
- East of Main St.	Residential	71.4	67.3	71.5	67.3	0.1	0.0	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.7	70.5	74.1	71.5	0.4	1.0	No
- Between Alvarado St. & Union Ave.	Religious	73.5	70.5	74.0	71.4	0.5	0.9	No
- Between Union Ave. & Blaine St.	School/ Religious	73.1	70.0	73.8	71.0	0.7	1.0	No
- Between Blaine St. & Georgia St.	School	73.1	70.3	73.8	71.4	0.7	1.1	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.7	70.2	73.4	71.1	0.7	0.9	No
- Between Francisco St. & Figueroa St.	Hotel	73.2	70.3	74.3	71.6	1.1	1.3	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.4	70.0	74.4	71.2	1.0	1.2	No
- East of Flower St.	Residential	72.8	69.3	73.5	70.2	0.7	0.9	No
W. 11 th Street								
- West of Blaine St.	Residential	67.8	64.9	64.5	62.4	-3.3	-2.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.9	65.9	68.3	72.0	-0.6	6.1	Yes
- East of L.A. LIVE Wy.	Auditorium	66.6	63.7	63.4	65.0	-3.2	1.3	No
- West of Grand Ave.	Residential	69.7	67.0	68.9	65.7	-0.8	-1.3	No
- East of Grand Ave.	Residential	70.5	67.7	71.7	68.4	1.2	0.7	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.4	68.6	72.8	69.6	0.4	1.0	No
- Between Alvarado St. & Union Ave.	Commercial ^b	72.3	68.6	73.4	70.5	1.1	1.9	No
- Between Union Ave. & Figueroa St.	Residential	71.9	67.9	73.5	70.2	1.6	2.3	No

Table 56. Off-Site Traffic Roadway Noise Impacts – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	70.5	65.8	72.5	68.4	2.0	2.6	No
- East of Hill St.	Motel	70.6	64.4	71.4	66.3	0.8	1.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	70.3	68.5	70.3	69.0	0.0	0.5	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	70.0	67.8	73.2	68.4	3.2	0.6	No
Venice Boulevard								
- East of Olive St.	School	70.8	62.9	71.9	71.7	1.1	8.8	No
W. 12 th Street								
- West of Grand Ave.	Residential	66.7	65.5	66.7	66.5	0.0	1.0	No
E. 17 th Street								
- West of Grand Ave.	Residential	74.4	69.4	74.7	71.4	0.3	2.0	No
W. 18 th Street								
- West of Flower St.	Residential	61.2	57.6	64.1	57.6	2.9	0.0	No
- West of Grand Ave.	Church	62.0	56.7	64.5	56.7	2.5	0.0	No
Washington Boulevard								
- West of Flower St.	School/ Religious	71.8	67.8	72.5	70.1	0.7	2.3	No
- Between Flower St. & Grand Ave.	School/ Religious	71.5	67.6	71.9	69.5	0.4	1.9	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	71.8	66.9	72.1	68.8	0.3	1.9	No
- East of Los Angeles St..	Residential	71.9	65.7	72.1	68.5	0.2	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	69.2	60.1	69.3	61.8	0.1	1.7	No
- East of I-110 Freeway	Residential	69.5	59.5	70.3	65.0	0.8	5.5	Yes
Alvarado Street								
- North of 8 th St.	Commercial/ Park	73.3	69.9	73.4	70.2	0.1	0.3	No
- Between 8 th St. & Olympic Blvd.	Motel	73.2	69.7	73.3	70.4	0.1	0.7	No
- Between Olympic Blvd. & Pico Blvd.	Residential	72.9	69.1	73.3	70.4	0.4	1.3	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	72.3	68.9	72.7	69.8	0.4	0.9	No

Table 56. Off-Site Traffic Roadway Noise Impacts – Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.4 71.8 70.9	68.3 67.6 66.4	72.4 72.3 71.2	68.5 68.0 66.7	0.0 0.5 0.3	0.2 0.4 0.3	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	71.9 71.3	66.7 65.0	72.8 71.6	67.0 65.4	0.9 0.3	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	69.3 70.1 70.9	64.2 65.8 68.8	69.3 70.1 70.9	64.2 66.0 69.0	0.0 0.0 0.0	0.0 0.2 0.2	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	74.2 73.1 72.3 71.7	70.4 68.8 67.4 67.3	74.3 73.8 72.9 71.7	70.4 69.6 67.7 67.3	0.1 0.7 0.6 0.0	0.0 0.8 0.3 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	73.5 73.5 72.2	70.0 69.8 68.7	74.0 74.0 72.9	70.4 70.3 69.9	0.5 0.5 0.7	0.4 0.5 1.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

Table 57. Off-Site Roadway Traffic Noise Impacts – Weekday with Dodgers & Coliseum

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	73.1	67.6	73.7	70.4	0.6	2.8	No
- South of 1 st St.	Concert Hall	72.6	67.1	73.3	67.1	0.7	0.0	No
- North of 11 th St.	Residential	72.1	66.0	72.2	66.8	0.1	0.8	No
- Between 11 th and 12 th St.	Residential	73.5	67.8	74.1	70.6	0.6	2.8	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	73.6	67.8	73.9	72.0	0.3	4.2	No
- Between Venice Ave. and 17 th St.	Residential	73.8	67.8	74.1	72.7	0.3	4.9	No
- Between 17 th St. and Washington Ave.	Church	71.8	65.0	73.1	70.8	1.3	5.8	Yes
- South of Washington Ave.	School	71.9	66.0	73.2	69.5	1.3	3.5	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.8	69.2	74.0	72.3	0.2	3.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	74.8	70.9	75.0	73.2	0.2	2.3	No
- Between Wilshire Blvd. and 9 th St.	Hotel	73.3	69.3	73.8	71.8	0.5	2.5	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	72.6	68.8	73.1	69.7	0.5	0.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	73.1	69.2	73.3	69.2	0.2	0.0	No
- South of Pico Blvd.	Residential	73.4	68.7	73.7	69.1	0.3	0.4	No
Flower Street								
- North of 6 th St.	Residential	71.5	67.1	72.6	67.3	1.1	0.2	No
- Between 6 th St. and 8 th St.	Residential	73.0	68.8	74.2	69.5	1.2	0.7	No
- Between 8 th and Pico Blvd.	Residential	72.4	67.6	72.9	68.0	0.5	0.4	No
- South of Pico Blvd.	Hotel	73.4	68.4	73.4	70.2	0.0	1.8	No
- South of 18 th St.	Residential	72.0	67.6	72.0	69.9	0.0	2.3	No
Hope Street								
- North of 1 st St.	Concert Hall	71.5	65.8	72.3	69.0	0.8	3.2	No
- South of 1 st St.	Concert Hall	71.6	65.8	72.3	66.2	0.7	0.4	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	72.9	67.3	73.0	68.3	0.1	1.0	No
2 nd Street								

Table 57. Off-Site Traffic Roadway Noise Impacts – Weekday with Dodgers & Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.6	65.9	70.7	68.9	0.1	3.0	No
- East of Figueroa St.	Residential	69.6	65.0	69.7	65.8	0.1	0.8	No
6 th Street								
- West of Lucas Ave.	Hospital	74.7	70.7	74.7	70.7	0.0	0.0	No
- Between Lucas Ave. & Bixel St.	Residential	75.0	70.7	75.3	70.7	0.3	0.0	No
- East of Bixel St.	Residential	74.9	70.4	75.2	70.5	0.3	0.1	No
- East of Flower St.	Residential	73.4	70.2	74.7	71.1	1.3	0.9	No
- West of Main St.	Residential	72.2	68.6	72.2	70.4	0.0	1.8	No
- East of Main St.	Residential	71.5	67.3	71.5	67.3	0.0	0.0	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.7	70.5	74.2	71.8	0.5	1.3	No
- Between Alvarado St. & Union Ave.	Religious	73.6	70.5	74.0	71.4	0.4	0.9	No
- Between Union Ave. & Blaine St.	School/ Religious	73.1	70.0	73.8	71.0	0.7	1.0	No
- Between Blaine St. & Georgia St.	School	73.2	70.3	73.8	71.4	0.6	1.1	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	72.8	70.2	73.4	71.1	0.6	0.9	No
- Between Francisco St. & Figueroa St.	Hotel	73.3	70.3	74.3	71.6	1.0	1.3	No
- Between Figueroa St. and Flower St.	Commercial ^b	73.5	70.0	74.4	71.2	0.9	1.2	No
- East of Flower St.	Residential	72.8	69.3	73.5	70.2	0.7	0.9	No
W. 11 th Street								
- West of Blaine St.	Residential	67.8	64.9	64.5	62.4	-3.3	-2.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	69.8	65.9	68.3	72.0	-1.5	6.1	Yes
- East of L.A. LIVE Wy.	Auditorium	66.6	63.7	63.4	65.0	-3.2	1.3	No
- West of Grand Ave.	Residential	69.7	67.0	68.9	65.7	-0.8	-1.3	No
- East of Grand Ave.	Residential	70.5	67.7	71.7	68.4	1.2	0.7	No
Pico Boulevard								
- West of Alvarado St.	Religious	72.5	68.6	72.9	70.3	0.4	1.7	No
- Between Alvarado St. & Union Ave.	Commercial ^b	72.5	68.6	73.4	70.5	0.9	1.9	No
- Between Union Ave. & Figueroa St.	Residential	72.8	67.9	73.5	70.2	0.7	2.3	No

Table 57. Off-Site Traffic Roadway Noise Impacts – Weekday with Dodgers & Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	71.9	65.8	72.5	68.4	0.6	2.6	No
- East of Hill St.	Motel	71.0	64.4	71.4	66.3	0.4	1.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	70.3	68.5	70.3	69.0	0.0	0.5	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	70.1	67.8	73.2	68.4	3.1	0.6	No
Venice Boulevard								
- East of Olive St.	School	70.9	62.9	72.2	71.7	1.3	8.8	No
W. 12 th Street								
- West of Grand Ave.	Residential	66.8	65.5	66.7	66.5	-0.1	1.0	No
E. 17 th Street								
- West of Grand Ave.	Residential	74.4	69.4	74.7	71.4	0.3	2.0	No
W. 18 th Street								
- West of Flower St.	Residential	61.2	57.6	64.1	57.6	2.9	0.0	No
- West of Grand Ave.	Church	62.0	56.7	64.5	56.7	2.5	0.0	No
Washington Boulevard								
- West of Flower St.	School/ Religious	71.9	67.8	72.5	70.1	0.6	2.3	No
- Between Flower St. & Grand Ave.	School/ Religious	71.5	67.6	71.9	69.5	0.4	1.9	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	71.8	66.9	72.2	68.8	0.4	1.9	No
- East of Los Angeles St..	Residential	71.9	65.7	72.2	68.5	0.3	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	69.2	60.1	70.3	70.5	1.1	10.4	Yes
- East of I-110 Freeway	Residential	69.5	59.5	70.3	68.8	0.8	9.3	Yes
Alvarado Street								
- North of 8 th St.	Commercial/ Park	73.3	69.9	73.5	70.8	0.2	0.9	No
- Between 8 th St. & Olympic Blvd.	Motel	73.2	69.7	73.4	71.0	0.2	1.3	No
- Between Olympic Blvd. & Pico Blvd.	Residential	72.9	69.1	73.5	71.4	0.6	2.3	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	72.4	68.9	72.8	70.7	0.4	1.8	No

Table 57. Off-Site Traffic Roadway Noise Impacts – Weekday with Dodgers & Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Future Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.4 71.8 70.9	68.3 67.6 66.4	72.4 72.3 71.2	68.5 68.0 66.7	0.0 0.5 0.3	0.2 0.4 0.3	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	71.9 71.3	66.7 65.0	72.8 71.6	67.0 65.4	0.9 0.3	0.3 0.4	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	69.3 70.1 70.9	64.2 65.8 68.8	69.3 70.1 70.9	64.2 66.0 69.0	0.0 0.0 0.0	0.0 0.2 0.2	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	74.2 73.1 72.3 71.7	70.4 68.8 67.4 67.3	74.9 73.8 72.9 71.7	70.4 69.6 69.3 69.4	0.7 0.7 0.6 0.0	0.0 0.8 1.9 2.1	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	73.7 73.7 72.3	70.0 69.8 68.7	74.0 74.0 72.9	70.4 70.3 69.9	0.3 0.3 0.6	0.4 0.5 1.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

4.4.2.2 Surface Traffic – Existing + Project (Sunnyvale Analysis)

The roadway traffic noise impact, as analyzed above, was based on the incremental increase in the traffic noise levels attributable to Project “future with project” as compared to the “future without the project” condition. Additional analysis was made to determine the potential noise impacts, based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions. The additional analysis was made based on the opinion of the California Court of Appeal for the Sixth District on the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*.

Table 58, Table 59 and Table 60 (on pages 176, 180 and 184) provide the calculated Hourly L_{eq} for the analyzed roadway segments under the existing conditions, existing conditions with development of the Project, and the increase relative to the existing conditions for typical Sunday, Saturday and Weekday.

As indicated in Table 58, significant noise impacts would be expected at the following five intersections for a typical Sunday, based on the Sunnyvale Analysis scenario.

1. Grand Avenue – between 12th Street and Venice Avenue by 5.9 dBA
2. Grand Avenue – between Venice Avenue and 17th Street by 6.6 dBA
3. Grand Avenue – between 17th Street and Washington Avenue by 3.7 dBA
4. West 18th Street - west of Flower Street by 8.9 dBA
5. West 18th Street - west of Grand Avenue by 9.5 dBA

As indicated in Table 59, significant noise impacts would be expected at the following three roadway segments for a typical Saturday, based on the Sunnyvale Analysis scenario.

1. Grand Avenue – between 12th Street and Venice Avenue by 5.3 dBA
2. Grand Avenue – between Venice Avenue and 17th Street by 6.1 dBA
3. Grand Avenue – between 17th Street and Washington Avenue by 5.8 dBA

As indicated in Table 60, significant noise impacts would be expected at the following five roadway segments for a typical Weekday, based on the Sunnyvale Analysis scenario.

1. Grand Avenue – between 12th Street and Venice Avenue by 6.4 dBA
2. Grand Avenue – between Venice Avenue and 17th Street by 7.4 dBA
3. Grand Avenue – between 17th Street and Washington Avenue by 8.2 dBA
4. West 11th Street - between Blaine Street and L.A. LIVE Way by 8.4 dBA
5. West 39th Street - east of I-110 Freeway by 5.5 dBA

Based on the Sunnyvale Analysis, the number of roadway segments that would be impacted would be higher than the Project impact analysis. The Sunnyvale Analysis is a conservative analysis, as the baseline ambient noise would be increase by the Project's anticipated build-out in 2016 due to increase traffic (from anticipated ambient growth and other approved projects).

Table 58. Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	67.1	66.8	69.0	69.8	1.9	3.0	No
- South of 1 st St.	Concert Hall	66.8	66.6	68.9	66.6	2.1	0.0	No
- North of 11 th St.	Residential	64.2	64.0	64.8	65.7	0.6	1.7	No
- Between 11 th and 12 th St.	Residential	65.1	64.9	67.1	69.1	2.0	4.2	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	65.0	65.4	65.3	71.3	0.3	5.9	Yes
- Between Venice Ave. and 17 th St.	Residential	65.3	65.9	65.4	72.5	0.1	6.6	Yes
- Between 17 th St. and Washington Ave.	Church	64.2	64.0	64.6	70.7	0.4	6.7	Yes
- South of Washington Ave.	School	63.7	64.2	64.8	67.9	1.1	3.7	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.6	68.4	68.3	71.9	0.7	3.5	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	68.6	69.1	68.9	73.0	0.3	3.9	No
- Between Wilshire Blvd. and 9 th St.	Hotel	67.7	68.2	69.8	71.8	2.1	3.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	67.5	67.7	68.8	68.6	1.3	0.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	68.2	68.6	69.6	69.0	1.4	0.4	No
- South of Pico Blvd.	Residential	68.7	69.2	70.3	70.0	1.6	0.8	No
Flower Street								
- North of 6 th St.	Residential	65.2	64.6	68.4	64.8	3.2	0.2	No
- Between 6 th St. and 8 th St.	Residential	66.8	67.5	70.9	68.6	4.1	1.1	No
- Between 8 th and Pico Blvd.	Residential	65.2	65.6	66.9	67.1	1.7	1.5	No
- South of Pico Blvd.	Hotel	65.2	66.6	64.9	70.2	-0.3	3.6	No
- South of 18 th St.	Residential	61.7	62.5	61.7	67.4	0.0	4.9	No
Hope Street								
- North of 1 st St.	Concert Hall	65.9	66.7	68.5	69.4	2.6	2.7	No
- South of 1 st St.	Concert Hall	64.6	66.7	67.4	67.1	2.8	0.4	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.3	67.5	67.6	68.4	0.3	0.9	No

Table 58. Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
2 nd Street								
- West of Figueroa St.	Residential	65.7	66.0	65.8	68.8	0.1	2.8	No
- East of Figueroa St.	Residential	65.1	65.8	65.3	66.3	0.2	0.5	No
6 th Street								
- West of Lucas Ave.	Hospital	69.9	70.0	70.0	70.1	0.1	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	69.1	69.4	70.0	69.6	0.9	0.2	No
- East of Bixel St.	Residential	68.8	69.1	69.8	69.5	1.0	0.4	No
- East of Flower St.	Residential	70.2	68.4	72.2	70.1	2.0	1.7	No
- West of Main St.	Residential	69.3	67.9	69.3	69.8	0.0	1.9	No
- East of Main St.	Residential	68.7	66.7	68.7	66.8	0.0	0.1	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	70.6	70.8	71.2	71.5	0.6	0.7	No
- Between Alvarado St. & Union Ave.	Religious	70.5	70.4	71.5	71.2	1.0	0.8	No
- Between Union Ave. & Blaine St.	School/ Religious	69.9	69.7	71.2	70.6	1.3	0.9	No
- Between Blaine St. & Georgia St.	School	70.2	69.6	71.9	71.4	1.7	1.8	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	70.5	69.6	71.9	71.1	1.4	1.5	No
- Between Francisco St. & Figueroa St.	Hotel	70.2	69.7	72.3	71.5	2.1	1.8	No
- Between Figueroa St. and Flower St.	Commercial ^b	70.3	69.7	71.9	71.6	1.6	1.9	No
- East of Flower St.	Residential	69.3	68.8	71.1	69.9	1.8	1.1	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	66.1	64.5	63.3	-2.1	-2.8	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.0	67.3	67.2	71.8	-0.8	4.5	No
- East of L.A. LIVE Wy.	Auditorium	64.8	62.5	63.0	65.3	-1.8	2.8	No
- West of Grand Ave.	Residential	63.9	63.5	64.0	60.4	0.1	-3.1	No
- East of Grand Ave.	Residential	63.3	62.9	67.5	63.3	4.2	0.4	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.0	70.8	71.4	71.4	0.4	0.6	No

Table 58. Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Alvarado St. & Union Ave.	Commercial ^b	71.4	71.2	72.1	72.4	0.7	1.2	No
- Between Union Ave. & Figueroa St.	Residential	70.2	70.4	71.4	71.5	1.2	1.1	No
- Between Figueroa St. & Flower St.	Residential/ Hotel	67.6	68.3	69.6	69.4	2.0	1.1	No
- East of Hill St.	Motel	66.9	66.2	68.0	67.3	1.1	1.1	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	68.6	67.3	69.9	69.6	1.3	2.3	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.5	67.6	71.7	68.7	3.2	1.1	No
Venice Boulevard								
- East of Olive St.	School	66.3	65.6	69.1	72.2	2.8	6.6	No
W. 12 th Street								
- West of Grand Ave.	Residential	59.8	59.5	59.8	64.1	0.0	4.6	No
E. 17 th Street								
- West of Grand Ave.	Residential	68.9	68.7	69.6	71.8	0.7	3.1	No
W. 18 th Street								
- West of Flower St.	Residential	56.5	56.4	59.8	65.3	3.3	8.9	Yes
- West of Grand Ave.	Church	56.5	55.7	59.8	65.2	3.3	9.5	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	68.9	68.1	69.3	70.8	0.4	2.7	No
- Between Flower St. & Grand Ave.	School/ Religious	68.1	67.3	68.6	70.3	0.5	3.0	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	67.4	66.7	68.0	69.0	0.6	2.3	No
- East of Los Angeles St..	Residential	67.0	66.3	67.5	68.6	0.5	2.3	No
W. 39 th Street			0.0		0.0		0.0	
- West of I-110 Freeway	Residential	62.9	64.1	63.3	65.3	0.4	1.2	No
- East of I-110 Freeway	Residential	61.8	63.1	64.7	65.5	2.9	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	70.8	71.7	71.0	72.0	0.2	0.3	No
- Between 8 th St. & Olympic Blvd.	Motel	70.8	71.4	70.9	71.8	0.1	0.4	No

Table 58. Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Residential Residential/ Religious	70.7 70.2	71.0 70.7	71.5 70.7	71.7 71.2	0.8 0.5	0.7 0.5	No No
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.0 70.9 70.9	71.7 71.6 71.4	71.2 71.2 71.0	71.7 71.8 71.5	0.2 0.3 0.1	0.0 0.2 0.1	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.1	66.0 64.4	68.8 66.4	66.7 65.4	2.8 2.3	0.7 1.0	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	63.8 65.0 68.1	63.9 64.9 68.5	63.8 65.0 68.1	63.9 65.4 69.1	0.0 0.0 0.0	0.0 0.5 0.6	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.0 70.0 69.4 69.2	71.1 69.9 68.9 68.7	71.2 71.4 70.6 69.2	71.2 70.3 69.1 68.7	0.2 1.4 1.2 0.0	0.1 0.4 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	69.8 69.2 67.9	69.9 69.2 67.8	70.6 70.2 69.7	70.2 69.9 68.9	0.8 1.0 1.8	0.3 0.7 1.1	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 59. Off-Site Roadway Traffic “Sunnyvale Analysis” – Saturday

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	66.5	68.1	68.6	70.6	2.1	2.5	No
- South of 1 st St.	Concert Hall	66.0	67.0	68.5	67.0	2.5	0.0	No
- North of 11 th St.	Residential	65.3	65.6	65.8	67.1	0.5	1.5	No
- Between 11 th and 12 th St.	Residential	66.3	66.6	67.9	70.0	1.6	3.4	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	66.6	66.6	67.2	71.9	0.6	5.3	Yes
- Between Venice Ave. and 17 th St.	Residential	66.6	66.8	67.7	72.9	1.1	6.1	Yes
- Between 17 th St. and Washington Ave.	Church	65.6	65.0	66.2	70.8	0.6	5.8	Yes
- South of Washington Ave.	School	66.8	65.8	67.3	68.7	0.5	2.9	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.9	68.3	68.7	72.0	0.8	3.7	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.1	71.1	70.4	73.9	0.3	2.8	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.2	70.9	70.7	73.1	1.5	2.2	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	69.5	70.6	70.5	70.9	1.0	0.3	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.3	71.6	70.8	71.5	0.5	-0.1	No
- South of Pico Blvd.	Residential	70.7	72.0	70.7	72.2	0.0	0.2	No
Flower Street								
- North of 6 th St.	Residential	65.5	67.3	68.5	67.4	3.0	0.1	No
- Between 6 th St. and 8 th St.	Residential	67.5	68.5	71.2	69.4	3.7	0.9	No
- Between 8 th and Pico Blvd.	Residential	66.9	67.1	68.3	68.2	1.4	1.1	No
- South of Pico Blvd.	Hotel	67.1	67.7	67.4	70.6	0.3	2.9	No
- South of 18 th St.	Residential	64.4	64.9	64.4	68.2	0.0	3.3	No
Hope Street								
- North of 1 st St.	Concert Hall	64.7	66.4	67.9	69.3	3.2	2.9	No
- South of 1 st St.	Concert Hall	64.9	65.5	67.7	66.4	2.8	0.9	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.4	68.7	67.5	69.7	0.1	1.0	No

Table 59. Off-Site Roadway Traffic “Sunnyvale Analysis” – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
2 nd Street								
- West of Figueroa St.	Residential	69.1	69.3	69.1	71.0	0.0	1.7	No
- East of Figueroa St.	Residential	68.1	68.1	68.2	68.4	0.1	0.3	No
6 th Street								
- West of Lucas Ave.	Hospital	71.4	71.1	71.4	71.2	0.0	0.1	No
- Between Lucas Ave. & Bixel St.	Residential	71.0	70.5	71.9	70.7	0.9	0.2	No
- East of Bixel St.	Residential	71.1	70.7	71.9	71.0	0.8	0.3	No
- East of Flower St.	Residential	71.3	70.9	72.9	72.0	1.6	1.1	No
- West of Main St.	Residential	70.1	69.3	70.1	70.8	0.0	1.5	No
- East of Main St.	Residential	69.4	68.6	69.4	68.6	0.0	0.0	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.1	71.6	72.5	72.3	0.4	0.7	No
- Between Alvarado St. & Union Ave.	Religious	71.8	71.1	72.6	71.9	0.8	0.8	No
- Between Union Ave. & Blaine St.	School/ Religious	71.6	70.9	72.6	72.0	1.0	1.1	No
- Between Blaine St. & Georgia St.	School	71.9	71.4	73.1	73.1	1.2	1.7	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.9	71.6	72.9	73.0	1.0	1.4	No
- Between Francisco St. & Figueroa St.	Hotel	71.6	71.5	73.3	73.4	1.7	1.9	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.8	71.4	73.4	73.2	1.6	1.8	No
- East of Flower St.	Residential	71.0	70.6	72.4	72.2	1.4	1.6	No
W. 11 th Street								
- West of Blaine St.	Residential	66.3	67.8	65.2	66.2	-1.1	-1.6	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.3	69.4	67.4	72.0	-0.9	2.6	No
- East of L.A. LIVE Wy.	Auditorium	66.3	67.1	63.6	66.6	-2.7	-0.5	No
- West of Grand Ave.	Residential	64.1	65.6	63.7	62.5	-0.4	-3.1	No
- East of Grand Ave.	Residential	62.0	65.2	66.9	65.0	4.9	-0.2	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.5	71.5	71.8	72.0	0.3	0.5	No

Table 59. Off-Site Roadway Traffic “Sunnyvale Analysis” – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Alvarado St. & Union Ave.	Commercial ^b	71.5	71.5	72.1	72.3	0.6	0.8	No
- Between Union Ave. & Figueroa St.	Residential	71.0	71.0	71.8	71.8	0.8	0.8	No
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.3	68.8	69.7	69.6	1.4	0.8	No
- East of Hill St.	Motel	68.5	67.6	69.5	68.4	1.0	0.8	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.8	69.2	71.0	71.1	1.2	1.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.7	68.8	71.6	69.2	2.9	0.4	No
Venice Boulevard								
- East of Olive St.	School	67.6	66.9	69.4	72.3	1.8	5.4	No
W. 12 th Street								
- West of Grand Ave.	Residential	62.7	61.1	62.7	64.7	0.0	3.6	No
E. 17 th Street								
- West of Grand Ave.	Residential	70.3	70.3	70.9	73.1	0.6	2.8	No
W. 18 th Street								
- West of Flower St.	Residential	58.9	60.8	59.7	61.3	0.8	0.5	No
- West of Grand Ave.	Church	58.1	60.5	59.0	61.0	0.9	0.5	No
Washington Boulevard								
- West of Flower St.	School/ Religious	70.2	69.7	70.6	71.8	0.4	2.1	No
- Between Flower St. & Grand Ave.	School/ Religious	69.7	69.0	70.1	71.1	0.4	2.1	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.1	68.5	69.4	70.0	0.3	1.5	No
- East of Los Angeles St..	Residential	68.8	68.1	69.1	69.9	0.3	1.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	64.7	65.2	65.0	66.0	0.3	0.8	No
- East of I-110 Freeway	Residential	64.5	64.6	66.1	66.4	1.6	1.8	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.6	71.6	71.7	71.8	0.1	0.2	No
- Between 8 th St. & Olympic Blvd.	Motel	71.7	71.7	71.7	72.1	0.0	0.4	No

Table 59. Off-Site Roadway Traffic “Sunnyvale Analysis” – Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Residential Residential/ Religious	71.3 70.5	71.4 70.8	72.0 71.1	72.3 71.3	0.7 0.6	0.9 0.5	No No
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.8 71.2 70.2	71.3 70.9 69.6	71.8 71.3 70.2	71.3 71.1 69.6	0.0 0.1 0.0	0.0 0.2 0.0	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.4	66.6 64.2	69.0 66.3	67.2 65.2	3.0 1.9	0.6 1.0	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	65.7 66.4 69.0	65.1 66.4 68.7	65.7 66.4 69.0	65.1 66.8 69.4	0.0 0.0 0.0	0.0 0.4 0.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	72.7 71.6 70.9 70.8	72.8 71.4 70.0 69.8	72.7 72.6 71.8 70.8	72.8 71.7 70.2 69.8	0.0 1.0 0.9 0.0	0.0 0.3 0.2 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.4 69.9 68.6	70.4 70.0 68.8	71.0 70.6 70.0	70.7 70.6 69.9	0.6 0.7 1.4	0.3 0.6 1.1	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 60. Off-Site Roadway Traffic “Sunnyvale Analysis” – Weekday

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	72.2	65.5	72.9	69.4	0.7	3.9	No
- South of 1 st St.	Concert Hall	71.2	64.4	72.1	64.4	0.9	0.0	No
- North of 11 th St.	Residential	70.6	63.7	70.7	64.4	0.1	0.7	No
- Between 11 th and 12 th St.	Residential	71.8	64.2	72.7	68.3	0.9	4.1	No
- Between 12 th St. and Venice Ave.	Residential/ Hospital	72.0	64.2	72.3	70.6	0.3	6.4	Yes
- Between Venice Ave. and 17 th St.	Residential	72.2	64.4	72.5	71.8	0.3	7.4	Yes
- Between 17 th St. and Washington Ave.	Church	70.2	62.0	70.6	70.2	0.4	8.2	Yes
- South of Washington Ave.	School	70.6	63.8	70.8	68.6	0.2	4.8	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.2	68.0	73.4	71.8	0.2	3.8	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	73.7	69.4	73.9	72.3	0.2	2.9	No
- Between Wilshire Blvd. and 9 th St.	Hotel	72.1	67.1	72.8	70.7	0.7	3.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.2	65.8	71.8	67.3	0.6	1.5	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	71.7	66.3	72.0	66.5	0.3	0.2	No
- South of Pico Blvd.	Residential	72.3	66.4	72.8	67.5	0.5	1.1	No
Flower Street								
- North of 6 th St.	Residential	70.6	65.5	71.9	65.8	1.3	0.3	No
- Between 6 th St. and 8 th St.	Residential	71.7	66.5	73.2	67.7	1.5	1.2	No
- Between 8 th and Pico Blvd.	Residential	70.9	64.2	71.5	65.0	0.6	0.8	No
- South of Pico Blvd.	Hotel	71.8	63.9	71.9	67.9	0.1	4.0	No
- South of 18 th St.	Residential	69.8	63.7	69.8	68.1	0.0	4.4	No
Hope Street								
- North of 1 st St.	Concert Hall	70.5	63.6	71.6	68.2	1.1	4.6	No
- South of 1 st St.	Concert Hall	70.8	64.1	71.7	64.7	0.9	0.6	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	71.3	64.5	71.4	66.3	0.1	1.8	No

Table 60. Off-Site Roadway Traffic “Sunnyvale Analysis” – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
2 nd Street								
- West of Figueroa St.	Residential	70.3	65.4	70.4	68.7	0.1	3.3	No
- East of Figueroa St.	Residential	69.2	64.5	69.4	65.4	0.2	0.9	No
6 th Street								
- West of Lucas Ave.	Hospital	73.4	69.2	73.4	69.2	0.0	0.0	No
- Between Lucas Ave. & Bixel St.	Residential	73.4	68.4	73.8	68.4	0.4	0.0	No
- East of Bixel St.	Residential	73.1	67.7	73.6	67.8	0.5	0.1	No
- East of Flower St.	Residential	72.0	68.9	73.8	70.1	1.8	1.2	No
- West of Main St.	Residential	70.9	66.9	71.0	69.3	0.1	2.4	No
- East of Main St.	Residential	70.5	65.5	70.5	65.5	0.0	0.0	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.0	69.1	73.4	70.5	0.4	1.4	No
- Between Alvarado St. & Union Ave.	Religious	72.6	69.0	73.2	70.2	0.6	1.2	No
- Between Union Ave. & Blaine St.	School/ Religious	72.1	68.2	72.9	69.7	0.8	1.5	No
- Between Blaine St. & Georgia St.	School	71.8	68.2	72.6	69.9	0.8	1.7	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.8	68.3	72.5	69.5	0.7	1.2	No
- Between Francisco St. & Figueroa St.	Hotel	71.9	68.1	73.1	70.0	1.2	1.9	No
- Between Figueroa St. and Flower St.	Commercial ^b	72.0	67.6	73.2	69.4	1.2	1.8	No
- East of Flower St.	Residential	71.3	66.6	72.1	67.9	0.8	1.3	No
W. 11 th Street								
- West of Blaine St.	Residential	67.6	64.7	64.6	62.3	-3.0	-2.4	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.8	63.6	67.8	72.0	-1.0	8.4	Yes
- East of L.A. LIVE Wy.	Auditorium	64.6	60.1	63.6	64.9	-1.0	4.8	No
- West of Grand Ave.	Residential	67.0	61.8	65.6	59.9	-1.4	-1.9	No
- East of Grand Ave.	Residential	67.2	60.0	69.5	62.9	2.3	2.9	No
Pico Boulevard								
- West of Alvarado St.	Religious	71.9	67.7	72.3	69.0	0.4	1.3	No

Table 60. Off-Site Roadway Traffic “Sunnyvale Analysis” – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	67.7	72.9	70.0	1.0	2.3	No
- Between Union Ave. & Figueroa St.	Residential	72.3	66.6	72.9	69.5	0.6	2.9	No
- Between Figueroa St. & Flower St.	Residential/ Hotel	71.3	64.0	71.9	67.6	0.6	3.6	No
- East of Hill St.	Motel	70.0	61.0	70.5	64.5	0.5	3.5	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.0	67.3	69.0	68.0	0.0	0.7	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	69.1	66.7	72.7	67.5	3.6	0.8	No
Venice Boulevard								
- East of Olive St.	School	70.7	62.0	71.8	71.6	1.1	9.6	No
W. 12 th Street								
- West of Grand Ave.	Residential	63.8	60.0	63.6	62.8	-0.2	2.8	No
E. 17 th Street								
- West of Grand Ave.	Residential	73.3	66.7	73.6	69.9	0.3	3.2	No
W. 18 th Street								
- West of Flower St.	Residential	59.7	54.4	63.4	54.4	3.7	0.0	No
- West of Grand Ave.	Church	60.8	52.3	63.9	52.3	3.1	0.0	No
Washington Boulevard								
- West of Flower St.	School/ Religious	71.4	66.2	72.0	69.3	0.6	3.1	No
- Between Flower St. & Grand Ave.	School/ Religious	70.8	65.1	71.3	68.1	0.5	3.0	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	71.2	64.8	71.5	67.5	0.3	2.7	No
- East of Los Angeles St..	Residential	71.5	64.2	71.7	67.8	0.2	3.6	No
W. 39 th Street								
- West of I-110 Freeway	Residential	69.0	60.0	69.2	61.7	0.2	1.7	No
- East of I-110 Freeway	Residential	69.5	59.4	70.2	64.9	0.7	5.5	Yes
Alvarado Street								
- North of 8 th St.	Commercial/ Park	72.7	69.2	72.7	69.6	0.0	0.4	No
- Between 8 th St. & Olympic Blvd.	Motel	72.6	68.9	72.6	69.8	0.0	0.9	No

Table 60. Off-Site Roadway Traffic “Sunnyvale Analysis” – Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Residential Residential/ Religious	71.9 71.7	68.0 68.1	72.4 72.0	69.6 69.1	0.5 0.3	1.6 1.0	No No
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.3 71.7 70.8	68.2 67.6 66.3	72.4 72.2 70.8	68.4 67.9 66.6	0.1 0.5 0.0	0.2 0.3 0.3	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	70.4 69.7	64.6 62.2	71.6 70.2	65.0 62.9	1.2 0.5	0.4 0.7	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	68.7 69.5 69.6	63.2 64.7 68.3	68.7 69.5 69.6	63.2 64.9 69.0	0.0 0.0 0.0	0.0 0.2 0.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.9 72.5 71.6 71.4	70.0 68.2 66.6 66.7	74.0 73.4 72.4 71.4	70.0 69.1 67.0 66.7	0.1 0.9 0.8 0.0	0.0 0.9 0.4 0.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	72.6 72.4 71.3	68.9 68.5 67.7	73.0 72.8 72.0	69.5 69.2 69.2	0.4 0.4 0.7	0.6 0.7 1.5	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

4.4.2.3 *Public Transit*

As described in the Project's Transportation Study, it is estimated that 20% of patrons would use public transit on a weekday and 15% would use public transit on a weekend. Similar to the roadway traffic analysis, the increase in the use of the public transit systems would occur generally in the hours immediately before (Pre-Event) and after (Post-Event) the events. Indirect noise impacts from the Project would occur from increases in public transit usage (i.e., noise associated with an increased number of train or bus trips that would otherwise not occur if the Project was not constructed). The Metro Red Line, Purple Line, and part of the Blue and Gold Lines operate as underground subway systems; therefore any noise generated by the rail-systems would be contained within the underground structure and would not impact any noise-sensitive receptors.

The estimated additional metro cars and surface buses volumes that would be needed for Sunday Pre-Event and Post-Event hours are provided on Table 61 (on page 190) and Table 62 (on page 190), respectively. As indicated in these tables, the estimated maximum increase in noise from the rail line operations during both the Pre-Event and Post-Event hours would be 1.9 dBA (hourly L_{eq}) or less, which would be below the significance threshold. The Silver Line would have an increase of 2 buses (for a total of 4) and 3 (for a total of 5) buses during the Pre-Event and Post-Event hours, respectively. The increase in the number of buses along the Silver Line would result in an increase of 6.0 dBA (hourly L_{eq}), from the bus operation only, as compared to the future without Project condition. However, the noise from the Silver Line operations (5 buses) would be approximately 55 dBA (hourly L_{eq}) along the bus route, which would be lower than the existing ambient noise levels along the bus line. As such, the noise impacts from increase transit usage, during a Sunday event day, would be less than significant.

Table 63 (on page 191) and Table 64 (on page 191) present the estimated additional cars/buses that would be needed for Saturday Pre-Event and Post-Event hours, respectively. As indicated in Table 63, the estimated increase in noise from the transit operations during the Pre-Event would be 1.8 dBA (hourly L_{eq}) or less, which would also be below the significance threshold. During the Post-Event hour, the potential increase in the rail operations would result in a maximum increase of 2.0 dBA (hourly L_{eq}) along the Blue Line, which would be below the significance threshold. The Silver Line would have an increase of 2 buses (for a total of 4 buses), which would result in an increase of 3.0 dBA (hourly L_{eq}), from the bus operation only. The overall increase in the ambient would be less than 3.0 dBA (hourly L_{eq}) as the Silver Line travels along major roadways with high ambient noise levels. Therefore, no significant noise impact would be expected from the increase in transit operations, during a Saturday event day.

The additional number of rail cars and buses that would be needed to accommodate future patrons for the Weekday, Pre-Event and Post-Event hours are provided in Table 65 (on page 192) and Table 66 (on page 192), respectively. As indicated in Table 65, no additional rail

cars or buses would be required for the Weekday Pre-Event hour, as such; no significant noise impact would be expected. The Red Line would have to add 13 additional cars during the Weekday Post-Event hour in order to compensate for the Project related additional uses. The additional cars would result in an increase of 3.2 dBA (hourly L_{eq}), noise from the rail operations only. However, the Red Line is an underground subway system, and as such the noise from the Red Line operation would be contained within the underground subway structure. Thus, significant noise impacts would not be expected from the increase in the number of cars for the Red Line, during the Weekday Post-Event periods. The Green Line is expected to increase the existing operations by up to 5 rail cars, which would result in additional 4.8 dBA (hourly L_{eq}) as compared to the existing conditions. The Green Line, however, is located along the center of the 105 Freeway (with high ambient noise levels) and currently has no nearby sensitive receptors. Therefore, noise impacts from the increase in the Green Line operation would be less than significant. The Silver Line (shuttle bus) and the Metro express bus are expected to add up to 5 additional buses (for a total of 7 buses) during the Post-Event hour, which would result in additional 5.4 dBA (hourly L_{eq}) noise levels. The estimated additional noise is due to bus operations only, not including the existing ambient (i.e., traffic on the road). The estimated noise level from the bus (7 buses) operation alone is 57 dBA (hourly L_{eq}), which would be lower than the existing ambient noise levels along the bus line (as the bus lines are along major roadways such as Figueroa Street with high ambient noise levels from existing traffic volumes). The Expo and Blue Lines would add approximately 10 and 18 cars during the Post-Event hour, respectively. The addition of 10 and 18 cars would result in an increase of 4.3 dBA and 6.0 dBA (hourly L_{eq}) along the lines, respectively. The estimated increase along the Blue Line would exceed the stated 5 dBA significance threshold, which would result in significant impacts. The noise impacts would occur for sensitive receptors that are located along the Blue Line, approximately 300 feet (unobstructed) or 175 feet (with intervening buildings between the rail and the receptors) from the rail center line.³⁰

³⁰ FTA, *Transit Noise and Vibration Impact Assessment, Table 4-1, 2006*

Table 61. Off-Site Transit Noise Impacts – Sunday Pre-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	EB	5	20	0	0.0	No
Purple ^a	EB	5	10	0	0.0	No
Red/Purple ^a	WB	10	30	0	0.0	No
Blue	NB	5	15	3	0.8	No
Expo	NB	5	15	0	0.0	No
Green (East)	WB	4	8	0	0.0	No
Green (West)	EB	4	8	0	0.0	No
Gold (Pasadena)	SB	5	10	0	0.0	No
Gold (East LA)	NB	5	10	0	0.0	No
Metrolink	WB	1	4	1	1.0	No
Silver Line (Artesia T.C.)	NB	1	1	2	4.8	No ^a
Silver Line (El Monte)	SB	2	2	2	3.0	No ^a
Metro Bus						
Rapid	N/E	17	17	0	0.0	No
Express	N/E	3	3	2	2.2	No
Local	N/E	82	82	0	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

Table 62. Off-Site Transit Noise Impacts – Sunday Post-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	WB	5	20	6	1.1	No
Purple ^a	WB	5	10	0	0.0	No
Red/Purple ^a	EB	10	30	0	0.0	No
Blue	SB	5	15	8	1.9	No
Expo	SB	5	15	0	0.0	No
Green (East)	EB	4	8	0	0.0	No
Green (West)	WB	4	8	0	0.0	No
Gold (Pasadena)	NB	5	10	0	0.0	No
Gold (East LA)	SB	5	10	0	0.0	No
Metrolink	EB	1	4	2	1.8	No
Silver Line (Artesia T.C.)	SB	1	1	3	6.0	No ^a
Silver Line (El Monte)	NB	2	2	3	4.0	No ^a
Metro Bus						
Rapid	S/W	18	18	1	0.2	No
Express	S/W	4	4	3	2.4	No
Local	S/W	93	93	0	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

Table 63. Off-Site Transit Noise Impacts – Saturday Pre-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	EB	5	20	1	0.2	No
Purple ^a	EB	5	10	0	0.0	No
Red/Purple ^a	WB	10	30	0	0.0	No
Blue	NB	5	15	4	1.0	No
Expo	NB	5	15	0	0.0	No
Green (East)	WB	4	8	0	0.0	No
Green (West)	EB	4	8	0	0.0	No
Gold (Pasadena)	SB	5	10	0	0.0	No
Gold (East LA)	NB	5	10	0	0.0	No
Metrolink	WB	1	5	0	0.0	No
Silver Line (Artesia T.C.)	NB	2	2	1	1.8	No
Silver Line (El Monte)	SB	3	3	1	1.2	No
Metro Bus						
Rapid	N/E	23	23	0	0.0	No
Express	N/E	4	4	1	1.0	No
Local	N/E	103	103	1	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

Table 64. Off-Site Transit Noise Impacts – Saturday Post-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	WB	5	20	5	1.0	No
Purple ^a	WB	5	10	0	0.0	No
Red/Purple ^a	EB	10	30	0	0.0	No
Blue	SB	5	15	9	2.0	No
Expo	SB	5	15	1	0.3	No
Green (East)	EB	4	8	0	0.0	No
Green (West)	WB	4	8	0	0.0	No
Gold (Pasadena)	NB	5	10	0	0.0	No
Gold (East LA)	SB	5	10	0	0.0	No
Metrolink	EB	1	5	1	0.8	No
Silver Line (Artesia T.C.)	SB	2	2	2	3.0	No ^a
Silver Line (El Monte)	NB	3	3	2	2.2	No
Metro Bus						
Rapid	S/W	23	23	0	0.0	No
Express	S/W	5	5	2	1.5	No
Local	S/W	105	105	0	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

Table 65. Off-Site Transit Noise Impacts – Weekday Pre-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	EB	6	36	0	0.0	No
Purple ^a	EB	6	24	0	0.0	No
Red/Purple ^a	WB	12	60	0	0.0	No
Blue	NB	11	33	0	0.0	No
Expo	NB	11	33	0	0.0	No
Green (East)	WB	8	16	0	0.0	No
Green (West)	EB	8	16	0	0.0	No
Gold (Pasadena)	SB	7	14	0	0.0	No
Gold (East LA)	NB	8	16	0	0.0	No
Metrolink	WB	2	8	0	0.0	No
Silver Line (Artesia T.C.)	NB	6	6	0	0.0	No
Silver Line (El Monte)	SB	8	8	0	0.0	No
Metro Bus						
Rapid	N/E	55	55	0	0.0	No
Express	N/E	13	13	0	0.0	No
Local	N/E	152	152	0	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

Table 66. Off-Site Transit Noise Impacts – Weekday Post-Event

Transit Line	Direction	Future Without Project		Future Additional Cars/ Buses	Estimated Increase Noise Levels, dBA	Significant Impacts?
		Buses/ Trains per Hour	Total Cars/ Buses			
Red ^a	WB	3	12	13	3.2	No
Purple ^a	WB	3	6	0	0.0	No
Red/Purple ^a	EB	6	18	2	0.5	No
Blue	SB	3	6	18	6.0	Yes
Expo	SB	3	6	10	4.3	No
Green (East)	EB	3	3	5	4.3	No
Green (West)	WB	2	2	4	4.8	No
Gold (Pasadena)	NB	3	3	2	2.2	No
Gold (East LA)	SB	2	2	3	4.0	No
Metrolink	EB	2	10	0	0.0	No
Silver Line (Artesia T.C.)	SB	2	2	2	3.0	No
Silver Line (El Monte)	NB	2	2	3	4.0	No
Metro Bus						
Rapid	S/W	8	8	7	2.7	No
Express	S/W	2	2	5	5.4	No
Local	S/W	39	39	0	0.0	No
^a Underground subway system Source: The Mobility Group and AES, 2011						

4.4.2.4 Helicopters

It is anticipated that there would be media helicopters flying near the Event Center during an event for news coverage. Based on measurements from a nearby stadium (Los Angeles Memorial Coliseum), helicopter noise level during a football game was measured up to 70 dBA in the adjacent residential community.³¹ Therefore, noise from helicopters in the communities adjacent to the Event Center would experience noise from helicopter over flights of up to 70 dBA and would be similar to the existing conditions (media coverage for events at the STAPLES Center, Nokia Theatre at L.A. LIVE, LA LIVE and the Convention Center). The noise levels from the media helicopters to the nearby noise sensitive receptors are expected to be similar to existing conditions, however, it is anticipated that the number of media helicopters would increase due to the events at the Event Center. Helicopter noise would be temporary in nature but would exceed the ambient noise levels at all nearby noise sensitive receptors by 5 dBA (L_{eq}) or more, on a temporary and intermittent basis, which would exceed the stated significance threshold. Therefore, noise impacts associated with media helicopters would be considered significant.

4.4.3 Composite Noise Level Impacts from Project Operations

An evaluation of composite noise levels, including all Project related noise sources plus the existing ambient level, was conducted to identify the potential Project-related noise level increase that may occur at the studied noise-sensitive receptor locations. The overall sound environment at the areas surrounding the Project Site would include contributions from each on-site and off-site individual noise source associated with the typical event day operation of the Project. Principal on-site noise sources associated with the Project for a typical event day would include mechanical equipment, parking facilities, loading docks, outdoor plazas, and Event Center crowds and sound systems. The noise analysis for the various Project noise sources was made using various noise descriptors (i.e., L_{eq} and instantaneous L_{max}). In addition, noise from various sources would occur at different times (i.e., traffic/parking/outdoor plazas noise would occur during the Pre-Event/Post-Event hours, and Event Center related noise would occur in between). In order to evaluate the combined noise effect of all noise sources, a common noise descriptor, CNEL, is used. The composite noise analysis was performed for two typical event days, one with and one without firework shows. For the event day without the firework, the analysis assumed that the event would occur during the daytime hours and would end before 10 p.m. As described above, the firework shows would typically occur before 10 p.m. However, to represent a worst-case scenario for an event day with firework show, the analysis assumed the event would occur in the evening hours with firework shows ending by 11:30 p.m.

³¹ Los Angeles Memorial Coliseum Renovation Project, Draft Environmental Report, Section V.F. Noise, 2003.

Table 67 (on page 195) presents the estimated composite noise at the off-site noise sensitive receptors for typical event days without a firework show. As indicated in Table 67, the Project's composite noise impacts would be below the more stringent 3 dBA significance thresholds at all off-site noise-sensitive receptors, except for receptors R1, R2, R3, R13 and R23. The Project would result in a maximum increase of 3.1 dBA CNEL at receptor R23, 4.0 dBA CNEL at receptor R13, 7.8 dBA CNEL at R3, 8.1 dBA CNEL at receptor R1, and 8.2 dBA CNEL at receptor R2. The increase in ambient noise levels at receptor R23 would be below the 5 dBA significance threshold, which would not result in significant impact. However, the increase in ambient noise levels at receptors R1, R2, R3 and R13 would exceed the significance threshold of 3 dBA CNEL, as the ambient noise levels with the Project would be within the "normally unacceptable" or "clearly unacceptable" land use category. Therefore, the composite noise level impacts due to the Project would be significant for typical event days without a firework show.

Table 68 (on page 196) presents the composite operation noise levels for an event day with fireworks at the off-site noise sensitive receptors. The composite noise levels at receptors R10, R12, R15 and R18 would be below the stated significance thresholds. However, the estimated composite noise levels at receptors R1 through R9, R11, R13, R14, R16, R17, and R19 through R26 would increase the ambient noise levels by 4.5 dBA CNEL at R11 to 17.9 dBA CNEL at R3, which would exceed the applicable significance threshold of 3 dBA (with composite noise level greater than 70 dBA CNEL) and 5 dBA (with composite noise levels below 70 dBA CNEL). Therefore, the composite operation noise levels would result in significant impacts at these locations.

Table 67. Composite Operation Noise Levels – Without Firework Show

Receptor	Individual Component Noise Levels, dBA (CNEL)							Composite Noise Levels, dBA (CNEL)	Ambient Noise Levels, dBA (CNEL)	Composite + Ambient Noise Levels, dBA (CNEL)	Increase due to Project, dBA (CNEL)	Significant Impacts ^a ?
	Traffic	Mechanical	Parking	Loading/ Refuse	Buses	Outdoor Plazas	Event Center					
R1	61.7	41.1	35.3	21.1	18.4	73.3	64.1	74.1	66.7	74.8	8.1	Yes
R2	62.9	54.4	22.2	25.4	49.6	77.4	53.2	77.6	70.1	78.3	8.2	Yes
R3	57.3	54.0	21.2	23.3	42.0	67.2	51.7	67.9	60.9	68.7	7.8	Yes
R4	54.1	59.0	42.1	32.8	21.0	43.0	50.2	60.8	61.9	64.4	2.5	No
R5	50.0	54.0	41.2	22.9	20.2	42.3	53.3	57.8	60.6	62.4	1.8	No
R6	51.2	46.2	47.0	24.6	24.0	46.4	53.9	57.1	59.6	61.5	1.9	No
R7	54.1	40.6	47.0	20.0	20.4	51.5	60.7	62.2	66.3	67.7	1.4	No
R8	50.5	38.9	38.2	16.1	15.2	51.0	55.9	58.1	61.1	62.9	1.8	No
R9	51.5	49.2	37.6	15.5	15.7	49.8	52.7	57.1	63.6	64.5	0.9	No
R10	61.9	39.9	24.8	15.2	15.3	57.1	46.6	63.3	73.7	74.1	0.4	No
R11	56.4	41.9	24.6	13.1	17.8	44.9	48.6	57.5	70.4	70.6	0.2	No
R12	62.4	36.7	16.8	14.2	15.1	46.2	42.6	62.6	70.3	71.0	0.7	No
R13	56.4	53.1	19.4	16.7	34.4	69.9	56.8	70.4	68.5	72.5	4.0	Yes
R14	64.8	53.1	19.2	16.5	28.8	56.8	49.2	65.8	67.8	69.9	2.1	No
R15	52.8	39.8	17.1	19.2	19.6	46.5	43.4	54.2	63.9	64.3	0.4	No
R16	69.1	50.4	19.9	15.9	20.5	46.5	46.6	69.2	69.4	72.3	2.9	No
R17	53.7	52.3	25.1	24.6	25.1	48.6	43.8	57.0	63.4	64.3	0.9	No
R18	49.2	49.7	28.2	25.1	17.2	41.8	44.9	53.5	74.3	74.3	0.0	No
R19	50.8	52.6	30.0	25.6	15.7	39.9	46.2	55.5	64.8	65.3	0.5	No
R20	52.2	51.8	30.9	24.0	22.0	36.3	45.1	55.5	63.0	63.7	0.7	No
R21	52.5	51.7	30.8	24.8	22.5	35.8	44.5	55.5	56.3	58.9	2.6	No
R22	51.1	53.5	33.8	28.3	13.6	36.8	45.6	56.0	62.8	63.6	0.8	No
R23	48.7	54.7	36.8	18.9	15.8	38.9	51.8	57.3	57.0	60.1	3.1	No
R24	63.1	46.4	38.6	19.0	25.7	40.6	55.1	63.9	67.4	69.0	1.6	No
R25	45.5	42.5	38.2	17.5	16.0	40.7	49.7	52.2	59.9	60.6	0.7	No
R26	55.5	59.7	38.7	46.4	21.4	45.0	48.5	61.6	66.2	67.5	1.3	No

^a Significance threshold is equal to an increase of 3 dBA or more when the composite + ambient noise levels falls within the “normally unacceptable” range or higher (i.e., 70 dBA CNEL for residential use) and 5 dBA or more when the composite + ambient noise levels remains within the “conditionally acceptable” range or lower (i.e., below 70 dBA CNEL for residential uses).

Table 68. Composite Operation Noise Levels – With Firework Show

Receptor	Individual Component Noise Levels, dBA (CNEL)								Composite Noise Levels, dBA (CNEL)	Ambient Noise Levels, dBA (CNEL)	Composite + Ambient Noise Levels, dBA (CNEL)	Increase due to Project, dBA (CNEL)	Significant Impacts ^a ?
	Traffic	Mechanical	Parking	Loading/ Refuse	Buses	Outdoor Plazas	Event Center	Firework Show					
R1	61.7	41.1	40.3	21.1	22.2	78.3	66.7	67.1	79.0	66.7	79.2	12.5	Yes
R2	62.9	54.4	27.1	25.4	53.7	82.4	55.8	76.5	83.4	70.1	83.6	13.5	Yes
R3	57.3	54.0	26.1	23.3	46.1	72.2	54.3	77.5	78.7	60.9	78.8	17.9	Yes
R4	54.1	59.0	47.1	32.8	24.9	48.0	52.9	77.2	77.3	61.9	77.4	15.5	Yes
R5	50.0	54.0	46.2	22.9	24.1	47.3	56.0	77.2	77.3	60.6	77.3	16.7	Yes
R6	51.2	46.2	52.0	24.6	28.0	51.4	56.6	72.6	72.8	59.6	73.0	13.4	Yes
R7	54.1	40.6	52.0	20.0	24.3	56.5	63.4	69.3	70.6	66.3	72.0	5.7	Yes
R8	50.5	38.9	43.2	16.1	18.8	56.0	58.5	76.4	76.5	61.1	76.6	15.5	Yes
R9	51.5	49.2	42.6	15.5	19.3	54.8	55.3	76.8	76.9	63.6	77.1	13.5	Yes
R10	61.9	39.9	29.8	15.2	18.9	62.1	49.2	68.5	70.1	73.7	75.3	1.6	No
R11	56.4	41.9	29.6	13.1	21.6	49.9	51.2	72.9	73.0	70.4	74.9	4.5	Yes
R12	62.4	36.7	21.5	14.2	18.6	51.2	45.2	58.9	64.3	70.3	71.3	1.0	No
R13	56.4	53.1	24.2	16.7	38.5	74.9	59.5	73.3	77.3	68.5	77.8	9.3	Yes
R14	64.8	53.1	24.0	16.5	32.9	61.8	51.9	75.2	75.8	67.8	76.4	8.6	Yes
R15	52.8	39.8	21.8	19.2	23.5	51.5	46.0	56.4	59.1	63.9	65.1	1.2	No
R16	69.1	50.4	24.7	15.9	24.4	51.5	49.2	71.7	73.7	69.4	75.0	5.6	Yes
R17	53.7	52.3	30.1	24.6	29.1	53.6	46.5	69.7	70.0	63.4	70.9	7.5	Yes
R18	49.2	49.7	33.2	25.1	21.0	46.8	47.5	70.4	70.5	74.3	75.8	1.5	No
R19	50.8	52.6	35.0	25.6	19.3	44.9	48.9	72.2	72.3	64.8	73.0	8.2	Yes
R20	52.2	51.8	35.9	24.0	26.0	41.3	47.8	69.6	69.8	63.0	70.6	7.6	Yes
R21	52.5	51.7	35.8	24.8	26.5	40.8	47.2	69.4	69.6	56.3	69.8	13.5	Yes
R22	51.1	53.5	38.8	28.3	16.9	41.8	48.2	71.1	71.2	62.8	71.8	9.0	Yes
R23	48.7	54.7	41.8	18.9	19.4	43.9	54.4	73.7	73.8	57.0	73.9	16.9	Yes
R24	63.1	46.4	43.6	19.0	29.7	45.6	57.7	75.6	75.9	67.4	76.5	9.1	Yes
R25	45.5	42.5	43.2	17.5	19.6	45.7	52.3	75.6	75.6	59.9	75.7	15.8	Yes
R26	55.5	59.7	43.7	46.4	25.4	50.0	51.1	75.2	75.4	66.2	75.9	9.7	Yes

^a Significance threshold is equal to an increase of 3 dBA or more when the composite + ambient noise levels falls within the “normally unacceptable” range or higher (i.e, 70 dBA CNEL for residential use) and 5 dBA or more when the composite + ambient noise levels remains within the “conditionally acceptable” range or lower (i.e, below 70 dBA CNEL for residential uses).

5 CUMULATIVE ANALYSIS

The Project, together with the related projects, would contribute to cumulative noise impacts. The potential for cumulative noise impacts to occur is specific to the distance between each related project and its stationary noise sources including the cumulative traffic that these projects would add to the surrounding roadway network.

5.1 Construction Noise

Noise from construction activities would normally affect the areas immediately adjacent to the Project Site, meaning those that are less than 500 feet from the construction site, due to sound attenuation provided by the distance and the intervening buildings located between the construction sites and the noise sensitive receptors. Therefore, noise from construction activities for two projects within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites or near the construction sites if the construction sites are close together.

As indicated in the Project's transportation study, a total of 140 related projects are identified in the Project transportation study area. While the majority of these related projects are located farther than 1,000 feet from the Project Site, there are four related projects within 1,000 feet of the Project construction areas. These include Related Project No. 27, the Los Angeles Sports and Entertainment District, a mixed-use development at Figueroa Street and 11th Street (which is completed); Related Project No. 60, a High Rise Condominium Project at 1360 Figueroa Street (approximately 100 feet west of the Project Site); Related Project No. 64, a Condominium/Restaurant Project at 1133 Hope Street (approximately 700 feet west of the Project Site); and Related Project No. 91, a Condominium Development at 1360 Figueroa Street (approximately 100 feet west of the Project Site).

Since the timing of the construction activities for these related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Concurrent construction activities from at the nearby related projects would generate noise at each site and cumulative construction noise could exceed ambient noise levels at the nearest noise sensitive uses between the Project and the related project sites. Most of the construction of the Related Project No. 27 has been completed with the exception of a 600 KSF office building to be built on the north side of Olympic between Georgia and Francisco. If construction of the office building (of the Related Project No. 27) was to occur concurrently with the Project construction, the construction noise from the Related Project No. 27 and the Project could together contribute to a cumulative impact on the nearby noise sensitive receptors, R1 and R10 (as these two receptors are located within 500 feet of either the Related Project No. 27 or the Project). If construction of Related Project No. 60 and Related Project No. 91 were to occur concurrently with Project construction, the construction noise from these related projects and the Project could together contribute to a cumulative impact on the noise-sensitive receptors closest to these project sites

(R2 and R3). Receptors R13 and R14 are located approximately 300 feet from the Related Project No. 64. Therefore, if construction of the Related Project No. 64 were to occur concurrently with Project construction, the construction noise from the Related Project No. 64 and from the Project could together contribute to a cumulative impact on the noise-sensitive receptors closest to these project sites (R13 and R14). However, as with the Project, construction-related noise levels from the related projects would be intermittent, temporary, and would comply with time restrictions and other relevant provisions in the City's Municipal Code. As required of the Project, noise associated with cumulative construction activities would be reduced through proposed mitigation measures for each individual related project and through compliance with locally adopted and enforced noise ordinances. Construction activities for each of the other related projects in the vicinity would be required to comply with the City's Noise Ordinance and would be temporary. Even so, if construction of the nearest related projects were to occur concurrently with the Project's construction, the Project's contribution to cumulative construction related noise impacts could be considerable.

In addition to on-site construction activities, noise from off-site construction haul/deliver trucks could contribute to the cumulative noise impacts. As indicated in the Project transportation study, each project applicant would be required to prepare a construction management plans that would be submitted to LADOT for approval. The construction traffic management plan would be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site. Even so, if construction trucks from the related projects were to travel on the same routes and within the same hours as the Project, the Project's contribution to cumulative off-site construction related truck traffic noise impacts could be considerable.

Although, noise impacts associated with the Project construction activities would be less than significant, construction noise from the Project together with the Related Projects could increase ambient noise level at receptors that are located within 500 feet from the construction sites by 5 dBA or more. Therefore, it is conservatively concluded that the Project's construction noise impacts could be cumulatively considerable, even after imposition of mitigation measures. However, the occurrence of this impact is uncertain at this time, as it would depend upon the timing of the related projects' construction, which is currently unknown.

5.2 Construction Vibration

As previously discussed, ground-borne vibration decreases rapidly with distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity to the construction site (i.e., less than 25 feet). As indicated above, the nearest related project is approximately 100 feet away from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to building damages from the ground-borne vibration. However, ground-borne vibration from heavy construction

equipment, such as impact pile drivers and vibratory rollers, could impact nearby vibration-sensitive uses (i.e., residential uses or the Nokia Theatre at L.A. LIVE), if are used within 320 feet of the vibration sensitive uses. Although, there could be construction equipment operating at Related Project sites and the Project site (assuming concurrent construction), the vibration levels from each piece of construction equipment would likely not be additive (in terms of the maximum levels), due to the rapid rate that vibration levels attenuate and the likelihood of multiple pieces of equipment impacting the ground surface with the same vibration characteristics (i.e., frequency and amplitude) and at the same time is low if not improbable. Therefore, cumulative construction impacts with respect to vibration sensitive uses would be less than significant.

5.3 Operation Noise

Once developed, the Project along with overall development in the surrounding area would generate noise that would contribute to cumulative noise from a number of community noise sources, including vehicle travel and mechanical equipment (e.g., heating, ventilating, and air-conditioning systems). Noise levels from stationary sources, such as outdoor air-conditioning equipment, would be less than significant at the property line for each related project due to the City's exterior noise limits. However, since noise from the Project's on-site stationary-sources (i.e., Event Center operations including crowds, use of sound systems, parking garage operations, and use of outdoor plazas) would potentially result in significant impacts and there are related projects within 500 feet of the Project Site (Related Project No. 60 and No. 91), on-site stationary-sources noise impacts attributable to cumulative development of the related projects and the Project would potentially result in significant impacts at noise-sensitive receptors located between the Project and these related projects.

The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from "existing" conditions to "future cumulative" conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, and related development projects, with and without the Project.

Table 69, Table 70 and Table 71 (on pages 201, 205 and 209) present the cumulative off-site traffic noise impacts for the Sunday scenarios. As indicated in these tables, significant cumulative noise impacts would occur at 11 analyzed roadway segments for all three Sunday scenarios (typical, with Convention Center Dark, and for informational purpose only, with Dodgers and Coliseum) by up to 9.9 dBA (for typical Sunday and for Sunday with Dodgers and Coliseum) and up to 11.8 dBA (for Sunday with Convention Center Dark). A significant cumulative impact would occur at two additional roadway segments. 11th Street (between Blaine St. and LA Live Way) and Blaine St. (between I-110 SB Off-ramp and 11th Street) under the Sunday with Convention Center Dark scenario, by up to 6.7 dBA.

The cumulative off-site traffic noise impacts for the Saturday scenarios are provided in Table 72, Table 73 and Table 74 (on pages 213, 217 and 221). As indicated in therein, significant cumulative noise impacts would occur at 8 analyzed roadway segments for all three Saturday scenarios (typical, with Convention Center Dark, and with Dodgers and Coliseum), by up to 8.5 dBA (for typical Saturday and Saturday with Dodgers and Coliseum) and up to 9.2 dBA (for Saturday with Convention Center Dark). Two additional roadway segments, West 18th Street (west of Flower Street and west of Grand Ave.) by up to 7.2 dBA, would result in cumulative traffic noise impacts, under the Saturday with Convention Center Dark scenario.

The calculated traffic noise levels under “existing” and “future cumulative” conditions for the Weekday scenarios are presented in Table 75, Table 76 and Table 77 (on pages 225, 229 and 233). As indicated in these tables, significant cumulative noise impacts would occur at 12 analyzed roadway segments for all three Weekday scenarios (typical, with Convention Center Dark, and with Dodgers and Coliseum), by up to 8.8 dBA (for typical Weekday and Weekday with Convention Center Dark) and up to 9.4 dBA (for Weekday with Dodgers and Coliseum). Cumulative noise impacts would occur at one roadway segment, West 39th Street (west of I-110 Freeway), by 10.5 dBA, under the Weekday with Dodgers & Coliseum scenario only.

Table 69. Cumulative Off-Site Roadway Traffic Noise Impacts – Sunday

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	67.1	66.8	70.3	71.0	3.2	4.2	No
- South of 1 st St.	Concert Hall	66.8	66.6	70.6	69.1	3.8	2.5	No
- North of 11 th St.	Residential	64.2	64.0	67.5	68.2	3.3	4.2	No
- Between 11 th and 12 th St.	Residential	65.1	64.9	69.9	71.1	4.8	6.2	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	65.0	65.4	68.8	72.6	3.8	7.2	Yes
- Between Venice Ave. and 17 th St.	Residential	65.3	65.9	68.8	73.5	3.5	7.6	Yes
- Between 17 th St. and Washington Ave.	Church	64.2	64.0	66.6	71.3	2.4	7.3	Yes
- South of Washington Ave.	School	63.7	64.2	66.3	68.8	2.6	4.6	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.6	68.4	69.4	72.4	1.8	4.0	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	68.6	69.1	70.6	73.7	2.0	4.6	No
- Between Wilshire Blvd. and 9 th St.	Hotel	67.7	68.2	71.3	72.8	3.6	4.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	67.5	67.7	70.8	70.7	3.3	3.0	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	68.2	68.6	71.5	71.0	3.3	2.4	No
- South of Pico Blvd.	Residential	68.7	69.2	71.7	71.5	3.0	2.3	No
Flower Street								
- North of 6 th St.	Residential	65.2	64.6	69.5	67.0	4.3	2.4	No
- Between 6 th St. and 8 th St.	Residential	66.8	67.5	72.0	70.3	5.2	2.8	Yes
- Between 8 th and Pico Blvd.	Residential	65.2	65.6	69.5	69.6	4.3	4.0	No
- South of Pico Blvd.	Hotel	65.2	66.6	69.4	71.9	4.2	5.3	Yes
- South of 18 th St.	Residential	61.7	62.5	67.9	69.8	6.2	7.3	Yes
Hope Street								
- North of 1 st St.	Concert Hall	65.9	66.7	69.3	70.1	3.4	3.4	No
- South of 1 st St.	Concert Hall	64.6	66.7	68.0	67.8	3.4	1.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.3	67.5	69.6	70.2	2.3	2.7	No
2 nd Street								

Table 69. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	65.7	66.0	66.3	69.1	0.6	3.1	No
- East of Figueroa St.	Residential	65.1	65.8	65.7	66.7	0.6	0.9	No
6 th Street								
- West of Lucas Ave.	Hospital	69.9	70.0	71.7	71.7	1.8	1.7	No
- Between Lucas Ave. & Bixel St.	Residential	69.1	69.4	72.2	71.9	3.1	2.5	No
- East of Bixel St.	Residential	68.8	69.1	72.2	71.9	3.4	2.8	No
- East of Flower St.	Residential	70.2	68.4	73.1	71.3	2.9	2.9	No
- West of Main St.	Residential	69.3	67.9	70.8	70.9	1.5	3.0	No
- East of Main St.	Residential	68.7	66.7	70.0	68.4	1.3	1.7	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	70.6	70.8	71.9	72.2	1.3	1.4	No
- Between Alvarado St. & Union Ave.	Religious	70.5	70.4	72.3	72.1	1.8	1.7	No
- Between Union Ave. & Blaine St.	School/ Religious	69.9	69.7	72.1	71.6	2.2	1.9	No
- Between Blaine St. & Georgia St.	School	70.2	69.6	72.8	72.4	2.6	2.8	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	70.5	69.6	72.8	72.1	2.3	2.5	No
- Between Francisco St. & Figueroa St.	Hotel	70.2	69.7	73.3	72.9	3.1	3.2	No
- Between Figueroa St. and Flower St.	Commercial ^b	70.3	69.7	72.9	72.8	2.6	3.1	No
- East of Flower St.	Residential	69.3	68.8	72.2	71.5	2.9	2.7	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	66.1	67.0	63.3	0.4	-2.8	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.0	67.3	68.4	72.0	0.4	4.7	No
- East of L.A. LIVE Wy.	Auditorium	64.8	62.5	63.1	65.7	-1.7	3.2	No
- West of Grand Ave.	Residential	63.9	63.5	67.5	66.2	3.6	2.7	No
- East of Grand Ave.	Residential	63.3	62.9	70.2	68.1	6.9	5.2	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.0	70.8	71.9	71.9	0.9	1.1	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.4	71.2	72.6	72.8	1.2	1.6	No
- Between Union Ave. & Figueroa St.	Residential	70.2	70.4	72.0	72.1	1.8	1.7	No

Table 69. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	67.6	68.3	70.5	70.3	2.9	2.0	No
- East of Hill St.	Motel	66.9	66.2	69.0	68.3	2.1	2.1	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	68.6	67.3	70.6	70.3	2.0	3.0	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.5	67.6	72.0	69.5	3.5	1.9	No
Venice Boulevard								
- East of Olive St.	School	66.3	65.6	69.3	72.3	3.0	6.7	No
W. 12 th Street								
- West of Grand Ave.	Residential	59.8	59.5	65.2	67.0	5.4	7.5	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	68.9	68.7	71.3	72.9	2.4	4.2	No
W. 18 th Street								
- West of Flower St.	Residential	56.5	56.4	61.6	65.7	5.1	9.3	Yes
- West of Grand Ave.	Church	56.5	55.7	61.6	65.6	5.1	9.9	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	68.9	68.1	69.9	71.2	1.0	3.1	No
- Between Flower St. & Grand Ave.	School/ Religious	68.1	67.3	69.2	70.7	1.1	3.4	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	67.4	66.7	68.7	69.5	1.3	2.8	No
- East of Los Angeles St..	Residential	67.0	66.3	68.2	69.1	1.2	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	62.9	64.1	64.0	65.7	1.1	1.6	No
- East of I-110 Freeway	Residential	61.8	63.1	64.7	65.5	2.9	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	70.8	71.7	71.6	72.5	0.8	0.8	No
- Between 8 th St. & Olympic Blvd.	Motel	70.8	71.4	71.5	72.4	0.7	1.0	No
- Between Olympic Blvd. & Pico Blvd.	Residential	70.7	71.0	72.1	72.4	1.4	1.4	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.2	70.7	71.3	71.7	1.1	1.0	No

Table 69. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.0 70.9 70.9	71.7 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.3 0.5 0.3	0.1 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.1	66.0 64.4	70.1 68.1	68.7 67.6	4.1 4.0	2.7 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	63.8 65.0 68.1	63.9 64.9 68.5	64.9 66.4 69.1	65.1 66.7 69.9	1.1 1.4 1.0	1.2 1.8 1.4	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.0 70.0 69.4 69.2	71.1 69.9 68.9 68.7	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.6 1.8 1.6 0.4	0.4 0.9 0.8 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	69.8 69.2 67.9	69.9 69.2 67.8	71.5 71.1 70.3	71.2 71.0 69.8	1.7 1.9 2.4	1.3 1.8 2.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 70. Cumulative Off-Site Roadway Traffic Noise Impacts – Sunday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	67.1	66.8	70.3	71.0	3.2	4.2	No
- South of 1 st St.	Concert Hall	66.8	66.5	70.6	69.1	3.8	2.6	No
- North of 11 th St.	Residential	64.2	64.0	67.5	68.2	3.3	4.2	No
- Between 11 th and 12 th St.	Residential	65.0	64.9	69.9	71.1	4.9	6.2	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	64.9	65.3	68.8	72.6	3.9	7.3	Yes
- Between Venice Ave. and 17 th St.	Residential	65.3	65.7	68.8	73.5	3.5	7.8	Yes
- Between 17 th St. and Washington Ave.	Church	64.2	64.0	66.6	71.3	2.4	7.3	Yes
- South of Washington Ave.	School	63.7	64.2	66.3	68.8	2.6	4.6	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.6	68.3	69.4	72.4	1.8	4.1	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	68.6	69.0	70.6	73.7	2.0	4.7	No
- Between Wilshire Blvd. and 9 th St.	Hotel	67.7	68.1	71.3	72.8	3.6	4.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	67.4	67.5	70.8	70.7	3.4	3.2	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	68.0	68.3	71.5	71.0	3.5	2.7	No
- South of Pico Blvd.	Residential	68.4	68.9	71.7	71.5	3.3	2.6	No
Flower Street								
- North of 6 th St.	Residential	65.2	64.6	69.5	67.0	4.3	2.4	No
- Between 6 th St. and 8 th St.	Residential	66.8	67.4	72.0	70.3	5.2	2.9	Yes
- Between 8 th and Pico Blvd.	Residential	65.1	65.5	69.5	69.6	4.4	4.1	No
- South of Pico Blvd.	Hotel	64.3	64.7	69.4	71.9	5.1	7.2	Yes
- South of 18 th St.	Residential	61.7	62.5	67.9	69.8	6.2	7.3	Yes
Hope Street								
- North of 1 st St.	Concert Hall	65.9	66.7	69.3	70.1	3.4	3.4	No
- South of 1 st St.	Concert Hall	64.6	66.7	68.0	67.8	3.4	1.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.3	67.5	69.6	70.2	2.3	2.7	No
2 nd Street								

Table 70. Cumulative Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	65.6	65.9	66.3	69.1	0.7	3.2	No
- East of Figueroa St.	Residential	65.1	65.8	65.7	66.7	0.6	0.9	No
6 th Street								
- West of Lucas Ave.	Hospital	69.9	70.0	71.7	71.7	1.8	1.7	No
- Between Lucas Ave. & Bixel St.	Residential	69.1	69.4	72.2	71.9	3.1	2.5	No
- East of Bixel St.	Residential	68.8	69.1	72.2	71.9	3.4	2.8	No
- East of Flower St.	Residential	70.2	68.3	73.1	71.3	2.9	3.0	No
- West of Main St.	Residential	69.3	67.8	70.8	70.9	1.5	3.1	No
- East of Main St.	Residential	68.7	66.6	70.0	68.4	1.3	1.8	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	70.5	70.7	71.9	72.2	1.4	1.5	No
- Between Alvarado St. & Union Ave.	Religious	70.4	70.3	72.3	72.1	1.9	1.8	No
- Between Union Ave. & Blaine St.	School/ Religious	69.8	69.5	72.1	71.6	2.3	2.1	No
- Between Blaine St. & Georgia St.	School	70.1	69.4	72.8	72.4	2.7	3.0	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	70.4	69.4	72.8	72.1	2.4	2.7	No
- Between Francisco St. & Figueroa St.	Hotel	70.1	69.5	73.3	72.9	3.2	3.4	No
- Between Figueroa St. and Flower St.	Commercial ^b	70.3	69.7	72.9	72.8	2.6	3.1	No
- East of Flower St.	Residential	69.3	68.8	72.2	71.5	2.9	2.7	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	66.1	67.0	63.3	0.4	-2.8	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	65.7	65.3	68.4	72.0	2.7	6.7	Yes
- East of L.A. LIVE Wy.	Auditorium	64.4	61.7	63.1	65.7	-1.3	4.0	No
- West of Grand Ave.	Residential	63.5	63.3	67.5	66.2	4.0	2.9	No
- East of Grand Ave.	Residential	62.9	62.5	70.2	68.1	7.3	5.6	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	70.9	70.7	71.9	71.9	1.0	1.2	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.2	71.0	72.6	72.8	1.4	1.8	No
- Between Union Ave. & Figueroa St.	Residential	69.8	69.4	72.0	72.1	2.2	2.7	No

Table 70. Cumulative Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	67.0	66.7	70.5	70.3	3.5	3.6	No
- East of Hill St.	Motel	66.7	65.7	69.0	68.3	2.3	2.6	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	68.6	67.3	70.6	70.3	2.0	3.0	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	66.9	66.8	72.0	69.5	5.1	2.7	Yes
Venice Boulevard								
- East of Olive St.	School	66.0	65.5	69.3	72.3	3.3	6.8	No
W. 12 th Street								
- West of Grand Ave.	Residential	59.8	59.5	65.2	67.0	5.4	7.5	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	68.8	68.6	71.3	72.9	2.5	4.3	No
W. 18 th Street								
- West of Flower St.	Residential	56.2	54.8	61.6	65.7	5.4	10.9	Yes
- West of Grand Ave.	Church	56.2	53.8	61.6	65.6	5.4	11.8	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	68.8	67.9	69.9	71.2	1.1	3.3	No
- Between Flower St. & Grand Ave.	School/ Religious	68.1	67.2	69.2	70.7	1.1	3.5	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	67.4	66.6	68.7	69.5	1.3	2.9	No
- East of Los Angeles St..	Residential	67.0	66.3	68.2	69.1	1.2	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	62.9	64.1	64.0	65.7	1.1	1.6	No
- East of I-110 Freeway	Residential	61.8	63.1	64.7	65.5	2.9	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	70.8	71.7	71.6	72.5	0.8	0.8	No
- Between 8 th St. & Olympic Blvd.	Motel	70.8	71.4	71.5	72.4	0.7	1.0	No
- Between Olympic Blvd. & Pico Blvd.	Residential	70.7	71.0	72.1	72.4	1.4	1.4	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.1	70.6	71.3	71.7	1.2	1.1	No

Table 70. Cumulative Off-Site Traffic Roadway Noise Impacts – Sunday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.0 70.9 70.9	71.7 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.3 0.5 0.3	0.1 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	65.9 64.1	65.9 64.4	70.1 68.1	68.7 67.6	4.2 4.0	2.8 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	63.8 65.0 68.1	63.9 64.9 68.5	64.9 66.4 69.1	65.1 66.7 69.9	1.1 1.4 1.0	1.2 1.8 1.4	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.0 70.0 69.4 69.2	71.1 69.9 68.9 68.7	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.6 1.8 1.6 0.4	0.4 0.9 0.8 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	69.8 69.2 67.9	69.8 69.2 67.8	71.5 71.1 70.3	71.2 71.0 69.8	1.7 1.9 2.4	1.4 1.8 2.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 71. Cumulative Off-Site Roadway Traffic Noise Impacts – Sunday with Dodgers and Coliseum

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	67.1	66.8	70.3	71.0	3.2	4.2	No
- South of 1 st St.	Concert Hall	66.8	66.6	70.6	69.1	3.8	2.5	No
- North of 11 th St.	Residential	64.2	64.0	67.5	68.2	3.3	4.2	No
- Between 11 th and 12 th St.	Residential	65.1	64.9	69.9	71.1	4.8	6.2	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	65.0	65.4	68.8	72.6	3.8	7.2	Yes
- Between Venice Ave. and 17 th St.	Residential	65.3	65.9	68.8	73.5	3.5	7.6	Yes
- Between 17 th St. and Washington Ave.	Church	64.2	64.0	66.6	71.3	2.4	7.3	Yes
- South of Washington Ave.	School	63.7	64.2	66.3	68.8	2.6	4.6	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.6	68.4	69.4	72.4	1.8	4.0	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	68.6	69.1	70.6	73.7	2.0	4.6	No
- Between Wilshire Blvd. and 9 th St.	Hotel	67.7	68.2	71.3	72.8	3.6	4.6	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	67.5	67.7	70.8	70.7	3.3	3.0	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	68.2	68.6	71.5	71.0	3.3	2.4	No
- South of Pico Blvd.	Residential	68.7	69.2	71.7	71.5	3.0	2.3	No
Flower Street								
- North of 6 th St.	Residential	65.2	64.6	69.5	67.0	4.3	2.4	No
- Between 6 th St. and 8 th St.	Residential	66.8	67.5	72.0	70.3	5.2	2.8	Yes
- Between 8 th and Pico Blvd.	Residential	65.2	65.6	69.5	69.6	4.3	4.0	No
- South of Pico Blvd.	Hotel	65.2	66.6	69.4	71.9	4.2	5.3	Yes
- South of 18 th St.	Residential	61.7	62.5	67.9	69.8	6.2	7.3	Yes
Hope Street								
- North of 1 st St.	Concert Hall	65.9	66.7	69.3	70.1	3.4	3.4	No
- South of 1 st St.	Concert Hall	64.6	66.7	68.0	67.8	3.4	1.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.3	67.5	69.6	70.2	2.3	2.7	No
2 nd Street								

Table 71. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	65.7	66.0	66.3	69.1	0.6	3.1	No
- East of Figueroa St.	Residential	65.1	65.8	65.7	66.7	0.6	0.9	No
6 th Street								
- West of Lucas Ave.	Hospital	69.9	70.0	71.7	71.7	1.8	1.7	No
- Between Lucas Ave. & Bixel St.	Residential	69.1	69.4	72.2	71.9	3.1	2.5	No
- East of Bixel St.	Residential	68.8	69.1	72.2	71.9	3.4	2.8	No
- East of Flower St.	Residential	70.2	68.4	73.1	71.3	2.9	2.9	No
- West of Main St.	Residential	69.3	67.9	70.8	70.9	1.5	3.0	No
- East of Main St.	Residential	68.7	66.7	70.0	68.4	1.3	1.7	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	70.6	70.8	71.9	72.2	1.3	1.4	No
- Between Alvarado St. & Union Ave.	Religious	70.5	70.4	72.3	72.1	1.8	1.7	No
- Between Union Ave. & Blaine St.	School/ Religious	69.9	69.7	72.1	71.6	2.2	1.9	No
- Between Blaine St. & Georgia St.	School	70.2	69.6	72.8	72.4	2.6	2.8	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	70.5	69.6	72.8	72.1	2.3	2.5	No
- Between Francisco St. & Figueroa St.	Hotel	70.2	69.7	73.3	72.9	3.1	3.2	No
- Between Figueroa St. and Flower St.	Commercial ^b	70.3	69.7	72.9	72.8	2.6	3.1	No
- East of Flower St.	Residential	69.3	68.8	72.2	71.5	2.9	2.7	No
W. 11 th Street								
- West of Blaine St.	Residential	66.6	66.1	67.0	63.3	0.4	-2.8	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.0	67.3	68.4	72.0	0.4	4.7	No
- East of L.A. LIVE Wy.	Auditorium	64.8	62.5	63.1	65.7	-1.7	3.2	No
- West of Grand Ave.	Residential	63.9	63.5	67.5	66.2	3.6	2.7	No
- East of Grand Ave.	Residential	63.3	62.9	70.2	68.1	6.9	5.2	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.0	70.8	71.9	71.9	0.9	1.1	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.4	71.2	72.6	72.8	1.2	1.6	No
- Between Union Ave. & Figueroa St.	Residential	70.2	70.4	72.0	72.1	1.8	1.7	No

Table 71. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	67.6	68.3	70.5	70.3	2.9	2.0	No
- East of Hill St.	Motel	66.9	66.2	69.0	68.3	2.1	2.1	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	68.6	67.3	70.6	70.3	2.0	3.0	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.5	67.6	72.0	69.5	3.5	1.9	No
Venice Boulevard								
- East of Olive St.	School	66.3	65.6	69.3	72.3	3.0	6.7	No
W. 12 th Street								
- West of Grand Ave.	Residential	59.8	59.5	65.2	67.0	5.4	7.5	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	68.9	68.7	71.3	72.9	2.4	4.2	No
W. 18 th Street								
- West of Flower St.	Residential	56.5	56.4	61.6	65.7	5.1	9.3	Yes
- West of Grand Ave.	Church	56.5	55.7	61.6	65.6	5.1	9.9	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	68.9	68.1	69.9	71.2	1.0	3.1	No
- Between Flower St. & Grand Ave.	School/ Religious	68.1	67.3	69.2	70.7	1.1	3.4	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	67.4	66.7	68.7	69.5	1.3	2.8	No
- East of Los Angeles St..	Residential	67.0	66.3	68.2	69.1	1.2	2.8	No
W. 39 th Street								
- West of I-110 Freeway	Residential	62.9	64.1	64.0	65.7	1.1	1.6	No
- East of I-110 Freeway	Residential	61.8	63.1	64.7	65.5	2.9	2.4	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	70.8	71.7	71.6	72.5	0.8	0.8	No
- Between 8 th St. & Olympic Blvd.	Motel	70.8	71.4	71.5	72.4	0.7	1.0	No
- Between Olympic Blvd. & Pico Blvd.	Residential	70.7	71.0	72.1	72.4	1.4	1.4	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.2	70.7	71.3	71.7	1.1	1.0	No

Table 71. Cumulative Off-Site Traffic Roadway Noise Impacts - Sunday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.0 70.9 70.9	71.7 71.6 71.4	71.3 71.4 71.2	71.8 71.8 71.6	0.3 0.5 0.3	0.1 0.2 0.2	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.1	66.0 64.4	70.1 68.1	68.7 67.6	4.1 4.0	2.7 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	63.8 65.0 68.1	63.9 64.9 68.5	64.9 66.4 69.1	65.1 66.7 69.9	1.1 1.4 1.0	1.2 1.8 1.4	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	71.0 70.0 69.4 69.2	71.1 69.9 68.9 68.7	71.6 71.8 71.0 69.6	71.5 70.8 69.7 69.2	0.6 1.8 1.6 0.4	0.4 0.9 0.8 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	69.8 69.2 67.9	69.9 69.2 67.8	71.5 71.1 70.3	71.2 71.0 69.8	1.7 1.9 2.4	1.3 1.8 2.0	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 72. Cumulative Off-Site Roadway Traffic Noise Impacts – Saturday

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	66.5	68.1	70.2	71.6	3.7	3.5	No
- South of 1 st St.	Concert Hall	66.0	67.0	70.5	69.6	4.5	2.6	No
- North of 11 th St.	Residential	65.3	65.6	68.4	69.4	3.1	3.8	No
- Between 11 th and 12 th St.	Residential	66.3	66.6	70.6	72.1	4.3	5.5	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	66.6	66.6	70.1	73.3	3.5	6.7	Yes
- Between Venice Ave. and 17 th St.	Residential	66.6	66.8	70.3	74.0	3.7	7.2	Yes
- Between 17 th St. and Washington Ave.	Church	65.6	65.0	68.2	71.6	2.6	6.6	Yes
- South of Washington Ave.	School	66.8	65.8	68.7	69.8	1.9	4.0	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.9	68.3	69.9	72.7	2.0	4.4	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.1	71.1	72.0	74.8	1.9	3.7	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.2	70.9	72.2	74.1	3.0	3.2	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	69.5	70.6	72.3	72.5	2.8	1.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.3	71.6	72.8	72.9	2.5	1.3	No
- South of Pico Blvd.	Residential	70.7	72.0	72.8	73.1	2.1	1.1	No
Flower Street								
- North of 6 th St.	Residential	65.5	67.3	69.9	69.0	4.4	1.7	No
- Between 6 th St. and 8 th St.	Residential	67.5	68.5	72.6	71.3	5.1	2.8	Yes
- Between 8 th and Pico Blvd.	Residential	66.9	67.1	70.7	70.6	3.8	3.5	No
- South of Pico Blvd.	Hotel	67.1	67.7	70.8	72.5	3.7	4.8	No
- South of 18 th St.	Residential	64.4	64.9	68.9	70.7	4.5	5.8	Yes
Hope Street								
- North of 1 st St.	Concert Hall	64.7	66.4	69.0	70.1	4.3	3.7	No
- South of 1 st St.	Concert Hall	64.9	65.5	68.5	67.4	3.6	1.9	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.4	68.7	70.1	71.4	2.7	2.7	No
2 nd Street								

Table 72. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.1	69.3	69.4	71.2	0.3	1.9	No
- East of Figueroa St.	Residential	68.1	68.1	68.5	68.7	0.4	0.6	No
6 th Street								
- West of Lucas Ave.	Hospital	71.4	71.1	73.2	73.1	1.8	2.0	No
- Between Lucas Ave. & Bixel St.	Residential	71.0	70.5	73.8	73.2	2.8	2.7	No
- East of Bixel St.	Residential	71.1	70.7	74.0	73.5	2.9	2.8	No
- East of Flower St.	Residential	71.3	70.9	73.9	73.1	2.6	2.2	No
- West of Main St.	Residential	70.1	69.3	71.6	72.0	1.5	2.7	No
- East of Main St.	Residential	69.4	68.6	70.8	70.0	1.4	1.4	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.1	71.6	73.2	73.1	1.1	1.5	No
- Between Alvarado St. & Union Ave.	Religious	71.8	71.1	73.4	72.9	1.6	1.8	No
- Between Union Ave. & Blaine St.	School/ Religious	71.6	70.9	73.4	73.0	1.8	2.1	No
- Between Blaine St. & Georgia St.	School	71.9	71.4	74.1	74.1	2.2	2.7	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.9	71.6	74.1	73.9	2.2	2.3	No
- Between Francisco St. & Figueroa St.	Hotel	71.6	71.5	74.4	74.3	2.8	2.8	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.8	71.4	74.3	74.3	2.5	2.9	No
- East of Flower St.	Residential	71.0	70.6	73.4	73.4	2.4	2.8	No
W. 11 th Street								
- West of Blaine St.	Residential	66.3	67.8	65.4	66.3	-0.9	-1.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.3	69.4	67.6	72.0	-0.7	2.6	No
- East of L.A. LIVE Wy.	Auditorium	66.3	67.1	64.2	66.6	-2.1	-0.5	No
- West of Grand Ave.	Residential	64.1	65.6	68.2	68.2	4.1	2.6	No
- East of Grand Ave.	Residential	62.0	65.2	70.5	69.9	8.5	4.7	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.5	71.5	72.4	72.5	0.9	1.0	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.5	71.5	72.7	72.8	1.2	1.3	No
- Between Union Ave. & Figueroa St.	Residential	71.0	71.0	72.5	72.4	1.5	1.4	No

Table 72. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.3	68.8	70.8	70.4	2.5	1.6	No
- East of Hill St.	Motel	68.5	67.6	70.4	69.5	1.9	1.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.8	69.2	72.0	72.1	2.2	2.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.7	68.8	71.8	69.5	3.1	0.7	No
Venice Boulevard								
- East of Olive St.	School	67.6	66.9	69.7	72.4	2.1	5.5	No
W. 12 th Street								
- West of Grand Ave.	Residential	62.7	61.1	66.9	67.9	4.2	6.8	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	70.3	70.3	72.4	74.2	2.1	3.9	No
W. 18 th Street								
- West of Flower St.	Residential	58.9	60.8	61.6	62.5	2.7	1.7	No
- West of Grand Ave.	Church	58.1	60.5	61.2	62.3	3.1	1.8	No
Washington Boulevard								
- West of Flower St.	School/ Religious	70.2	69.7	71.1	72.2	0.9	2.5	No
- Between Flower St. & Grand Ave.	School/ Religious	69.7	69.0	70.8	71.6	1.1	2.6	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.1	68.5	70.2	70.7	1.1	2.2	No
- East of Los Angeles St..	Residential	68.8	68.1	69.7	70.5	0.9	2.4	No
W. 39 th Street								
- West of I-110 Freeway	Residential	64.7	65.2	65.6	66.4	0.9	1.2	No
- East of I-110 Freeway	Residential	64.5	64.6	66.1	66.5	1.6	1.9	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.6	71.6	72.5	72.6	0.9	1.0	No
- Between 8 th St. & Olympic Blvd.	Motel	71.7	71.7	72.5	72.8	0.8	1.1	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.3	71.4	72.8	73.1	1.5	1.7	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.5	70.8	71.8	72.0	1.3	1.2	No

Table 72. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.8 71.2 70.2	71.3 70.9 69.6	71.9 71.4 70.3	71.4 71.2 69.7	0.1 0.2 0.1	0.1 0.3 0.1	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.4	66.6 64.2	70.8 68.8	69.7 68.5	4.8 4.4	3.1 4.3	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	65.7 66.4 69.0	65.1 66.4 68.7	66.6 67.5 70.1	66.2 67.9 70.4	0.9 1.1 1.1	1.1 1.5 1.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	72.7 71.6 70.9 70.8	72.8 71.4 70.0 69.8	73.1 73.0 72.3 71.2	73.2 72.2 70.9 70.3	0.4 1.4 1.4 0.4	0.4 0.8 0.9 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.4 69.9 68.6	70.4 70.0 68.8	72.4 71.9 70.8	72.2 72.0 70.9	2.0 2.0 2.2	1.8 2.0 2.1	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 73. Cumulative Off-Site Roadway Traffic Noise Impacts – Saturday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	66.5	68.1	70.2	71.6	3.7	3.5	No
- South of 1 st St.	Concert Hall	66.0	67.0	70.5	69.6	4.5	2.6	No
- North of 11 th St.	Residential	65.3	65.6	68.4	69.4	3.1	3.8	No
- Between 11 th and 12 th St.	Residential	66.2	66.5	70.6	72.1	4.4	5.6	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	66.5	66.4	70.1	73.3	3.6	6.9	Yes
- Between Venice Ave. and 17 th St.	Residential	66.6	66.6	70.3	74.0	3.7	7.4	Yes
- Between 17 th St. and Washington Ave.	Church	65.6	65.0	68.2	71.6	2.6	6.6	Yes
- South of Washington Ave.	School	66.8	65.8	68.7	69.8	1.9	4.0	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.9	68.2	69.9	72.7	2.0	4.5	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.1	71.1	72.0	74.8	1.9	3.7	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.1	70.8	72.2	74.1	3.1	3.3	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	69.5	70.5	72.3	72.5	2.8	2.0	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.2	71.4	72.8	72.9	2.6	1.5	No
- South of Pico Blvd.	Residential	70.5	71.8	72.8	73.1	2.3	1.3	No
Flower Street								
- North of 6 th St.	Residential	65.5	67.3	69.9	69.0	4.4	1.7	No
- Between 6 th St. and 8 th St.	Residential	67.4	68.4	72.6	71.3	5.2	2.9	Yes
- Between 8 th and Pico Blvd.	Residential	66.8	67.1	70.7	70.6	3.9	3.5	No
- South of Pico Blvd.	Hotel	66.6	66.9	70.8	72.5	4.2	5.6	Yes
- South of 18 th St.	Residential	64.4	64.9	68.9	70.7	4.5	5.8	Yes
Hope Street								
- North of 1 st St.	Concert Hall	64.7	66.4	69.0	70.1	4.3	3.7	No
- South of 1 st St.	Concert Hall	64.9	65.5	68.5	67.4	3.6	1.9	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.4	68.7	70.1	71.4	2.7	2.7	No
2 nd Street								

Table 73. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.0	69.3	69.4	71.2	0.4	1.9	No
- East of Figueroa St.	Residential	68.1	68.1	68.5	68.7	0.4	0.6	No
6 th Street								
- West of Lucas Ave.	Hospital	71.4	71.1	73.2	73.1	1.8	2.0	No
- Between Lucas Ave. & Bixel St.	Residential	70.9	70.5	73.8	73.2	2.9	2.7	No
- East of Bixel St.	Residential	71.0	70.6	74.0	73.5	3.0	2.9	No
- East of Flower St.	Residential	71.3	70.9	73.9	73.1	2.6	2.2	No
- West of Main St.	Residential	70.0	69.3	71.6	72.0	1.6	2.7	No
- East of Main St.	Residential	69.4	68.5	70.8	70.0	1.4	1.5	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.0	71.5	73.2	73.1	1.2	1.6	No
- Between Alvarado St. & Union Ave.	Religious	71.7	71.0	73.4	72.9	1.7	1.9	No
- Between Union Ave. & Blaine St.	School/ Religious	71.5	70.8	73.4	73.0	1.9	2.2	No
- Between Blaine St. & Georgia St.	School	71.8	71.3	74.1	74.1	2.3	2.8	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.8	71.4	74.1	73.9	2.3	2.5	No
- Between Francisco St. & Figueroa St.	Hotel	71.5	71.4	74.4	74.3	2.9	2.9	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.8	71.4	74.3	74.3	2.5	2.9	No
- East of Flower St.	Residential	71.0	70.6	73.4	73.4	2.4	2.8	No
W. 11 th Street								
- West of Blaine St.	Residential	66.3	67.8	65.4	66.3	-0.9	-1.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	66.3	68.3	67.6	72.0	1.3	3.7	No
- East of L.A. LIVE Wy.	Auditorium	66.1	66.9	64.2	66.6	-1.9	-0.3	No
- West of Grand Ave.	Residential	63.7	65.4	68.2	68.2	4.5	2.8	No
- East of Grand Ave.	Residential	61.3	65.0	70.5	69.9	9.2	4.9	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.4	71.4	72.4	72.5	1.0	1.1	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.3	71.3	72.7	72.8	1.4	1.5	No
- Between Union Ave. & Figueroa St.	Residential	70.6	70.4	72.5	72.4	1.9	2.0	No

Table 73. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	67.8	67.9	70.8	70.4	3.0	2.5	No
- East of Hill St.	Motel	68.3	67.2	70.4	69.5	2.1	2.3	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.8	69.2	72.0	72.1	2.2	2.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	67.3	68.2	71.8	69.5	4.5	1.3	No
Venice Boulevard								
- East of Olive St.	School	67.0	66.7	69.7	72.4	2.7	5.7	No
W. 12 th Street								
- West of Grand Ave.	Residential	62.7	61.1	66.9	67.9	4.2	6.8	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	70.2	70.2	72.4	74.2	2.2	4.0	No
W. 18 th Street								
- West of Flower St.	Residential	58.3	56.0	61.6	62.5	3.3	6.5	Yes
- West of Grand Ave.	Church	57.3	55.1	61.2	62.3	3.9	7.2	Yes
Washington Boulevard								
- West of Flower St.	School/ Religious	70.1	69.6	71.1	72.2	1.0	2.6	No
- Between Flower St. & Grand Ave.	School/ Religious	69.6	69.0	70.8	71.6	1.2	2.6	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.0	68.4	70.2	70.7	1.2	2.3	No
- East of Los Angeles St..	Residential	68.7	68.1	69.7	70.5	1.0	2.4	No
W. 39 th Street								
- West of I-110 Freeway	Residential	64.7	65.2	65.6	66.4	0.9	1.2	No
- East of I-110 Freeway	Residential	64.5	64.6	66.1	66.5	1.6	1.9	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.6	71.6	72.5	72.6	0.9	1.0	No
- Between 8 th St. & Olympic Blvd.	Motel	71.7	71.7	72.5	72.8	0.8	1.1	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.3	71.4	72.8	73.1	1.5	1.7	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.5	70.7	71.8	72.0	1.3	1.3	No

Table 73. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.8 71.2 70.2	71.3 70.9 69.6	71.9 71.4 70.3	71.4 71.2 69.7	0.1 0.2 0.1	0.1 0.3 0.1	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.4	66.6 64.2	70.8 68.8	69.7 68.5	4.8 4.4	3.1 4.3	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	65.7 66.4 69.0	65.1 66.4 68.7	66.6 67.5 70.1	66.2 67.9 70.4	0.9 1.1 1.1	1.1 1.5 1.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	72.6 71.5 70.9 70.8	72.8 71.4 70.0 69.8	73.1 73.0 72.3 71.2	73.2 72.2 70.9 70.3	0.5 1.5 1.4 0.4	0.4 0.8 0.9 0.5	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.3 69.8 68.5	70.4 70.0 68.8	72.4 71.9 70.8	72.2 72.0 70.9	2.1 2.1 2.3	1.8 2.0 2.1	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 74. Cumulative Off-Site Roadway Traffic Noise Impacts – Saturday with Dodgers and Coliseum

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	66.5	68.1	70.2	71.6	3.7	3.5	No
- South of 1 st St.	Concert Hall	66.0	67.0	70.5	69.6	4.5	2.6	No
- North of 11 th St.	Residential	65.3	65.6	68.4	69.4	3.1	3.8	No
- Between 11 th and 12 th St.	Residential	66.3	66.6	70.6	72.1	4.3	5.5	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	66.6	66.6	70.1	73.3	3.5	6.7	Yes
- Between Venice Ave. and 17 th St.	Residential	66.6	66.8	70.6	74.0	4.0	7.2	Yes
- Between 17 th St. and Washington Ave.	Church	65.6	65.0	70.0	71.6	4.4	6.6	Yes
- South of Washington Ave.	School	66.8	65.8	70.5	69.8	3.7	4.0	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	67.9	68.3	69.9	72.7	2.0	4.4	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	70.1	71.1	72.0	74.8	1.9	3.7	No
- Between Wilshire Blvd. and 9 th St.	Hotel	69.2	70.9	72.2	74.1	3.0	3.2	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	69.5	70.6	72.3	72.5	2.8	1.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	70.3	71.6	72.8	72.9	2.5	1.3	No
- South of Pico Blvd.	Residential	70.7	72.0	72.8	73.1	2.1	1.1	No
Flower Street								
- North of 6 th St.	Residential	65.5	67.3	69.9	69.0	4.4	1.7	No
- Between 6 th St. and 8 th St.	Residential	67.5	68.5	72.6	71.3	5.1	2.8	Yes
- Between 8 th and Pico Blvd.	Residential	66.9	67.1	70.7	70.6	3.8	3.5	No
- South of Pico Blvd.	Hotel	67.1	67.7	70.8	72.5	3.7	4.8	No
- South of 18 th St.	Residential	64.4	64.9	68.9	70.7	4.5	5.8	Yes
Hope Street								
- North of 1 st St.	Concert Hall	64.7	66.4	69.0	70.1	4.3	3.7	No
- South of 1 st St.	Concert Hall	64.9	65.5	68.5	67.4	3.6	1.9	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	67.4	68.7	70.1	71.4	2.7	2.7	No
2 nd Street								

Table 74. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	69.1	69.3	69.4	71.2	0.3	1.9	No
- East of Figueroa St.	Residential	68.1	68.1	68.5	68.7	0.4	0.6	No
6 th Street								
- West of Lucas Ave.	Hospital	71.4	71.1	73.2	73.1	1.8	2.0	No
- Between Lucas Ave. & Bixel St.	Residential	71.0	70.5	73.8	73.2	2.8	2.7	No
- East of Bixel St.	Residential	71.1	70.7	74.0	73.5	2.9	2.8	No
- East of Flower St.	Residential	71.3	70.9	73.9	73.1	2.6	2.2	No
- West of Main St.	Residential	70.1	69.3	71.6	72.0	1.5	2.7	No
- East of Main St.	Residential	69.4	68.6	70.8	70.0	1.4	1.4	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	72.1	71.6	73.3	73.2	1.2	1.6	No
- Between Alvarado St. & Union Ave.	Religious	71.8	71.1	73.4	72.9	1.6	1.8	No
- Between Union Ave. & Blaine St.	School/ Religious	71.6	70.9	73.4	73.0	1.8	2.1	No
- Between Blaine St. & Georgia St.	School	71.9	71.4	74.1	74.1	2.2	2.7	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.9	71.6	74.1	73.9	2.2	2.3	No
- Between Francisco St. & Figueroa St.	Hotel	71.6	71.5	74.4	74.3	2.8	2.8	No
- Between Figueroa St. and Flower St.	Commercial ^b	71.8	71.4	74.3	74.3	2.5	2.9	No
- East of Flower St.	Residential	71.0	70.6	73.4	73.4	2.4	2.8	No
W. 11 th Street								
- West of Blaine St.	Residential	66.3	67.8	65.4	66.3	-0.9	-1.5	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.3	69.4	67.6	72.0	-0.7	2.6	No
- East of L.A. LIVE Wy.	Auditorium	66.3	67.1	64.2	66.6	-2.1	-0.5	No
- West of Grand Ave.	Residential	64.1	65.6	68.2	68.2	4.1	2.6	No
- East of Grand Ave.	Residential	62.0	65.2	70.5	69.9	8.5	4.7	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.5	71.5	72.5	72.7	1.0	1.2	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.5	71.5	72.7	72.8	1.2	1.3	No
- Between Union Ave. & Figueroa St.	Residential	71.0	71.0	72.5	72.4	1.5	1.4	No

Table 74. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	68.3	68.8	70.8	70.4	2.5	1.6	No
- East of Hill St.	Motel	68.5	67.6	70.4	69.5	1.9	1.9	No
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.8	69.2	72.0	72.1	2.2	2.9	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	68.7	68.8	71.8	69.5	3.1	0.7	No
Venice Boulevard								
- East of Olive St.	School	67.6	66.9	70.1	72.4	2.5	5.5	No
W. 12 th Street								
- West of Grand Ave.	Residential	62.7	61.1	66.9	67.9	4.2	6.8	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	70.3	70.3	72.4	74.2	2.1	3.9	No
W. 18 th Street								
- West of Flower St.	Residential	58.9	60.8	61.6	62.5	2.7	1.7	No
- West of Grand Ave.	Church	58.1	60.5	61.2	62.3	3.1	1.8	No
Washington Boulevard								
- West of Flower St.	School/ Religious	70.2	69.7	71.1	72.2	0.9	2.5	No
- Between Flower St. & Grand Ave.	School/ Religious	69.7	69.0	70.8	71.6	1.1	2.6	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	69.1	68.5	70.3	70.7	1.2	2.2	No
- East of Los Angeles St..	Residential	68.8	68.1	69.9	70.5	1.1	2.4	No
W. 39 th Street								
- West of I-110 Freeway	Residential	64.7	65.2	67.2	69.2	2.5	4.0	No
- East of I-110 Freeway	Residential	64.5	64.6	66.1	67.9	1.6	3.3	No
Alvarado Street								
- North of 8 th St.	Commercial/ Park	71.6	71.6	72.6	72.7	1.0	1.1	No
- Between 8 th St. & Olympic Blvd.	Motel	71.7	71.7	72.6	72.9	0.9	1.2	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.3	71.4	73.0	73.3	1.7	1.9	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	70.5	70.8	71.9	72.2	1.4	1.4	No

Table 74. Cumulative Off-Site Traffic Roadway Noise Impacts - Saturday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	71.8 71.2 70.2	71.3 70.9 69.6	71.9 71.4 70.3	71.4 71.2 69.7	0.1 0.2 0.1	0.1 0.3 0.1	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	66.0 64.4	66.6 64.2	70.8 68.8	69.7 68.5	4.8 4.4	3.1 4.3	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	65.7 66.4 69.0	65.1 66.4 68.7	66.6 67.5 70.1	66.2 67.9 70.4	0.9 1.1 1.1	1.1 1.5 1.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	72.7 71.6 70.9 70.8	72.8 71.4 70.0 69.8	73.7 73.0 72.3 71.2	73.2 72.2 71.2 70.8	1.0 1.4 1.4 0.4	0.4 0.8 1.2 1.0	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	70.4 69.9 68.6	70.4 70.0 68.8	72.4 71.9 70.8	72.2 72.0 70.9	2.0 2.0 2.2	1.8 2.0 2.1	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 12:00 p.m. to 1:00 p.m.; Post-Event = 4:30 p.m. to 5:30 p.m.								

Table 75. Cumulative Off-Site Roadway Traffic Noise Impacts - Weekday

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	72.2	65.5	73.7	70.4	1.5	4.9	No
- South of 1 st St.	Concert Hall	71.2	64.4	73.3	67.1	2.1	2.7	No
- North of 11 th St.	Residential	70.6	63.7	72.2	66.8	1.6	3.1	No
- Between 11 th and 12 th St.	Residential	71.8	64.2	74.1	70.6	2.3	6.4	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	72.0	64.2	73.9	72.0	1.9	7.8	Yes
- Between Venice Ave. and 17 th St.	Residential	72.2	64.4	73.9	72.7	1.7	8.3	Yes
- Between 17 th St. and Washington Ave.	Church	70.2	62.0	72.1	70.8	1.9	8.8	Yes
- South of Washington Ave.	School	70.6	63.8	72.0	69.5	1.4	5.7	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.2	68.0	74.0	72.3	0.8	4.3	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	73.7	69.4	75.0	73.2	1.3	3.8	No
- Between Wilshire Blvd. and 9 th St.	Hotel	72.1	67.1	73.8	71.8	1.7	4.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.2	65.8	73.1	69.7	1.9	3.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	71.7	66.3	73.3	69.2	1.6	2.9	No
- South of Pico Blvd.	Residential	72.3	66.4	73.7	69.1	1.4	2.7	No
Flower Street								
- North of 6 th St.	Residential	70.6	65.5	72.6	67.3	2.0	1.8	No
- Between 6 th St. and 8 th St.	Residential	71.7	66.5	74.2	69.5	2.5	3.0	No
- Between 8 th and Pico Blvd.	Residential	70.9	64.2	72.9	68.0	2.0	3.8	No
- South of Pico Blvd.	Hotel	71.8	63.9	73.4	70.2	1.6	6.3	Yes
- South of 18 th St.	Residential	69.8	63.7	72.0	69.9	2.2	6.2	Yes
Hope Street								
- North of 1 st St.	Concert Hall	70.5	63.6	72.3	69.0	1.8	5.4	Yes
- South of 1 st St.	Concert Hall	70.8	64.1	72.3	66.2	1.5	2.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	71.3	64.5	73.0	68.3	1.7	3.8	No
2 nd Street								

Table 75. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.3	65.4	70.7	68.9	0.4	3.5	No
- East of Figueroa St.	Residential	69.2	64.5	69.7	65.8	0.5	1.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.4	69.2	74.7	70.7	1.3	1.5	No
- Between Lucas Ave. & Bixel St.	Residential	73.4	68.4	75.3	70.7	1.9	2.3	No
- East of Bixel St.	Residential	73.1	67.7	75.2	70.5	2.1	2.8	No
- East of Flower St.	Residential	72.0	68.9	74.7	71.1	2.7	2.2	No
- West of Main St.	Residential	70.9	66.9	72.2	70.4	1.3	3.5	No
- East of Main St.	Residential	70.5	65.5	71.5	67.3	1.0	1.8	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.0	69.1	74.1	71.5	1.1	2.4	No
- Between Alvarado St. & Union Ave.	Religious	72.6	69.0	74.0	71.4	1.4	2.4	No
- Between Union Ave. & Blaine St.	School/ Religious	72.1	68.2	73.8	71.0	1.7	2.8	No
- Between Blaine St. & Georgia St.	School	71.8	68.2	73.8	71.4	2.0	3.2	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.8	68.3	73.4	71.1	1.6	2.8	No
- Between Francisco St. & Figueroa St.	Hotel	71.9	68.1	74.3	71.6	2.4	3.5	No
- Between Figueroa St. and Flower St.	Commercial ^b	72.0	67.6	74.4	71.2	2.4	3.6	No
- East of Flower St.	Residential	71.3	66.6	73.5	70.2	2.2	3.6	No
W. 11 th Street								
- West of Blaine St.	Residential	67.6	64.7	64.5	62.4	-3.1	-2.3	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.8	63.6	68.3	72.0	-0.5	8.4	Yes
- East of L.A. LIVE Wy.	Auditorium	64.6	60.1	63.4	65.0	-1.2	4.9	No
- West of Grand Ave.	Residential	67.0	61.8	68.9	65.7	1.9	3.9	No
- East of Grand Ave.	Residential	67.2	60.0	71.7	68.4	4.5	8.4	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.9	67.7	72.8	69.6	0.9	1.9	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	67.7	73.4	70.5	1.5	2.8	No
- Between Union Ave. & Figueroa St.	Residential	72.3	66.6	73.5	70.2	1.2	3.6	No

Table 75. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St. - East of Hill St.	Residential/ Hotel Motel	71.3 70.0	64.0 61.0	72.5 71.4	68.4 66.3	1.2 1.4	4.4 5.3	No Yes
Blaine Street - North of I-110 SB Off-Ramp - Between I-110 SB Off-Ramp & 11 th St.	Residential Residential	69.0 69.1	67.3 66.7	70.3 73.2	69.0 68.4	1.3 4.1	1.7 1.7	No No
Venice Boulevard - East of Olive St.	School	70.7	62.0	71.9	71.7	1.2	9.7	No
W. 12 th Street - West of Grand Ave.	Residential	63.8	60.0	66.7	66.5	2.9	6.5	Yes
E. 17 th Street - West of Grand Ave.	Residential	73.3	66.7	74.7	71.4	1.4	4.7	No
W. 18 th Street - West of Flower St. - West of Grand Ave.	Residential Church	59.7 60.8	54.4 52.3	64.1 64.5	57.6 56.7	4.4 3.7	3.2 4.4	No No
Washington Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Los Angeles St. - East of Los Angeles St..	School/ Religious School/ Religious School/ Religious Residential	71.4 70.8 71.2 71.5	66.2 65.1 64.8 64.2	72.5 71.9 72.1 72.1	70.1 69.5 68.8 68.5	1.1 1.1 0.9 0.6	3.9 4.4 4.0 4.3	No No No No
W. 39 th Street - West of I-110 Freeway - East of I-110 Freeway	Residential Residential	69.0 69.5	60.0 59.4	69.3 70.3	61.8 65.0	0.3 0.8	1.8 5.6	No Yes
Alvarado Street - North of 8 th St. - Between 8 th St. & Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Commercial/ Park Motel Residential Residential/ Religious	72.7 72.6 71.9 71.7	69.2 68.9 68.0 68.1	73.4 73.3 73.3 72.7	70.2 70.4 70.4 69.8	0.7 0.7 1.4 1.0	1.0 1.5 2.4 1.7	No No No No

Table 75. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.3 71.7 70.8	68.2 67.6 66.3	72.4 72.3 71.2	68.5 68.0 66.7	0.1 0.6 0.4	0.3 0.4 0.4	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	70.4 69.7	64.6 62.2	72.8 71.6	67.0 65.4	2.4 1.9	2.4 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	68.7 69.5 69.6	63.2 64.7 68.3	69.3 70.1 70.9	64.2 66.0 69.0	0.6 0.6 1.3	1.0 1.3 0.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.9 72.5 71.6 71.4	70.0 68.2 66.6 66.7	74.3 73.8 72.9 71.7	70.4 69.6 67.7 67.3	0.4 1.3 1.3 0.3	0.4 1.4 1.1 0.6	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	72.6 72.4 71.3	68.9 68.5 67.7	74.0 74.0 72.9	70.4 70.3 69.9	1.4 1.6 1.6	1.5 1.8 2.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

Table 76. Cumulative Off-Site Roadway Traffic Noise Impacts – Weekday with Convention Center Dark

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	72.2	65.5	73.7	70.4	1.5	4.9	No
- South of 1 st St.	Concert Hall	71.2	64.4	73.3	67.1	2.1	2.7	No
- North of 11 th St.	Residential	70.5	63.7	72.2	66.8	1.7	3.1	No
- Between 11 th and 12 th St.	Residential	71.7	64.2	74.1	70.6	2.4	6.4	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	71.9	64.2	73.9	72.0	2.0	7.8	Yes
- Between Venice Ave. and 17 th St.	Residential	72.2	64.4	73.9	72.7	1.7	8.3	Yes
- Between 17 th St. and Washington Ave.	Church	70.2	62.0	72.1	70.8	1.9	8.8	Yes
- South of Washington Ave.	School	70.6	63.8	72.0	69.5	1.4	5.7	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.2	68.0	74.0	72.3	0.8	4.3	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	73.6	69.4	75.0	73.2	1.4	3.8	No
- Between Wilshire Blvd. and 9 th St.	Hotel	71.7	67.1	73.8	71.8	2.1	4.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	70.5	65.8	73.1	69.7	2.6	3.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	71.1	66.3	73.3	69.2	2.2	2.9	No
- South of Pico Blvd.	Residential	71.7	66.4	73.7	69.1	2.0	2.7	No
Flower Street								
- North of 6 th St.	Residential	70.3	65.5	72.6	67.3	2.3	1.8	No
- Between 6 th St. and 8 th St.	Residential	71.4	66.5	74.2	69.5	2.8	3.0	No
- Between 8 th and Pico Blvd.	Residential	70.3	64.2	72.9	68.0	2.6	3.8	No
- South of Pico Blvd.	Hotel	70.9	63.9	73.4	70.2	2.5	6.3	Yes
- South of 18 th St.	Residential	69.8	63.7	72.0	69.9	2.2	6.2	Yes
Hope Street								
- North of 1 st St.	Concert Hall	70.5	63.6	72.3	69.0	1.8	5.4	Yes
- South of 1 st St.	Concert Hall	70.8	64.1	72.3	66.2	1.5	2.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	71.3	64.5	73.0	68.3	1.7	3.8	No
2 nd Street								

Table 76. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.3	65.4	70.7	68.9	0.4	3.5	No
- East of Figueroa St.	Residential	69.2	64.5	69.7	65.8	0.5	1.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.4	69.2	74.7	70.7	1.3	1.5	No
- Between Lucas Ave. & Bixel St.	Residential	73.4	68.4	75.3	70.7	1.9	2.3	No
- East of Bixel St.	Residential	73.1	67.7	75.2	70.5	2.1	2.8	No
- East of Flower St.	Residential	72.0	68.9	74.7	71.1	2.7	2.2	No
- West of Main St.	Residential	70.9	66.9	72.2	70.4	1.3	3.5	No
- East of Main St.	Residential	70.4	65.5	71.5	67.3	1.1	1.8	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.0	69.1	74.1	71.5	1.1	2.4	No
- Between Alvarado St. & Union Ave.	Religious	72.6	69.0	74.0	71.4	1.4	2.4	No
- Between Union Ave. & Blaine St.	School/ Religious	72.0	68.2	73.8	71.0	1.8	2.8	No
- Between Blaine St. & Georgia St.	School	71.7	68.2	73.8	71.4	2.1	3.2	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.7	68.3	73.4	71.1	1.7	2.8	No
- Between Francisco St. & Figueroa St.	Hotel	71.7	68.1	74.3	71.6	2.6	3.5	No
- Between Figueroa St. and Flower St.	Commercial ^b	72.0	67.6	74.4	71.2	2.4	3.6	No
- East of Flower St.	Residential	71.2	66.6	73.5	70.2	2.3	3.6	No
W. 11 th Street								
- West of Blaine St.	Residential	67.6	64.7	64.5	62.4	-3.1	-2.3	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	67.6	63.6	68.3	72.0	0.7	8.4	Yes
- East of L.A. LIVE Wy.	Auditorium	64.5	60.1	63.4	65.0	-1.1	4.9	No
- West of Grand Ave.	Residential	67.0	61.8	68.9	65.7	1.9	3.9	No
- East of Grand Ave.	Residential	67.2	60.0	71.7	68.4	4.5	8.4	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.8	67.7	72.8	69.6	1.0	1.9	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.7	67.7	73.4	70.5	1.7	2.8	No
- Between Union Ave. & Figueroa St.	Residential	71.2	66.6	73.5	70.2	2.3	3.6	No

Table 76. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St.	Residential/ Hotel	69.6	64.0	72.5	68.4	2.9	4.4	No
- East of Hill St.	Motel	69.6	61.0	71.4	66.3	1.8	5.3	Yes
Blaine Street								
- North of I-110 SB Off-Ramp	Residential	69.0	67.3	70.3	69.0	1.3	1.7	No
- Between I-110 SB Off-Ramp & 11 th St.	Residential	69.0	66.7	73.2	68.4	4.2	1.7	No
Venice Boulevard								
- East of Olive St.	School	70.6	62.0	71.9	71.7	1.3	9.7	No
W. 12 th Street								
- West of Grand Ave.	Residential	63.6	60.0	66.7	66.5	3.1	6.5	Yes
E. 17 th Street								
- West of Grand Ave.	Residential	73.2	66.7	74.7	71.4	1.5	4.7	No
W. 18 th Street								
- West of Flower St.	Residential	59.7	54.4	64.1	57.6	4.4	3.2	No
- West of Grand Ave.	Church	60.8	52.3	64.5	56.7	3.7	4.4	No
Washington Boulevard								
- West of Flower St.	School/ Religious	71.3	66.2	72.5	70.1	1.2	3.9	No
- Between Flower St. & Grand Ave.	School/ Religious	70.8	65.1	71.9	69.5	1.1	4.4	No
- Between Grand Ave. & Los Angeles St.	School/ Religious	71.2	64.8	72.1	68.8	0.9	4.0	No
- East of Los Angeles St..	Residential	71.5	64.2	72.1	68.5	0.6	4.3	No
W. 39 th Street								
- West of I-110 Freeway	Residential	69.0	60.1	69.3	61.8	0.3	1.7	No
- East of I-110 Freeway	Residential	69.5	59.4	70.3	65.0	0.8	5.6	Yes
Alvarado Street								
- North of 8 th St.	Commercial/ Park	72.7	69.2	73.4	70.2	0.7	1.0	No
- Between 8 th St. & Olympic Blvd.	Motel	72.6	68.9	73.3	70.4	0.7	1.5	No
- Between Olympic Blvd. & Pico Blvd.	Residential	71.9	68.0	73.3	70.4	1.4	2.4	No
- Between Pico Blvd. & Hoover St.	Residential/ Religious	71.6	68.1	72.7	69.8	1.1	1.7	No

Table 76. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Convention Center Dark (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.3 71.7 70.8	68.2 67.6 66.3	72.4 72.3 71.2	68.5 68.0 66.7	0.1 0.6 0.4	0.3 0.4 0.4	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	70.4 69.7	64.6 62.2	72.8 71.6	67.0 65.4	2.4 1.9	2.4 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	68.7 69.5 69.6	63.2 64.7 68.3	69.3 70.1 70.9	64.2 66.0 69.0	0.6 0.6 1.3	1.0 1.3 0.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.9 72.5 71.6 71.4	70.0 68.2 66.6 66.7	74.3 73.8 72.9 71.7	70.4 69.6 67.7 67.3	0.4 1.3 1.3 0.3	0.4 1.4 1.1 0.6	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	72.4 72.2 71.2	68.9 68.5 67.7	74.0 74.0 72.9	70.4 70.3 69.9	1.6 1.8 1.7	1.5 1.8 2.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

Table 77. Cumulative Off-Site Roadway Traffic Noise Impacts – Weekday with Dodgers and Coliseum

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
- North of 1 st St.	Concert Hall	72.2	65.5	73.7	70.4	1.5	4.9	No
- South of 1 st St.	Concert Hall	71.2	64.4	73.3	67.1	2.1	2.7	No
- North of 11 th St.	Residential	70.6	63.7	72.2	66.8	1.6	3.1	No
- Between 11 th and 12 th St.	Residential	71.8	64.2	74.1	70.6	2.3	6.4	Yes
- Between 12 th St. and Venice Ave.	Residential/ Hospital	72.0	64.2	73.9	72.0	1.9	7.8	Yes
- Between Venice Ave. and 17 th St.	Residential	72.2	64.4	74.1	72.7	1.9	8.3	Yes
- Between 17 th St. and Washington Ave.	Church	70.2	62.0	73.1	70.8	2.9	8.8	Yes
- South of Washington Ave.	School	70.6	63.8	73.2	69.5	2.6	5.7	No
Figueroa Street								
- Between 2 nd St. and 5 th St.	Residential/ Hotel	73.2	68.0	74.0	72.3	0.8	4.3	No
- Between 5 th St. and Wilshire Blvd.	Office ^b	73.7	69.4	75.0	73.2	1.3	3.8	No
- Between Wilshire Blvd. and 9 th St.	Hotel	72.1	67.1	73.8	71.8	1.7	4.7	No
- Between 9 th St. and Olympic Blvd.	Residential/ Hotel	71.2	65.8	73.1	69.7	1.9	3.9	No
- Between Olympic Blvd. and Pico Blvd.	Hotel	71.7	66.3	73.3	69.2	1.6	2.9	No
- South of Pico Blvd.	Residential	72.3	66.4	73.7	69.1	1.4	2.7	No
Flower Street								
- North of 6 th St.	Residential	70.6	65.5	72.6	67.3	2.0	1.8	No
- Between 6 th St. and 8 th St.	Residential	71.7	66.5	74.2	69.5	2.5	3.0	No
- Between 8 th and Pico Blvd.	Residential	70.9	64.2	72.9	68.0	2.0	3.8	No
- South of Pico Blvd.	Hotel	71.8	63.9	73.4	70.2	1.6	6.3	Yes
- South of 18 th St.	Residential	69.8	63.7	72.0	69.9	2.2	6.2	Yes
Hope Street								
- North of 1 st St.	Concert Hall	70.5	63.6	72.3	69.0	1.8	5.4	Yes
- South of 1 st St.	Concert Hall	70.8	64.1	72.3	66.2	1.5	2.1	No
1 st Street								
- Between Hope St. and Grand Ave.	Concert Hall	71.3	64.5	73.0	68.3	1.7	3.8	No
2 nd Street								

Table 77. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- West of Figueroa St.	Residential	70.3	65.4	70.7	68.9	0.4	3.5	No
- East of Figueroa St.	Residential	69.2	64.5	69.7	65.8	0.5	1.3	No
6 th Street								
- West of Lucas Ave.	Hospital	73.4	69.2	74.7	70.7	1.3	1.5	No
- Between Lucas Ave. & Bixel St.	Residential	73.4	68.4	75.3	70.7	1.9	2.3	No
- East of Bixel St.	Residential	73.1	67.7	75.2	70.5	2.1	2.8	No
- East of Flower St.	Residential	72.0	68.9	74.7	71.1	2.7	2.2	No
- West of Main St.	Residential	70.9	66.9	72.2	70.4	1.3	3.5	No
- East of Main St.	Residential	70.5	65.5	71.5	67.3	1.0	1.8	No
Olympic Boulevard								
- West of Alvarado St.	Commercial ^b	73.0	69.1	74.2	71.8	1.2	2.7	No
- Between Alvarado St. & Union Ave.	Religious	72.6	69.0	74.0	71.4	1.4	2.4	No
- Between Union Ave. & Blaine St.	School/ Religious	72.1	68.2	73.8	71.0	1.7	2.8	No
- Between Blaine St. & Georgia St.	School	71.8	68.2	73.8	71.4	2.0	3.2	No
- Between Georgia St. & Francisco St.	Residential/ Hotel	71.8	68.3	73.4	71.1	1.6	2.8	No
- Between Francisco St. & Figueroa St.	Hotel	71.9	68.1	74.3	71.6	2.4	3.5	No
- Between Figueroa St. and Flower St.	Commercial ^b	72.0	67.6	74.4	71.2	2.4	3.6	No
- East of Flower St.	Residential	71.3	66.6	73.5	70.2	2.2	3.6	No
W. 11 th Street								
- West of Blaine St.	Residential	67.6	64.7	64.5	62.4	-3.1	-2.3	No
- Between Blaine St. & L.A. LIVE Wy.	Residential	68.8	63.6	68.3	72.0	-0.5	8.4	Yes
- East of L.A. LIVE Wy.	Auditorium	64.6	60.1	63.4	65.0	-1.2	4.9	No
- West of Grand Ave.	Residential	67.0	61.8	68.9	65.7	1.9	3.9	No
- East of Grand Ave.	Residential	67.2	60.0	71.7	68.4	4.5	8.4	Yes
Pico Boulevard								
- West of Alvarado St.	Religious	71.9	67.7	72.9	70.3	1.0	2.6	No
- Between Alvarado St. & Union Ave.	Commercial ^b	71.9	67.7	73.4	70.5	1.5	2.8	No
- Between Union Ave. & Figueroa St.	Residential	72.3	66.6	73.5	70.2	1.2	3.6	No

Table 77. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
- Between Figueroa St. & Flower St. - East of Hill St.	Residential/ Hotel Motel	71.3 70.0	64.0 61.0	72.5 71.4	68.4 66.3	1.2 1.4	4.4 5.3	No Yes
Blaine Street - North of I-110 SB Off-Ramp - Between I-110 SB Off-Ramp & 11 th St.	Residential Residential	69.0 69.1	67.3 66.7	70.3 73.2	69.0 68.4	1.3 4.1	1.7 1.7	No No
Venice Boulevard - East of Olive St.	School	70.7	62.0	72.2	71.7	1.5	9.7	No
W. 12 th Street - West of Grand Ave.	Residential	63.8	60.0	66.7	66.5	2.9	6.5	Yes
E. 17 th Street - West of Grand Ave.	Residential	73.3	66.7	74.7	71.4	1.4	4.7	No
W. 18 th Street - West of Flower St. - West of Grand Ave.	Residential Church	59.7 60.8	54.4 52.3	64.1 64.5	57.6 56.7	4.4 3.7	3.2 4.4	No No
Washington Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Los Angeles St. - East of Los Angeles St..	School/ Religious School/ Religious School/ Religious Residential	71.4 70.8 71.2 71.5	66.2 65.1 64.8 64.2	72.5 71.9 72.2 72.2	70.1 69.5 68.8 68.5	1.1 1.1 1.0 0.7	3.9 4.4 4.0 4.3	No No No No
W. 39 th Street - West of I-110 Freeway - East of I-110 Freeway	Residential Residential	69.0 69.5	60.0 59.4	70.3 70.3	70.5 68.8	1.3 0.8	10.5 9.4	Yes Yes
Alvarado Street - North of 8 th St. - Between 8 th St. & Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - Between Pico Blvd. & Hoover St.	Commercial/ Park Motel Residential Residential/ Religious	72.7 72.6 71.9 71.7	69.2 68.9 68.0 68.1	73.5 73.4 73.5 72.8	70.8 71.0 71.4 70.7	0.8 0.8 1.6 1.1	1.6 2.1 3.4 2.6	No No No No

Table 77. Cumulative Off-Site Traffic Roadway Noise Impacts - Weekday with Dodgers and Coliseum (Continued)

Roadway Segment	Adjacent Land Uses	Existing Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Future Cumulative Traffic Noise Levels, ^a dBA (Hourly L _{eq})		Cumulative Increase in Traffic Noise Levels, dBA (Hourly L _{eq})		Significant Impacts ^c ?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue - North of Olympic Blvd. - Between Olympic Blvd. & Pico Blvd. - South of Pico Blvd.	Religious Residential Residential	72.3 71.7 70.8	68.2 67.6 66.3	72.4 72.3 71.2	68.5 68.0 66.7	0.1 0.6 0.4	0.3 0.4 0.4	No No No
Lucas Ave. - North of 6 th St. - South of 6 th St.	Residential/School Hospital	70.4 69.7	64.6 62.2	72.8 71.6	67.0 65.4	2.4 1.9	2.4 3.2	No No
Bixel Street - North of 8 th St. - Between 8 th St. & Wilshire Blvd. - Between Wilshire Blvd. & 6 th St.	Residential Residential Residential	68.7 69.5 69.6	63.2 64.7 68.3	69.3 70.1 70.9	64.2 66.0 69.0	0.6 0.6 1.3	1.0 1.3 0.7	No No No
Adams Boulevard - West of Flower St. - Between Flower St. & Grand Ave. - Between Grand Ave. & Main St. - East of Main St.	Religious Hospital Commercial ^b Residential	73.9 72.5 71.6 71.4	70.0 68.2 66.6 66.7	74.9 73.8 72.9 71.7	70.4 69.6 69.3 69.4	1.0 1.3 1.3 0.3	0.4 1.4 2.7 2.7	No No No No
Wilshire Boulevard - West of Bixel St. - Between Bixel St. & Figueroa St. - East of Figueroa St.	Residential Residential/Hotel Office ^b	72.6 72.4 71.3	68.9 68.5 67.7	74.0 74.0 72.9	70.4 70.3 69.9	1.4 1.6 1.6	1.5 1.8 2.2	No No No
^a Detailed calculation worksheets, are included in Appendix B ^b Not considered as noise sensitive uses per LA CEQA Threshold Guides ^c Significance Threshold equal to an increase of 5 dBA or more Pre-Event = 4:30 p.m. to 5:30 p.m.; Post-Event = 9:00 p.m. to 10:00 p.m.								

6 MITIGATION MEASURES

6.1 Construction

As analyzed above, the Project construction-related noise has the potential to result in significant impacts at the off-site sensitive receptor. Thus, the following measures are recommended to reduce the construction-related noise impact to less than significant.

Mitigation Measure 1: A temporary, continuous and impermeable noise barrier shall be provided as follows:

A) During construction of the Event Center, a noise barrier wall providing minimum a 5 dBA noise reduction shall be erected along the Project northern boundary along the Project northern boundary between the Event Center construction area and Receptor R1 (Ritz Hotel and Residences and Marriott Hotel at L.A. LIVE).

B) During construction of the New Hall, a noise barrier wall providing minimum a 7 dBA noise reduction shall be erected between the New Hall construction area and off-site noise sensitive receptor R26 (southern boundary of New Hall construction area).

C) During construction of the Pico Station Second Platform, a noise barrier wall providing a minimum 11 dBA noise reduction shall be erected between the Pico Station Second Platform construction area and off-site noise sensitive receptors R2 and R3, along Pico Boulevard (southern construction area boundary) and a portion of Flower Street (extending approximately 100 feet from Pico Boulevard). To be provided during the Pico Station Second Platform construction.

Mitigation Measure 2: Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure 3: Stationary source construction equipment that may have a flexible specific location on-site (e.g., generators and compressors) shall be located so as to maintain the greatest distance from sensitive land uses and unnecessary idling of equipment shall be prohibited.

- Mitigation Measure 4:** Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.
- Mitigation Measure 5:** The use of vibratory roller within 150 feet of the Nokia Theatre at L.A. LIVE shall be coordinated with the Nokia Theatre L.A. LIVE to avoid conflict.
- Mitigation Measure 6:** The use of impact pile drivers within 320 feet of the Nokia Theatre at L.A. LIVE shall be coordinated with the Nokia Theatre L.A. LIVE to avoid conflicts.

7 SIGNIFICANCE LEVEL AFTER MITIGATION MEASURES

7.1 Construction Noise

Compliance with the recommended mitigation measures would reduce Project and cumulative construction noise levels to the extent feasible. In particular, implementation of Mitigation Measure 1 would reduce the construction-related noise between at receptor R1 by minimum 5 dBA, at receptor R26 (residences at Wright Street) by 7 dBA, and R2 (residences on Pico Boulevard, between Figueroa Street and Flower Street) and R3 (residences on Flower Street, south of Pico Boulevard) by 11 dBA. The recommended noise barriers would reduce the noise impacts at R2, R3 and R26 to less than significant level. However, the temporary construction noise barrier would only be effective in reducing the construction noise impacts at the ground level only. It would not be technically feasible to construct a noise barrier that would effectively reduce the construction-related noise to the upper floors of the Ritz Hotel and Residences/Marriott Hotel (Receptor R1). Noise sensitive receptors R4, R5, R6, R7 and R23 are located west of the elevated I-110 Freeway (approximately 25 feet elevated) and thus, are shielded from the Project Site by the intervening freeway structure. Therefore, it would not be technically feasible to construct a noise barrier that would provide additional noise reduction (in addition to the noise reduction provided by the I-110 Freeway structure) to the receptors west of the I-110 Freeway. Noise level reductions attributable to Mitigation Measures 2 and 3, although not easily quantifiable, would also ensure the noise impacts associated with construction activities would be reduced to the extent practicable. Implementation of Mitigation Measure 4 would further limit the noise generated by hauling trucks idling at the staging areas. Vibration impacts at the Nokia Theatre at L.A. LIVE, associated with the use of impact pile driver and vibratory roller for the Event Center construction, would be reduced to a less than significant level. Implementation of all described mitigation measures would reduce noise impacts associated with Project construction activities to the extent feasible; however, such impacts would remain significant and unavoidable.

As previously discussed, if the identified related projects were to occur concurrently with the Project's construction, cumulative construction noise impacts could be significant. Noise impacts would be reduced through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Therefore, the noise impacts generated by the construction activities for each of the related projects would likely be reduced. However, it is conservatively concluded that the Project's construction noise effects could be cumulatively considerable, even after mitigation.

7.2 Operation Noise

Implementation of Project design features would ensure that the on-site building mechanical equipment, bus loading at the Pico Passage, and loading docks would not result in any

significant noise impacts to off-site noise sensitive receptors during long-term project operations.

Noise mitigation in the form of barriers would reduce the potential noise impacts from the outdoor plazas to the off-site sensitive receptors. However, the noise barriers would be constructed along the Project Site to block the line-of-sight between the sound sources and the off-site receptors, which would not be feasible with respect to architectural/functional design of the outdoor plazas. Other mitigation measure, such as limiting the sound levels from the outdoor amplified sound system would hinder the typical use of the outdoor plazas performance requirements. Therefore, noise impacts associated with outdoor plazas operations would be significant and unavoidable.

There are no feasible mitigation measures that would reduce the impacts from the Event Center operations to a less than significant level. Mitigation measures in the form of specifications to limit the in-house sound system (to reduce the impacts associated with the sound-system) or fully enclosing the stadium with a solid roof structure (to reduce both crowd and sound system noise) would not be feasible for the following reasons: a) enclosing the stadium with a solid roof would not meet the basic Project objective of developing an Event Center with an open roof design that takes advantage of the Southern California climate and b) limiting the sound levels from the sound system would not allow for the intended operation of the Event Center for sporting events and concerts. Therefore, noise impacts associated with Event Center operations would be significant and unavoidable.

There are no feasible mitigation measures that would reduce the impacts associated with the parking garage and the firework display shows to a less than significant level. Impacts related to fireworks displays would be limited (25 to 40 shows per year) and of short duration (15 to 20 minutes per display show) but would still be significant and unavoidable. Conventional mitigation measures such as construction of noise barrier walls to reduce the off-site traffic noise impacts will not be feasible as the barriers will obstruct the access to the residences properties. In addition, construction of noise barriers to reduce the impacts along the Metro Lines would be not feasible, as the Applicants have no control over the properties adjacent to the lines. There are no feasible mitigation measures to reduce the off-site traffic, public transit and media helicopter noise to a less than significant level since the Applications do not control of media helicopters in the area. As such, noise impacts from the Project operation would be significant and unavoidable.

8 REFERENCES

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- Caltrans, *Transportation- and Construction-Induced Vibration Guidance Manual*, June 2004.
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- The Mobility Group, *Convention Center Modernization and Farmers Field Project EIR Transportation Study*, 2011.

Convention Center Modernization & Farmers Field Project – EIR

Appendices

Provided by Acoustical Engineering Services

March 2012

- Appendix A - Ambient Noise Data
- Appendix B - Traffic Noise Calculations
- Appendix C - Construction Noise Calculations
- Appendix D - Operation Noise Calculations
- Appendix E - Project Alternatives Analysis

Appendix A

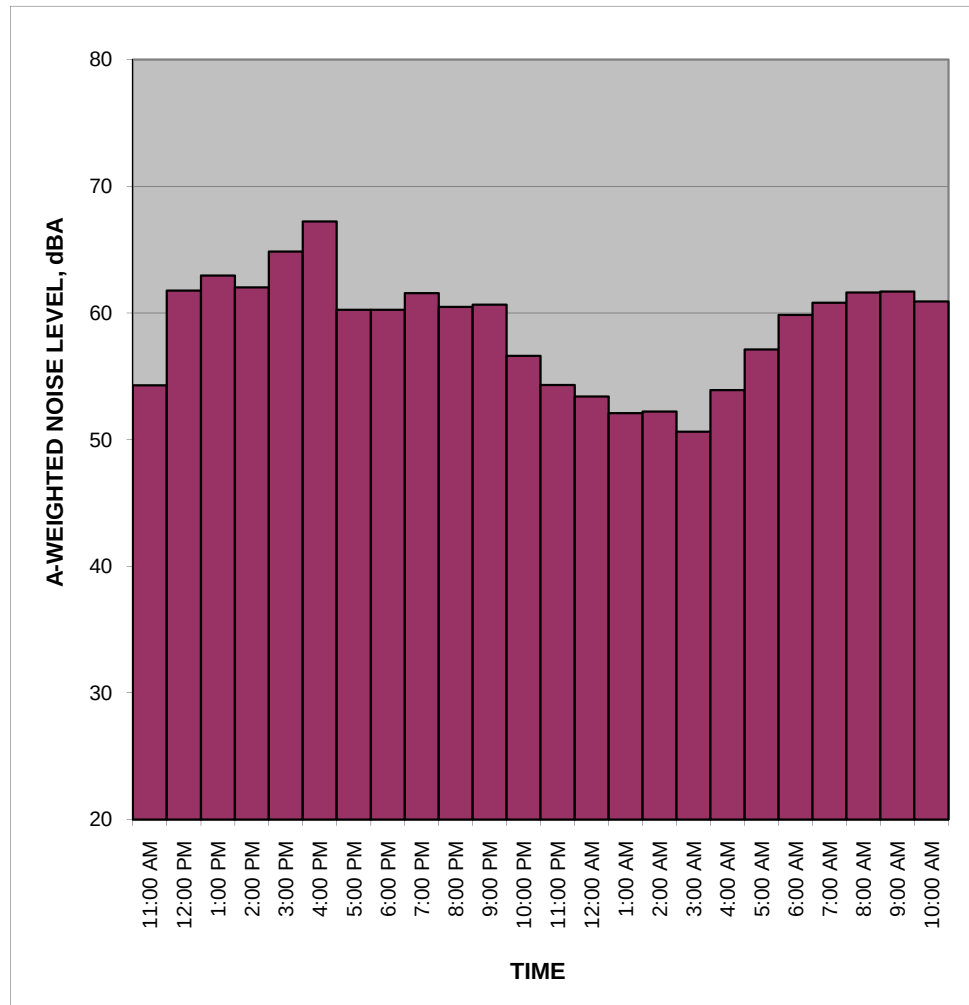
Ambient Noise Data

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R5
Sources: Ambient

Date: 7/21 to 7/22/2011

TIME	HNL, dB(A)
11:00 AM	54.3
12:00 PM	61.8
1:00 PM	63.0
2:00 PM	62.0
3:00 PM	64.8
4:00 PM	67.2
5:00 PM	60.2
6:00 PM	60.2
7:00 PM	61.6
8:00 PM	60.5
9:00 PM	60.7
10:00 PM	56.6
11:00 PM	54.3
12:00 AM	53.4
1:00 AM	52.1
2:00 AM	52.2
3:00 AM	50.6
4:00 AM	53.9
5:00 AM	57.1
6:00 AM	59.8
7:00 AM	60.8
8:00 AM	61.6
9:00 AM	61.7
10:00 AM	60.9
CNEL, dB(A):	64.3



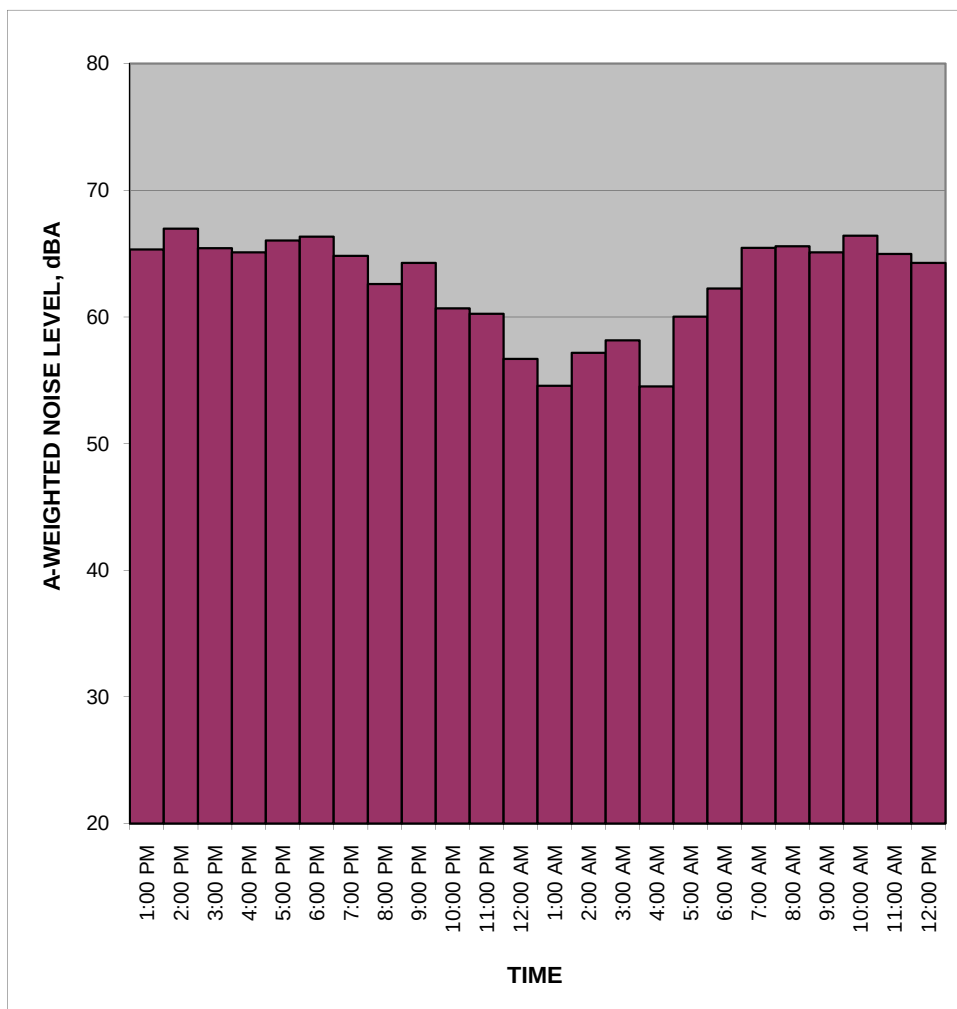
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R9
Sources: Ambient

Date: 7/21 to 7/22/2011

TIME	HNL, dB(A)
1:00 PM	65.3
2:00 PM	67.0
3:00 PM	65.4
4:00 PM	65.1
5:00 PM	66.0
6:00 PM	66.3
7:00 PM	64.8
8:00 PM	62.6
9:00 PM	64.3
10:00 PM	60.7
11:00 PM	60.2
12:00 AM	56.7
1:00 AM	54.6
2:00 AM	57.2
3:00 AM	58.2
4:00 AM	54.5
5:00 AM	60.0
6:00 AM	62.2
7:00 AM	65.5
8:00 AM	65.6
9:00 AM	65.1
10:00 AM	66.4
11:00 AM	65.0
12:00 PM	64.3
CNEL, dB(A):	67.6



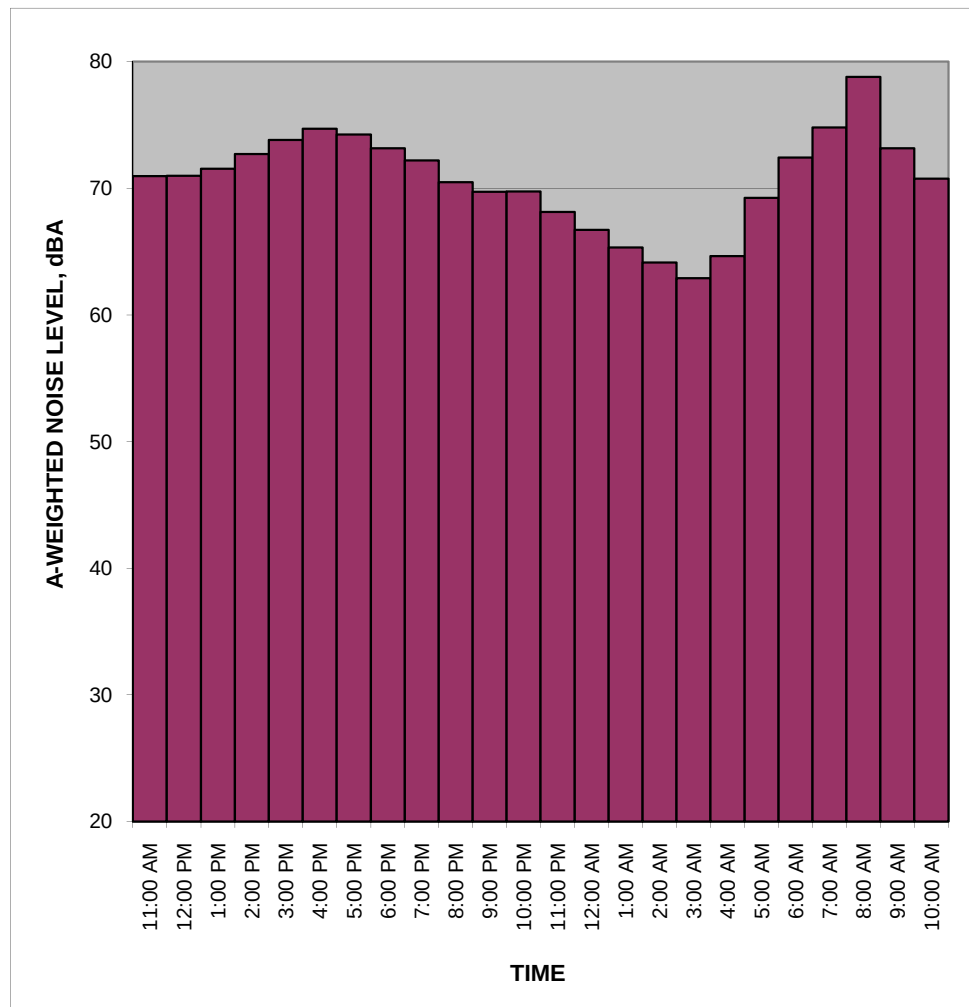
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R10
Sources: Ambient

Date: 7/20 to 7/21/2011

TIME	HNL, dB(A)
11:00 AM	71.0
12:00 PM	71.0
1:00 PM	71.5
2:00 PM	72.7
3:00 PM	73.8
4:00 PM	74.7
5:00 PM	74.2
6:00 PM	73.2
7:00 PM	72.2
8:00 PM	70.5
9:00 PM	69.7
10:00 PM	69.7
11:00 PM	68.1
12:00 AM	66.7
1:00 AM	65.3
2:00 AM	64.1
3:00 AM	62.9
4:00 AM	64.7
5:00 AM	69.2
6:00 AM	72.4
7:00 AM	74.8
8:00 AM	78.8
9:00 AM	73.1
10:00 AM	70.8
CNEL, dB(A):	76.1



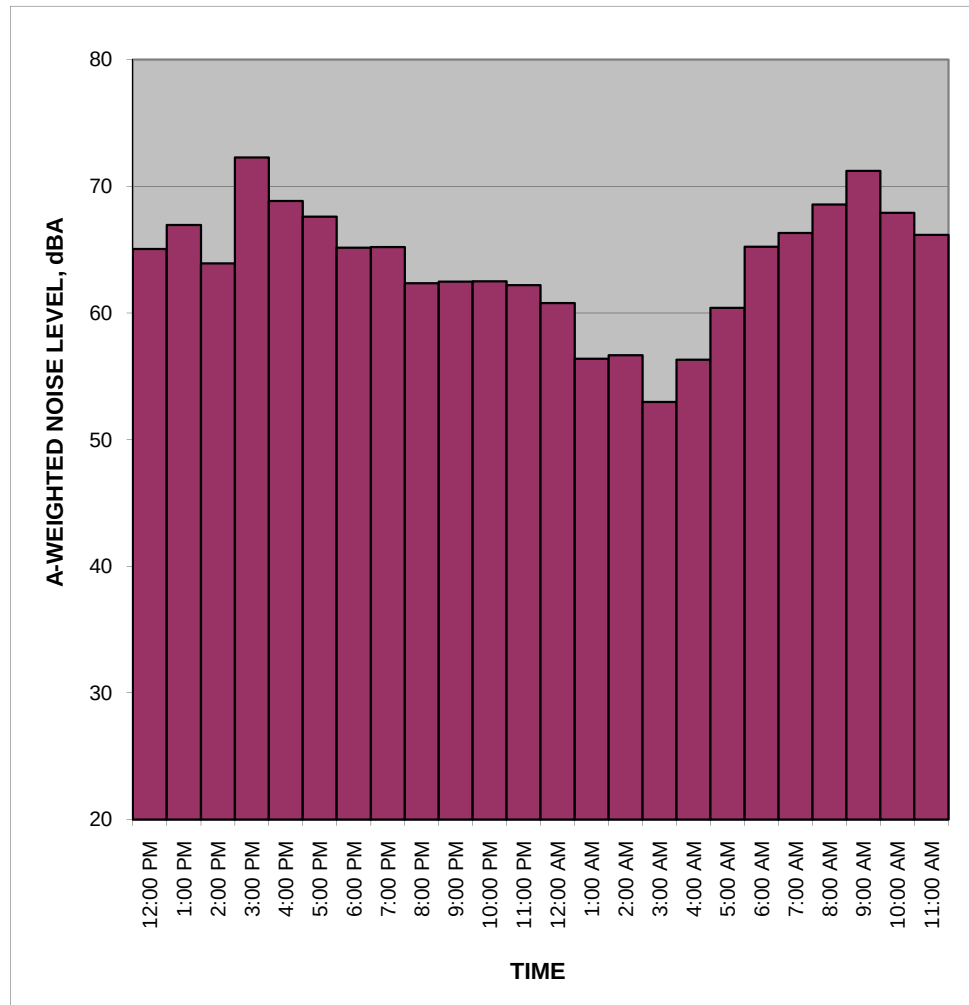
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R14
Sources: Ambient

Date: 7/20 to 7/21/2011

TIME	HNL, dB(A)
12:00 PM	65.1
1:00 PM	66.9
2:00 PM	63.9
3:00 PM	72.3
4:00 PM	68.8
5:00 PM	67.6
6:00 PM	65.2
7:00 PM	65.2
8:00 PM	62.3
9:00 PM	62.5
10:00 PM	62.5
11:00 PM	62.2
12:00 AM	60.8
1:00 AM	56.4
2:00 AM	56.7
3:00 AM	53.0
4:00 AM	56.3
5:00 AM	60.4
6:00 AM	65.2
7:00 AM	66.3
8:00 AM	68.6
9:00 AM	71.2
10:00 AM	67.9
11:00 AM	66.2
CNEL, dB(A):	69.3



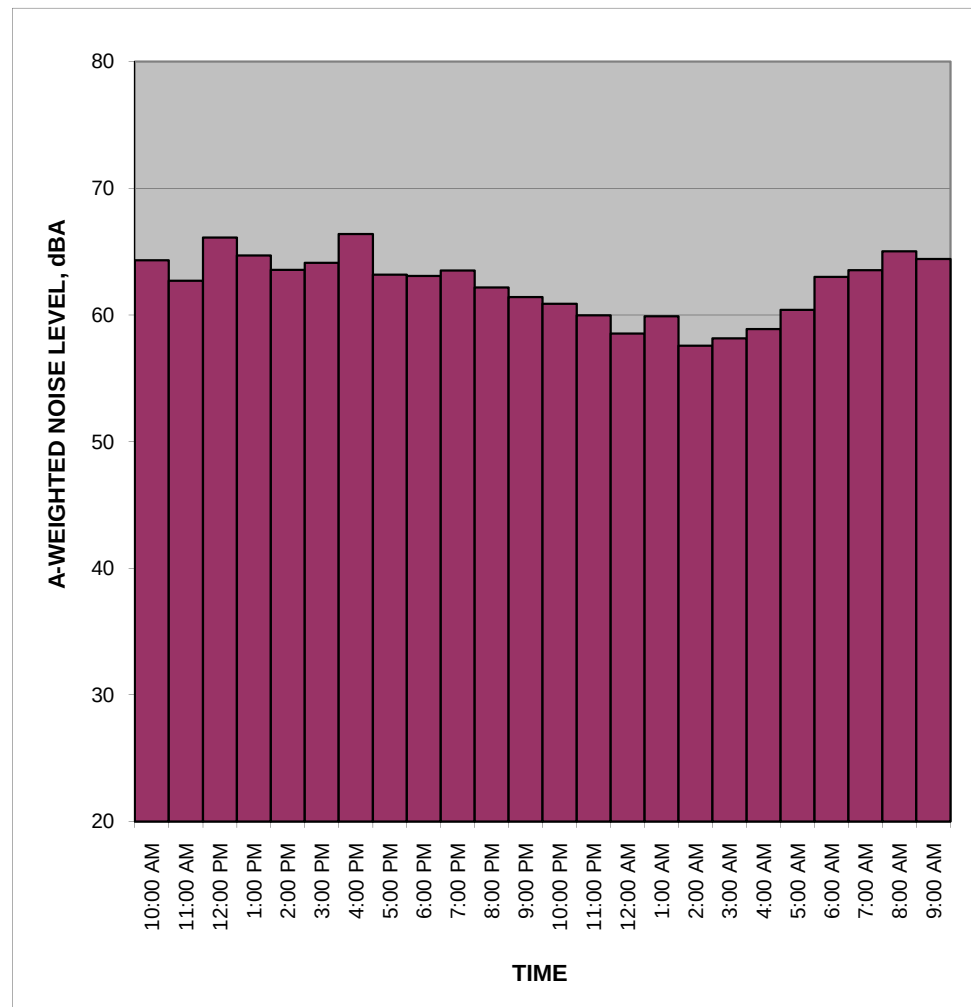
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R15
Sources: Ambient

Date: 7/19 to 7/20/2011

TIME	HNL, dB(A)
10:00 AM	64.3
11:00 AM	62.7
12:00 PM	66.1
1:00 PM	64.7
2:00 PM	63.6
3:00 PM	64.1
4:00 PM	66.4
5:00 PM	63.2
6:00 PM	63.1
7:00 PM	63.5
8:00 PM	62.2
9:00 PM	61.4
10:00 PM	60.9
11:00 PM	60.0
12:00 AM	58.5
1:00 AM	59.9
2:00 AM	57.6
3:00 AM	58.1
4:00 AM	58.9
5:00 AM	60.4
6:00 AM	63.0
7:00 AM	63.5
8:00 AM	65.0
9:00 AM	64.4
CNEL, dB(A):	67.7



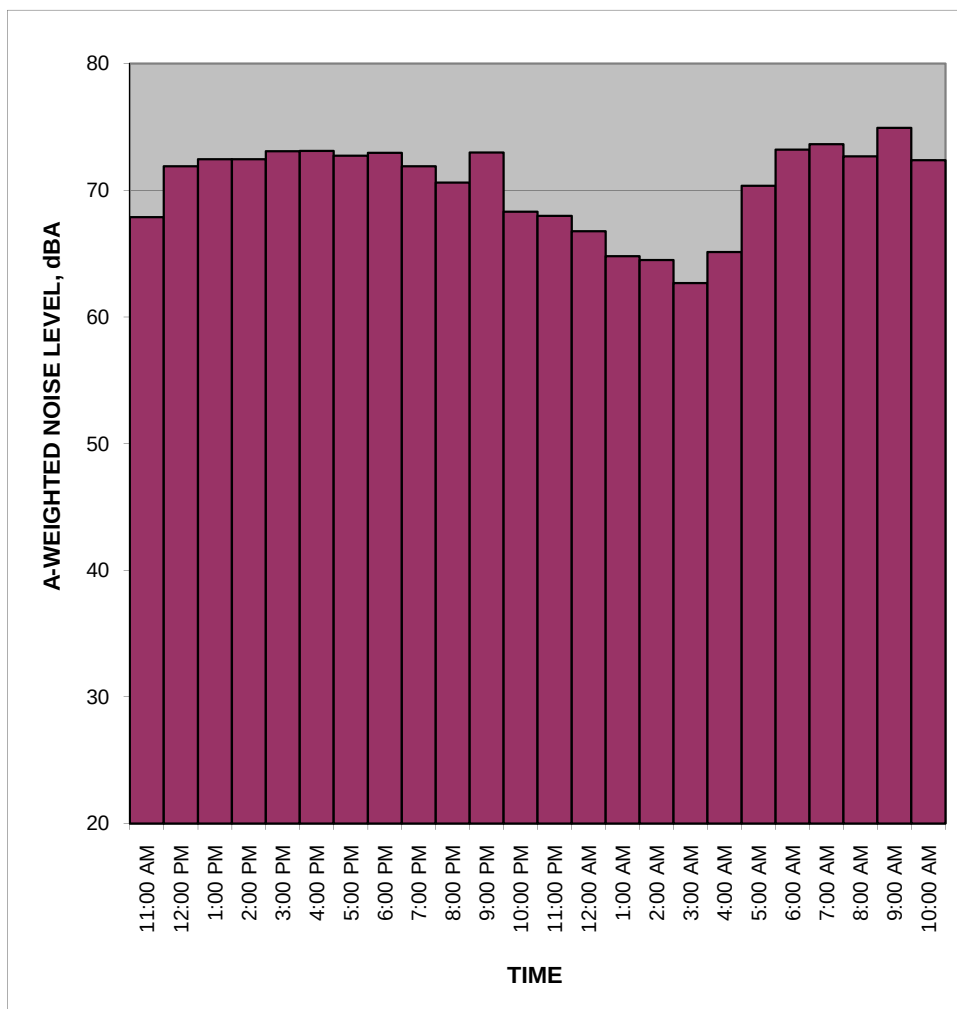
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R16
Sources: Ambient

Date: 7/20 to 7/21/2011

TIME	HNL, dB(A)
11:00 AM	67.9
12:00 PM	71.9
1:00 PM	72.5
2:00 PM	72.5
3:00 PM	73.1
4:00 PM	73.1
5:00 PM	72.7
6:00 PM	73.0
7:00 PM	71.9
8:00 PM	70.6
9:00 PM	73.0
10:00 PM	68.3
11:00 PM	68.0
12:00 AM	66.8
1:00 AM	64.8
2:00 AM	64.5
3:00 AM	62.7
4:00 AM	65.1
5:00 AM	70.4
6:00 AM	73.2
7:00 AM	73.6
8:00 AM	72.7
9:00 AM	74.9
10:00 AM	72.4
CNEL, dB(A):	76.1



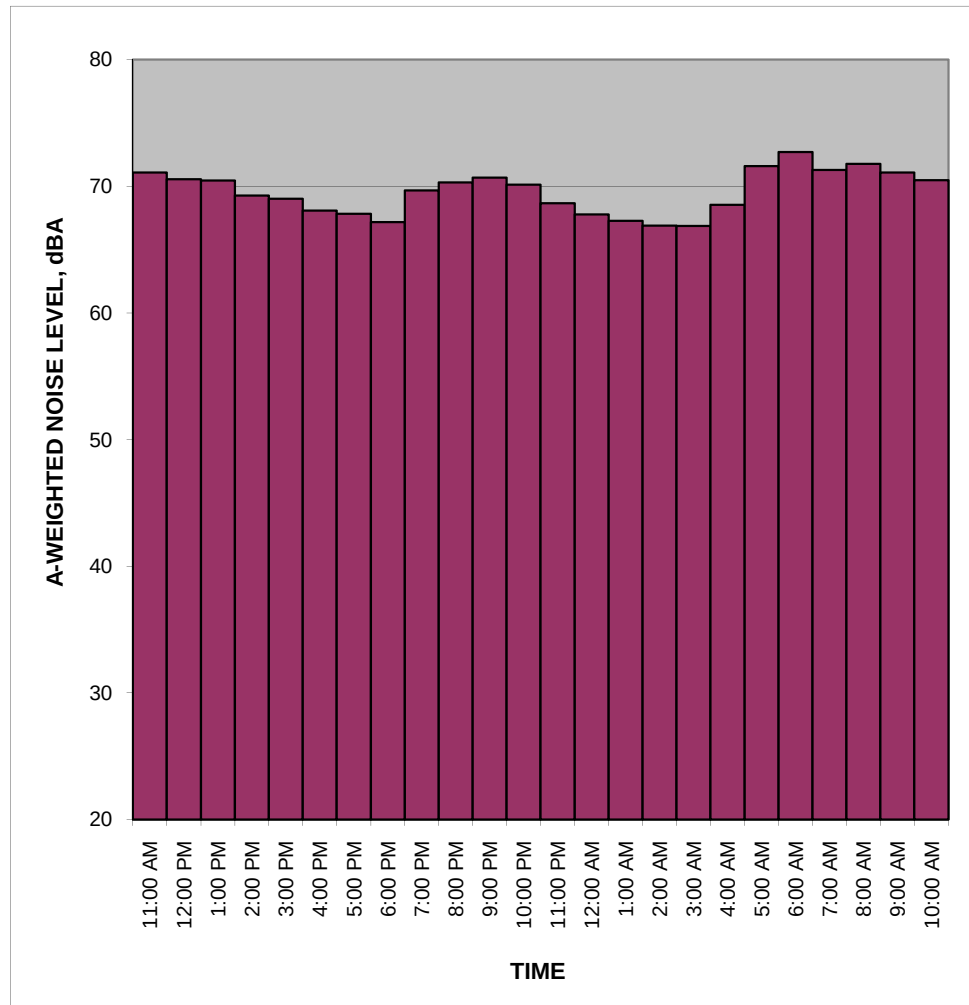
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R18
Sources: Ambient

Date: 7/19 to 7/20/2011

TIME	HNL, dB(A)
11:00 AM	71.1
12:00 PM	70.6
1:00 PM	70.4
2:00 PM	69.3
3:00 PM	69.0
4:00 PM	68.1
5:00 PM	67.8
6:00 PM	67.2
7:00 PM	69.7
8:00 PM	70.3
9:00 PM	70.7
10:00 PM	70.1
11:00 PM	68.7
12:00 AM	67.8
1:00 AM	67.3
2:00 AM	66.9
3:00 AM	66.9
4:00 AM	68.5
5:00 AM	71.6
6:00 AM	72.7
7:00 AM	71.3
8:00 AM	71.8
9:00 AM	71.1
10:00 AM	70.5
CNEL, dB(A):	76.2



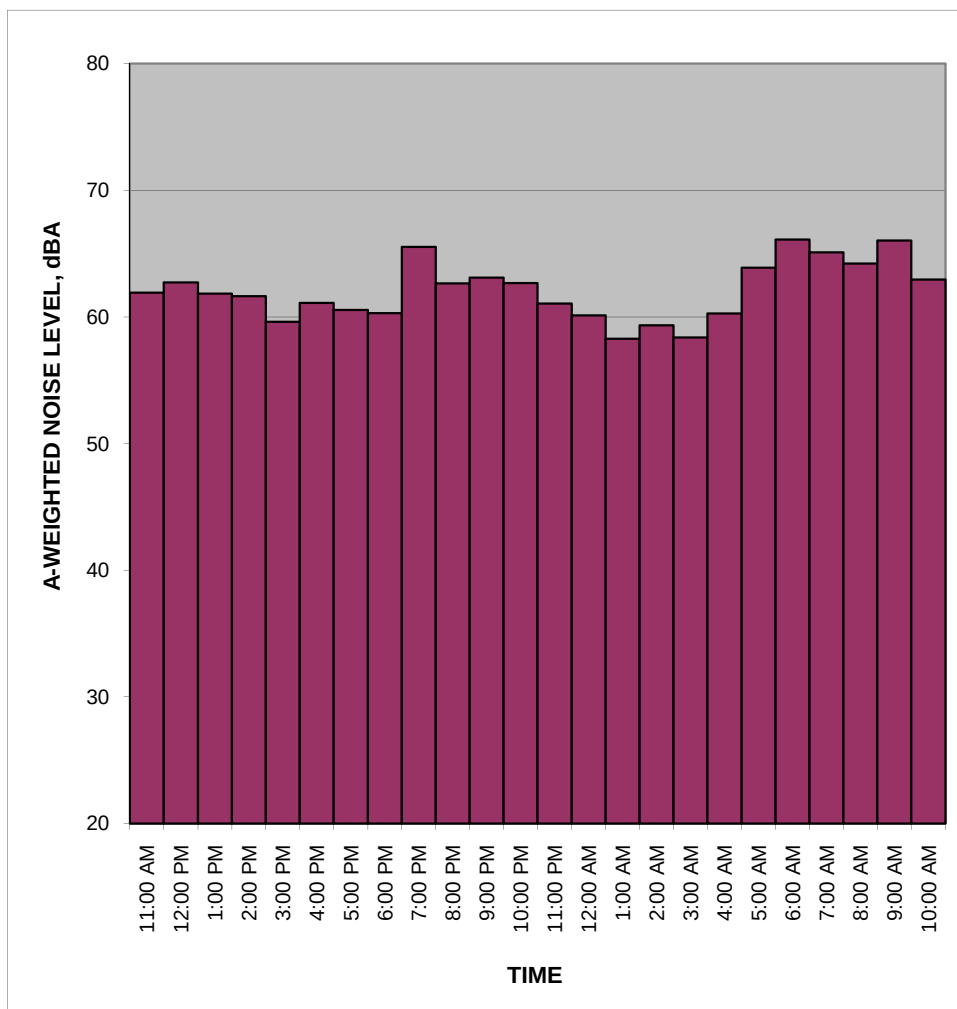
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R20
Sources: Ambient

Date: 7/19 to 7/20/2011

TIME	HNL, dB(A)
11:00 AM	61.9
12:00 PM	62.7
1:00 PM	61.8
2:00 PM	61.6
3:00 PM	59.6
4:00 PM	61.1
5:00 PM	60.5
6:00 PM	60.3
7:00 PM	65.5
8:00 PM	62.7
9:00 PM	63.1
10:00 PM	62.7
11:00 PM	61.1
12:00 AM	60.1
1:00 AM	58.3
2:00 AM	59.3
3:00 AM	58.4
4:00 AM	60.3
5:00 AM	63.9
6:00 AM	66.1
7:00 AM	65.1
8:00 AM	64.2
9:00 AM	66.0
10:00 AM	62.9
CNEL, dB(A):	68.9



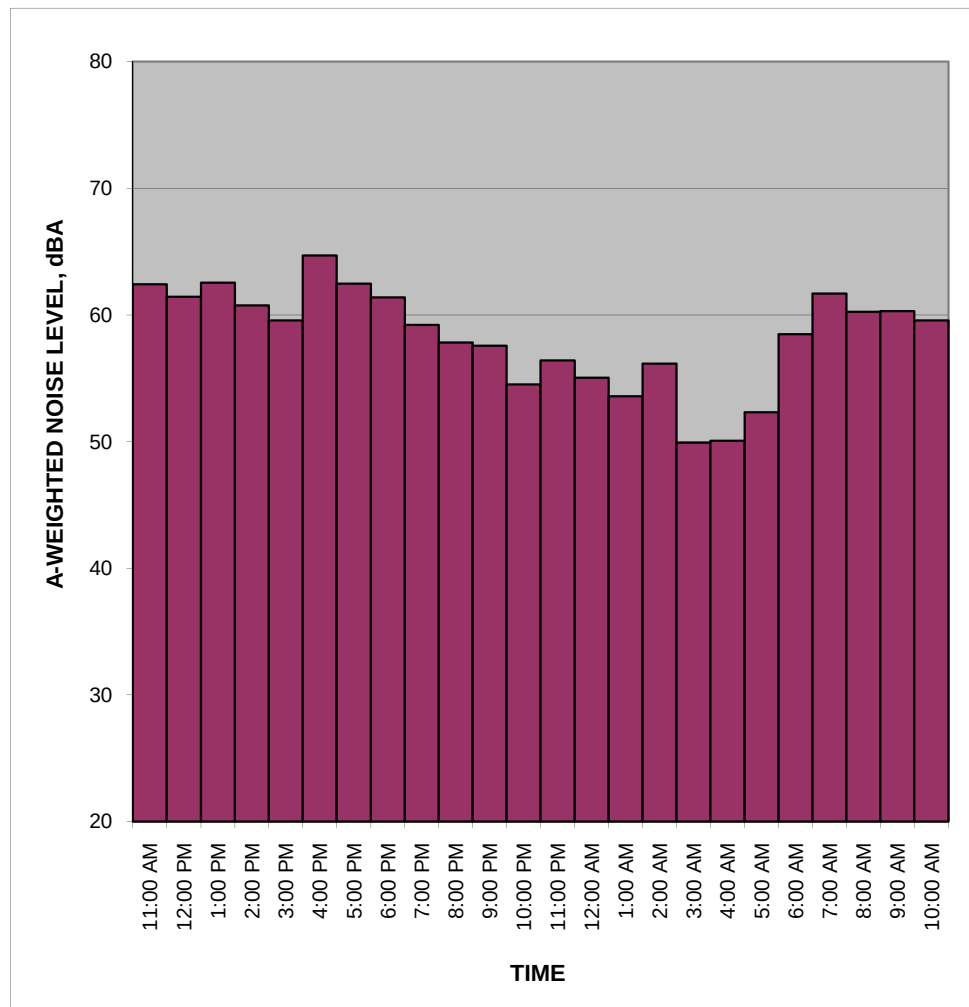
NOTES:

Measured Ambient Noise Levels

Project: Farmers Field EIR
Location: R25
Sources: Ambient

Date: 7/19 to 7/20/2011

TIME	HNL, dB(A)
11:00 AM	62.4
12:00 PM	61.4
1:00 PM	62.5
2:00 PM	60.8
3:00 PM	59.6
4:00 PM	64.7
5:00 PM	62.5
6:00 PM	61.4
7:00 PM	59.2
8:00 PM	57.8
9:00 PM	57.6
10:00 PM	54.5
11:00 PM	56.4
12:00 AM	55.1
1:00 AM	53.6
2:00 AM	56.2
3:00 AM	49.9
4:00 AM	50.1
5:00 AM	52.3
6:00 AM	58.5
7:00 AM	61.7
8:00 AM	60.2
9:00 AM	60.3
10:00 AM	59.6
CNEL, dB(A):	63.3



NOTES:

Farmers Field EIR - Ambient Noise Survey
Short-Term Measurements - Weekday

Loc	Meas Date	Time	Duration, sec.	Leq	Estimated CNEL Levels				
					Lmax	Ld	Le	Ln	CNEL
R01	20-Oct	9:15 AM	900	63.5	82.1	62.9	62.9	61.8	66.7
R01	19-Oct	1:50 PM	900	62.2	70.6				
R01	20-Oct	11:00 PM	900	61.8	71.5				
R02	27-Jul	9:35 AM	900	76.1	92.2	73.8	73.8	67.4	74.3
R02		1:31 PM	900	68.7	82.1				
R02		11:12 PM	900	67.4	79.4				
R03	27-Jul	9:14 AM	900	65.2	78.7	64.0	64.0	56.8	64.0
R03		1:13 PM	900	62.2	76.9				
R03		10:36 PM	900	56.8	76.2				
R04	25-Jul	11:35 AM	900	60.1	68.4	60.1	60.1	56.2	61.9
R04		2:35 PM	900	60.1	72.7				
R04		11:46 PM	900	56.2	70.4				
R06	25-Jul	9:48 AM	900	56.1	73.5	57.0	57.0	54.2	59.6
R06		2:59 PM	900	57.7	71.2				
R06		10:47 PM	900	54.2	71.7				
R07	25-Jul	10:12 AM	900	63.5	77.5	64.3	64.3	60.6	66.3
R07		1:10 PM	900	64.9	83.1				
R07		10:28 PM	900	60.6	79.3				
R08	25-Jul	10:31 AM	900	59.5	73	59.8	59.8	56.8	62.2
R08		1:28 PM	900	60	72.9				
R08		10:04 PM	900	56.8	77.5				
R11	27-Jul	9:59 AM	900	67.1	80.2	67.3	67.3	65.2	70.4
R11		2:22 PM	900	67.4	79.4				
R11		11:26 PM	900	65.2	82.9				
R12	27-Jul	10:40 AM	900	69.5	81.8	69.2	69.2	64.0	70.3
R12		2:41 PM	900	68.8	79.1				
R12		11:44 PM	900	64	82.2				
R13	27-Jul	10:20 AM	900	67	84.3	67.1	67.1	62.4	68.5
R13		2:02 PM	900	67.2	80.9				
R13	28-Jul	12:03 AM	900	62.4	76.3				
R17	26-Jul	10:50 AM	900	61.3	72.5	60.6	60.6	58.1	63.4
R17		2:26 PM	900	59.7	71.2				
R17	19-Oct	10:20 PM	900	58.1	71.9				
R19	26-Jul	10:25 AM	900	61.2	74.5	64.8	64.8	59.2	65.7
R19		2:02 PM	900	66.8	86.7				
R19		12:51 AM	900	59.2	73.6				
R21	26-Jul	10:04 AM	900	55	67.2	56.2	56.2	49.2	56.3
R21		1:42 PM	900	57.1	77.4				
R21		12:33 AM	900	49.2	64.9				
R22	26-Jul	9:42 AM	900	63.1	75	63.6	63.6	54.2	62.8
R22		1:19 PM	900	64.1	75.3				
R22		12:10 AM	900	54.2	67.9				
R23	25-Jul	10:52 AM	900	57.5	72.6	57.1	57.1	49.5	57.0
R23		1:53 PM	900	56.7	71.4				
R23		11:08 PM	900	49.5	69				
R24	25-Jul	11:12 AM	900	66.4	81.3	67.3	67.3	60.2	67.4
R24		2:13 PM	900	68.1	83.1				

R24		11:27 PM	900	60.2	75.8				
R26	10-Nov	10:35 AM	900	64.1	71.1	63.7	63.7	63.1	67.9
R26		1:00 PM	900	63.3	68.6				
R26		10:20 PM	900	63.1	68.3				

Farmers Field EIR - Ambient Noise Survey
Short-Term Measurements - Weekend

Loc	Meas Date	Time	Duration, sec.	Estimated CNEL Levels					
				Leq	Lmax	Ld	Le	Ln	CNEL
R01	14-Jan	12:47 PM	900	62.6	74.9	62.6	62.6	64.5	68.9
R01		11:33 PM	900	64.5	78.1				
R02	22-Jan	1:26 PM	900	68.9	84.6	68.9	68.9	63.9	70.1
R02		10:02 PM	900	63.9	81.0				
R03	22-Jan	2:03 PM	900	56.2	67.6	56.2	56.2	56.2	60.9
R03		10:21 PM	900	56.2	68.8				
R04	29-Jan	2:19 PM	900	58.9	71.3	58.9	58.9	56.9	62.0
R04		11:11 PM	900	56.9	68.7				
R05	29-Jan	1:59 PM	900	61.3	76.4	61.3	61.3	52.1	60.6
R05		10:51 PM	900	52.1	64.0				
R06	14-Jan	1:48 PM	900	59.7	74.7	59.7	59.7	58.0	63.1
R06		11:01 PM	900	58.0	63.5				
R07	14-Jan	1:05 PM	900	66.6	74.4	66.6	66.6	71.3	75.4
R07		11:41 PM	900	71.3	87.4				
R08	14-Jan	12:37 PM	900	57.3	72.2	57.3	57.3	56.2	61.1
R08		10:20 PM	900	56.2	68.8				
R09	14-Jan	12:17 PM	900	57.0	70.8	57.0	57.0	59.3	63.6
R09		10:01 PM	900	59.3	71.7				
R10	14-Jan	1:12 PM	900	69.7	85.4	69.7	69.7	68.9	73.7
R10		10:01 PM	900	68.9	83.2				
R11	14-Jan	1:35 PM	900	66.7	79.6	66.7	66.7	66.9	71.5
R11		10:27 PM	900	66.9	76.6				
R12	14-Jan	1:57 PM	900	68.9	81.5	68.9	68.9	68.1	72.9
R12		10:49 PM	900	68.1	83.6				
R13	14-Jan	2:17 PM	900	65.2	76.2	65.2	65.2	65.7	70.3
R13		11:09 PM	900	65.7	85.9				
R14	22-Jan	3:12 PM	900	68.3	82.6	68.3	68.3	59.6	67.8
R14		11:22 PM	900	59.6	74.4				
R15	22-Jan	2:26 PM	900	61.5	73.6	61.5	61.5	58.4	63.9
R15		10:42 PM	900	58.4	71.0				
R16	22-Jan	2:47 PM	900	68.4	81.1	68.4	68.4	63.0	69.4
R16		11:01 PM	900	63.0	77.3				
R17	4-Feb	1:32 PM	900	60.4	74.5	60.4	60.4	62.2	66.6
R17		10:04 PM	900	62.2	69.4				
R18	4-Feb	1:54 PM	900	70.3	81.6	70.3	70.3	69.4	74.3
R18		10:23 PM	900	69.4	76.5				
R19	4-Feb	2:12 PM	900	61.7	74.8	61.7	61.7	59.6	64.8
R19		10:41 PM	900	59.6	70.3				
R20	4-Feb	2:33 PM	900	57.0	72.9	57.0	57.0	58.6	63.0
R20		11:03 PM	900	58.6	80.0				
R21	4-Feb	2:58 PM	900	55.2	69.6	55.2	55.2	54.7	59.5
R21		11:23 PM	900	54.7	65.3				
R22	29-Jan	1:10 PM	900	61.6	69.5	61.6	61.6	62.1	66.7
R22		10:08 PM	900	62.1	70.6				
R23	29-Jan	1:35 PM	900	59.4	70.1	59.4	59.4	55.0	60.9
R23		10:27 PM	900	55.0	62.5				

R24	14-Jan	2:06 PM	900	66.5	79.1	66.5	66.5	62.3	68.2
R24		11:19 PM	900	62.3	73.9				
R25	14-Jan	1:28 PM	900	56.3	71.0	56.3	56.3	54.9	59.9
R25		10:39 PM	900	54.9	69.0				
R26	29-Jan	2:40 PM	900	60.1	64.5	60.1	60.1	61.8	66.2
R26		11:33 PM	900	61.8	77.9				

Appendix B

Traffic Noise Calculations

INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R2 Pico Blvd											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	250.0	55.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes

Farmers Field

Matrix												
skb												
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R2 Pico Blvd											
Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Pico Blvd.	point1	1	872	35	24	35	24	35	56	35	0	0
	point2	2										

INPUT: ROADWAYS
Farmers Field

Matrix											
skb											
INPUT: ROADWAYS								Average pavement type shall be used unless			
PROJECT/CONTRACT:		Farmers Field						a State highway agency substantiates the use			
RUN:		Calibration - R2 Pico Blvd						of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Pico Blvd.	12.0	point1	1	0.0	0.0	0.00	Stop	0.00	50	Average	
		point2	2	500.0	0.0	0.00					

RESULTS: SOUND LEVELS
Farmers Field

Matrix													
skb													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:			Farmers Field										
RUN:			Calibration - R2 Pico Blvd										
BARRIER DESIGN:			INPUT HEIGHTS										
ATMOSPHERICS:			68 deg F, 50% RH										
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

INPUT: TRAFFIC FOR LAeq1h Volumes

Farmers Field

Matrix													
skb													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Farmers Field												
RUN:	Calibration - R7 Pico Blvd.												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
W. 11th Street	point1	1	180	35	0	0	4	35	0	0	0	0	
	point2	2											

INPUT: ROADWAYS
Farmers Field

Matrix											
skb											
INPUT: ROADWAYS								Average pavement type shall be used unless			
PROJECT/CONTRACT:		Farmers Field						a State highway agency substantiates the use			
RUN:		Calibration - R7 Pico Blvd.						of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
W. 11th Street	12.0	point1	1	0.0	0.0	0.00	Stop	0.00	50	Average	
		point2	2	500.0	0.0	0.00					

RESULTS: SOUND LEVELS												
Matrix								Farmers Field				
skb								5 October 2011				
								TNM 2.5				
								Calculated with TNM 2.5				
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Farmers Field										
RUN:		Calibration - R7 Pico Blvd.										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Crit'n	Increase over existing Calculated	existing Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
				Calculated			Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		1	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

L:\Projects\LA Convention and NFL Stadium\Calculations\Operation\TNM\Cal-R7

INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R7 Pico Blvd.											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	100.0	25.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes
Farmers Field

Matrix													
skb													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Farmers Field												
RUN:	Calibration - R8 Valencia												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Valencia	point1	1	96	30	0	0	0	0	0	0	0	0	0
	point2	2											

INPUT: ROADWAYS

Farmers Field

Matrix					5 October 2011						
skb					TNM 2.5						
INPUT: ROADWAYS											
PROJECT/CONTRACT:	Farmers Field										
RUN:	Calibration - R8 Valencia										
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Valencia	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	50	Average	
		point2	2	500.0	0.0	0.00					

RESULTS: SOUND LEVELS
Farmers Field

Matrix								5 October 2011				
skb								TNM 2.5				
								Calculated with TNM 2.5				
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Farmers Field										
RUN:		Calibration - R8 Valencia										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless				
								a State highway agency substantiates the use				
ATMOSPHERICS:		68 deg F, 50% RH						of a different type with approval of FHWA.				
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		1	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R8 Valencia											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	100.0	25.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes
Farmers Field

Matrix													
skb													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Farmers Field												
RUN:	Calibration - R11 W. 9th Street												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
W. 9th Street	point1	1	1176	35	16	35	0	0	4	35	0	0	
	point2	2											

INPUT: ROADWAYS
Farmers Field

Matrix						5 October 2011					
skb						TNM 2.5					
INPUT: ROADWAYS											
PROJECT/CONTRACT:		Farmers Field									
RUN:		Calibration - R11 W. 9th Street									
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
W. 9th Street	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	500.0	0.0	0.00					

Farmers Field

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INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R11 W. 9th Street											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	250.0	55.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes
Farmers Field

Matrix													
skb													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Farmers Field												
RUN:	Calibration - R12 W. Olympic Blvd.												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
W. Olympic Blvd.	point1	1	1408	35	32	35	8	35	4	35	0	0	
	point2	2											

INPUT: ROADWAYS
Farmers Field

Matrix											
skb											
INPUT: ROADWAYS								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA			
PROJECT/CONTRACT:		Farmers Field									
RUN:		Calibration - R12 W. Olympic Blvd.									
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
W. Olympic Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	50	Average	
		point2	2	500.0	0.0	0.00					

RESULTS: SOUND LEVELS
Farmers Field

Matrix								5 October 2011				
skb								TNM 2.5				
								Calculated with TNM 2.5				
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Farmers Field										
RUN:		Calibration - R12 W. Olympic Blvd.										
BARRIER DESIGN:		INPUT HEIGHTS							Average pavement type shall be used unless			
									a State highway agency substantiates the use			
ATMOSPHERICS:		68 deg F, 50% RH							of a different type with approval of FHWA.			
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over Calculated	existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		1	0.0	0.0	0.0							
All Impacted		1	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R12 W. Olympic Blvd.											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	100.0	40.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes
Farmers Field

Matrix													
skb													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Farmers Field												
RUN:	Calibration - R13 Flower St.												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Flower Street	point1	1	460	35	16	35	0	0	24	35	0	0	
	point2	2											

INPUT: ROADWAYS
Farmers Field

Matrix											
skb											
INPUT: ROADWAYS								Average pavement type shall be used unless			
PROJECT/CONTRACT:		Farmers Field						a State highway agency substantiates the use			
RUN:		Calibration - R13 Flower St.						of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Flower Street	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	500.0	0.0	0.00					

RESULTS: SOUND LEVELS
Farmers Field

Matrix													
skb													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:			Farmers Field										
RUN:			Calibration - R13 Flower St.										
BARRIER DESIGN:			INPUT HEIGHTS										
ATMOSPHERICS:			68 deg F, 50% RH										
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		1	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R13 Flower St.											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	100.0	40.0	0.00	4.92	0.00	66	10.0	8.0	Y	

INPUT: TRAFFIC FOR LAeq1h Volumes

Farmers Field

Matrix												
skb												
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R24 Pico Blvd											
Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Pico Blvd.	point1	1	1076	35	24	35	4	35	16	35	0	0
	point2	2										

INPUT: ROADWAYS
Farmers Field

Matrix											
skb											
INPUT: ROADWAYS								Average pavement type shall be used unless			
PROJECT/CONTRACT:		Farmers Field						a State highway agency substantiates the use			
RUN:		Calibration - R24 Pico Blvd						of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Pico Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	50	Average	
		point2	2	500.0	0.0	0.00					

Farmers Field

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INPUT: RECEIVERS

Farmers Field

Matrix												
skb												
INPUT: RECEIVERS												
PROJECT/CONTRACT:	Farmers Field											
RUN:	Calibration - R24 Pico Blvd											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active	
			X	Y	Z	above	Existing	Impact Criteria		NR	in	
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.	
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	250.0	50.0	0.00	4.92	0.00	66	10.0	8.0	Y	

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,169	21,690	0	0	72.2	71.2
- South of 1st St.	70	10	45	35	1,719	17,190	0	0	71.2	70.2
- North of 11th St.	70	10	45	35	1,504	15,040	0	0	70.6	69.6
- Between 11th and 12th St.	50	10	35	35	1,526	15,260	0	0	71.8	70.9
- Between 12th St. and Venice Ave.	50	10	35	35	1,579	15,790	0	0	72.0	71.0
- Between Venice Ave. and 17th St.	50	10	35	35	1,672	16,720	0	0	72.2	71.3
- Between 17th St. and Washington Ave.	50	10	35	35	1,053	10,530	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,739	27,390	0	0	73.2	72.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,110	31,100	0	0	73.7	72.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,162	21,620	0	0	72.1	71.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,740	17,400	0	0	71.2	70.2
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,952	19,520	0	0	71.7	70.7
- South of Pico Blvd.	70	10	45	35	2,256	22,560	0	0	72.3	71.4
Flower Street										
- North of 6th St.	70	10	45	35	1,506	15,060	0	0	70.6	69.6
- Between 6th St. and 8th St.	60	10	40	35	1,680	16,800	0	0	71.7	70.7
- Between 8th and Pico Blvd.	60	10	40	35	1,400	14,000	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	35	1,246	12,460	0	0	71.8	70.8
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,295	12,950	0	0	70.5	69.5
- South of 1st St.	70	10	45	35	1,590	15,900	0	0	70.8	69.8
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,953	19,530	0	0	71.3	70.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,550	15,500	0	0	70.3	69.3
- East of Figueroa St.	70	10	45	35	1,109	11,090	0	0	69.2	68.3
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,802	18,020	0	0	73.4	72.4
- East of Bixel St.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- East of Flower St.	40	10	30	35	1,330	13,300	0	0	72.0	71.1
- West of Main St.	40	10	30	35	1,034	10,340	0	0	70.9	70.0
- East of Main St.	40	10	30	35	924	9,240	0	0	70.5	69.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,912	29,120	0	0	73.0	72.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,654	26,540	0	0	72.6	71.7
- Between Union Ave. & Blaine St.	80	10	50	35	2,336	23,360	0	0	72.1	71.1
- Between Blaine St. & Georgia St.	80	10	50	35	2,175	21,750	0	0	71.8	70.8
- Between George St. & Francisco St.	80	10	50	35	2,188	21,880	0	0	71.8	70.8
- Between Francisco St. & Figueroa St.	80	10	50	35	2,224	22,240	0	0	71.9	70.9
- Between Figueroa St. & Flower St.	70	10	45	35	2,086	20,860	0	0	72.0	71.0
- East of Flower St.	70	10	45	35	1,766	17,660	0	0	71.3	70.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	479	4,790	0	0	67.6	66.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	629	6,290	0	0	68.8	67.8
- East of LA Live Wy.	60	10	40	35	333	3,330	0	0	64.6	63.6
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	441	4,410	0	0	67.2	66.3
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,787	17,870	0	0	71.9	70.9
- Between Alvarado St. & Union Ave.	60	10	40	35	1,794	17,940	0	0	71.9	71.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,928	19,280	0	0	72.3	71.3
- Between Figueroa & Flower St.	70	10	45	35	1,765	17,650	0	0	71.3	70.3
- East of Hill St.	50	10	35	35	990	9,900	0	0	70.0	69.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	710	7,100	0	0	69.1	68.1
Venice Boulevard										
- East of Olive St.	40	10	30	35	971	9,710	0	0	70.7	69.7
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	201	2,010	0	0	63.8	62.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,785	17,850	0	0	73.3	72.3
W. 18th Street										
- West of Flower St.	40	10	30	35	78	780	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	100	1,000	0	0	60.8	59.8
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,988	19,880	0	0	71.4	70.4
- Between Flower St. & Grand Ave.	80	10	50	35	1,746	17,460	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,911	19,110	0	0	71.2	70.2
- East of Los Angeles St.	80	10	50	35	2,047	20,470	0	0	71.5	70.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,040	10,400	0	0	69.0	68.0
- East of I-110 Fwy.	50	10	35	35	885	8,850	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,128	21,280	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,086	20,860	0	0	72.6	71.6
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,777	17,770	0	0	71.9	70.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,691	16,910	0	0	71.7	70.7
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,473	14,730	0	0	72.3	71.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,295	12,950	0	0	71.7	70.7
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	960	9,600	0	0	70.4	69.4
- South of 6th St.	40	10	30	30	821	8,210	0	0	69.7	68.8
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,476	24,760	0	0	73.9	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	1,793	17,930	0	0	72.5	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,456	14,560	0	0	71.6	70.7
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,833	18,330	0	0	72.6	71.7
- Between Bixel St. & Figueroa St.	50	10	35	35	1,730	17,300	0	0	72.4	71.4

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,355	13,550	0	0	71.3	70.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,671	26,710	0	0	73.1	72.1
- South of 1st St.	70	10	45	35	2,417	24,170	0	0	72.6	71.7
- North of 11th St.	70	10	45	35	2,122	21,220	0	0	72.1	71.1
- Between 11th and 12th St.	50	10	35	35	2,238	22,380	0	0	73.5	72.5
- Between 12th St. and Venice Ave.	50	10	35	35	2,276	22,760	0	0	73.6	72.6
- Between Venice Ave. and 17th St.	50	10	35	35	2,374	23,740	0	0	73.8	72.8
- Between 17th St. and Washington Ave.	50	10	35	35	1,524	15,240	0	0	71.8	70.9
- South of Washington Ave.	50	10	35	35	1,539	15,390	0	0	71.9	70.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,127	31,270	0	0	73.8	72.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	4,009	40,090	0	0	74.8	73.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,803	28,030	0	0	73.3	72.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,388	23,880	0	0	72.6	71.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,681	26,810	0	0	73.1	72.1
- South of Pico Blvd.	70	10	45	35	2,865	28,650	0	0	73.4	72.4
Flower Street										
- North of 6th St.	70	10	45	35	1,860	18,600	0	0	71.5	70.5
- Between 6th St. and 8th St.	60	10	40	35	2,289	22,890	0	0	73.0	72.0
- Between 8th and Pico Blvd.	60	10	40	35	2,015	20,150	0	0	72.4	71.5
- South of Pico Blvd.	40	10	30	35	1,819	18,190	0	0	73.4	72.4
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,614	16,140	0	0	71.5	70.5
- South of 1st St.	70	10	45	35	1,921	19,210	0	0	71.6	70.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,844	28,440	0	0	72.9	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,674	16,740	0	0	70.6	69.7
- East of Figueroa St.	70	10	45	35	1,210	12,100	0	0	69.6	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,622	26,220	0	0	75.0	74.0
- East of Bixel St.	40	10	30	35	2,543	25,430	0	0	74.9	73.9
- East of Flower St.	40	10	30	35	1,809	18,090	0	0	73.4	72.4
- West of Main St.	40	10	30	35	1,393	13,930	0	0	72.2	71.3
- East of Main St.	40	10	30	35	1,167	11,670	0	0	71.5	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,425	34,250	0	0	73.7	72.8
- Between Alvarado St. & Union Ave.	80	10	50	35	3,306	33,060	0	0	73.6	72.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,985	29,850	0	0	73.1	72.2
- Between Blaine St. & Georgia St.	80	10	50	35	3,002	30,020	0	0	73.2	72.2
- Between George St. & Francisco St.	80	10	50	35	2,756	27,560	0	0	72.8	71.8
- Between Francisco St. & Figueroa St.	80	10	50	35	3,087	30,870	0	0	73.3	72.3
- Between Figueroa St. & Flower St.	70	10	45	35	2,919	29,190	0	0	73.5	72.5
- East of Flower St.	70	10	45	35	2,507	25,070	0	0	72.8	71.8
W. 11th Street										
- West of Blaine St.	40	10	30	35	498	4,980	0	0	67.8	66.8
- Between Blaine St. & LA Live Wy.	40	10	30	35	790	7,900	0	0	69.8	68.8
- East of LA Live Wy.	60	10	40	35	528	5,280	0	0	66.6	65.7
- West of Grand Ave.	40	10	30	35	781	7,810	0	0	69.7	68.8
- East of Grand Ave.	40	10	30	35	931	9,310	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,037	20,370	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	60	10	40	35	2,048	20,480	0	0	72.5	71.5
- Between Union Ave. & Figueroa St.	60	10	40	35	2,209	22,090	0	0	72.8	71.9
- Between Figueroa & Flower St.	70	10	45	35	2,057	20,570	0	0	71.9	71.0
- East of Hill St.	50	10	35	35	1,247	12,470	0	0	71.0	70.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	898	8,980	0	0	70.1	69.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,023	10,230	0	0	70.9	69.9
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	400	4,000	0	0	66.8	65.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,302	23,020	0	0	74.4	73.4
W. 18th Street										
- West of Flower St.	40	10	30	35	109	1,090	0	0	61.2	60.2
- West of Grand Ave.	40	10	30	35	132	1,320	0	0	62.0	61.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,239	22,390	0	0	71.9	70.9
- Between Flower St. & Grand Ave.	80	10	50	35	2,050	20,500	0	0	71.5	70.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,209	22,090	0	0	71.8	70.9
- East of Los Angeles St.	80	10	50	35	2,261	22,610	0	0	71.9	71.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,087	10,870	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	895	8,950	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,468	24,680	0	0	73.3	72.3
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,412	24,120	0	0	73.2	72.2
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,224	22,240	0	0	72.9	71.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,979	19,790	0	0	72.4	71.4
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
- South of Pico Blvd.	40	10	30	30	1,080	10,800	0	0	70.9	70.0
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,343	13,430	0	0	71.9	70.9
- South of 6th St.	40	10	30	30	1,172	11,720	0	0	71.3	70.3
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,658	26,580	0	0	74.2	73.3
- Between Flower St. & Grand Ave.	50	10	35	35	2,029	20,290	0	0	73.1	72.1
- Between Grand Ave. and Main St.	50	10	35	35	1,684	16,840	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,334	23,340	0	0	73.7	72.7
- Between Bixel St. & Figueroa St.	50	10	35	35	2,345	23,450	0	0	73.7	72.7

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,695	16,950	0	0	72.3	71.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	3,066	30,660	0	0	73.7	72.7
- South of 1st St.	70	10	45	35	2,842	28,420	0	0	73.3	72.4
- North of 11th St.	70	10	45	35	2,178	21,780	0	0	72.2	71.2
- Between 11th and 12th St.	50	10	35	35	2,592	25,920	0	0	74.1	73.2
- Between 12th St. and Venice Ave.	50	10	35	35	2,444	24,440	0	0	73.9	72.9
- Between Venice Ave. and 17th St.	50	10	35	35	2,478	24,780	0	0	73.9	73.0
- Between 17th St. and Washington Ave.	50	10	35	35	1,616	16,160	0	0	72.1	71.1
- South of Washington Ave.	50	10	35	35	1,588	15,880	0	0	72.0	71.0
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,305	33,050	0	0	74.0	73.0
- Between 5th St. and Wilshire Blvd.	70	10	45	35	4,138	41,380	0	0	75.0	74.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,168	31,680	0	0	73.8	72.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,691	26,910	0	0	73.1	72.1
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,846	28,460	0	0	73.3	72.4
- South of Pico Blvd.	70	10	45	35	3,055	30,550	0	0	73.7	72.7
Flower Street										
- North of 6th St.	70	10	45	35	2,380	23,800	0	0	72.6	71.6
- Between 6th St. and 8th St.	60	10	40	35	2,999	29,990	0	0	74.2	73.2
- Between 8th and Pico Blvd.	60	10	40	35	2,223	22,230	0	0	72.9	71.9
- South of Pico Blvd.	40	10	30	35	1,840	18,400	0	0	73.4	72.5
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,970	19,700	0	0	72.3	71.4
- South of 1st St.	70	10	45	35	2,259	22,590	0	0	72.3	71.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,891	28,910	0	0	73.0	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,701	17,010	0	0	70.7	69.7
- East of Figueroa St.	70	10	45	35	1,237	12,370	0	0	69.7	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,829	28,290	0	0	75.3	74.3
- East of Bixel St.	40	10	30	35	2,750	27,500	0	0	75.2	74.2
- East of Flower St.	40	10	30	35	2,470	24,700	0	0	74.7	73.8
- West of Main St.	40	10	30	35	1,395	13,950	0	0	72.2	71.3
- East of Main St.	40	10	30	35	1,169	11,690	0	0	71.5	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,705	37,050	0	0	74.1	73.1
- Between Alvarado St. & Union Ave.	80	10	50	35	3,667	36,670	0	0	74.0	73.1
- Between Union Ave. & Blaine St.	80	10	50	35	3,456	34,560	0	0	73.8	72.8
- Between Blaine St. & Georgia St.	80	10	50	35	3,465	34,650	0	0	73.8	72.8
- Between George St. & Francisco St.	80	10	50	35	3,182	31,820	0	0	73.4	72.5
- Between Francisco St. & Figueroa St.	80	10	50	35	3,871	38,710	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,600	36,000	0	0	74.4	73.4
- East of Flower St.	70	10	45	35	2,926	29,260	0	0	73.5	72.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	237	2,370	0	0	64.5	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	560	5,600	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	251	2,510	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	642	6,420	0	0	68.9	67.9
- East of Grand Ave.	40	10	30	35	1,243	12,430	0	0	71.7	70.8
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,191	21,910	0	0	72.8	71.8
- Between Alvarado St. & Union Ave.	60	10	40	35	2,501	25,010	0	0	73.4	72.4
- Between Union Ave. & Figueroa St.	60	10	40	35	2,543	25,430	0	0	73.5	72.5
- Between Figueroa & Flower St.	70	10	45	35	2,344	23,440	0	0	72.5	71.5
- East of Hill St.	50	10	35	35	1,383	13,830	0	0	71.4	70.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,814	18,140	0	0	73.2	72.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,298	12,980	0	0	71.9	71.0
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	390	3,900	0	0	66.7	65.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,433	24,330	0	0	74.7	73.7
W. 18th Street										
- West of Flower St.	40	10	30	35	213	2,130	0	0	64.1	63.1
- West of Grand Ave.	40	10	30	35	236	2,360	0	0	64.5	63.6
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,548	25,480	0	0	72.5	71.5
- Between Flower St. & Grand Ave.	80	10	50	35	2,232	22,320	0	0	71.9	70.9
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,319	23,190	0	0	72.1	71.1
- East of Los Angeles St.	80	10	50	35	2,346	23,460	0	0	72.1	71.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,132	11,320	0	0	69.3	68.4
- East of I-110 Fwy.	50	10	35	35	1,060	10,600	0	0	70.3	69.3
Alvarado Street										
- North of 8th St.	60	10	40	35	2,489	24,890	0	0	73.4	72.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,433	24,330	0	0	73.3	72.3
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,465	24,650	0	0	73.3	72.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	2,126	21,260	0	0	72.7	71.7
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,528	15,280	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,493	14,930	0	0	72.3	71.4
- South of Pico Blvd.	40	10	30	30	1,147	11,470	0	0	71.2	70.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,649	16,490	0	0	72.8	71.8
- South of 6th St.	40	10	30	30	1,271	12,710	0	0	71.6	70.7
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,684	26,840	0	0	74.3	73.3
- Between Flower St. & Grand Ave.	50	10	35	35	2,418	24,180	0	0	73.8	72.9
- Between Grand Ave. and Main St.	50	10	35	35	1,948	19,480	0	0	72.9	71.9
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,504	25,040	0	0	74.0	73.0
- Between Bixel St. & Figueroa St.	50	10	35	35	2,515	25,150	0	0	74.0	73.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site	Peak	24-Hour CNEL
					PHV	ADT		Adjust., dBA	Hour, Leq**	
- East of Figueroa St.	50	10	35	35	1,937	19,370	0	0	72.9	71.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,564	25,640	0	0	72.9	71.9
- South of 1st St.	70	10	45	35	2,144	21,440	0	0	72.1	71.1
- North of 11th St.	70	10	45	35	1,560	15,600	0	0	70.7	69.8
- Between 11th and 12th St.	50	10	35	35	1,844	18,440	0	0	72.7	71.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,711	17,110	0	0	72.3	71.4
- Between Venice Ave. and 17th St.	50	10	35	35	1,758	17,580	0	0	72.5	71.5
- Between 17th St. and Washington Ave.	50	10	35	35	1,145	11,450	0	0	70.6	69.6
- South of Washington Ave.	50	10	35	35	1,204	12,040	0	0	70.8	69.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,917	29,170	0	0	73.4	72.5
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,239	32,390	0	0	73.9	72.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,507	25,070	0	0	72.8	71.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,996	19,960	0	0	71.8	70.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,092	20,920	0	0	72.0	71.0
- South of Pico Blvd.	70	10	45	35	2,497	24,970	0	0	72.8	71.8
Flower Street										
- North of 6th St.	70	10	45	35	2,026	20,260	0	0	71.9	70.9
- Between 6th St. and 8th St.	60	10	40	35	2,390	23,900	0	0	73.2	72.2
- Between 8th and Pico Blvd.	60	10	40	35	1,616	16,160	0	0	71.5	70.5
- South of Pico Blvd.	40	10	30	35	1,283	12,830	0	0	71.9	70.9
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,651	16,510	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,928	19,280	0	0	71.7	70.7
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,000	20,000	0	0	71.4	70.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,577	15,770	0	0	70.4	69.4
- East of Figueroa St.	70	10	45	35	1,136	11,360	0	0	69.4	68.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,009	20,090	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	1,898	18,980	0	0	73.6	72.6
- East of Flower St.	40	10	30	35	1,991	19,910	0	0	73.8	72.8
- West of Main St.	40	10	30	35	1,036	10,360	0	0	71.0	70.0
- East of Main St.	40	10	30	35	926	9,260	0	0	70.5	69.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,192	31,920	0	0	73.4	72.5
- Between Alvarado St. & Union Ave.	80	10	50	35	3,015	30,150	0	0	73.2	72.2
- Between Union Ave. & Blaine St.	80	10	50	35	2,808	28,080	0	0	72.9	71.9
- Between Blaine St. & Georgia St.	80	10	50	35	2,638	26,380	0	0	72.6	71.6
- Between George St. & Francisco St.	80	10	50	35	2,586	25,860	0	0	72.5	71.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,944	29,440	0	0	73.1	72.1
- Between Figueroa St. & Flower St.	70	10	45	35	2,753	27,530	0	0	73.2	72.2
- East of Flower St.	70	10	45	35	2,155	21,550	0	0	72.1	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	239	2,390	0	0	64.6	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	506	5,060	0	0	67.8	66.9
- East of LA Live Wy.	60	10	40	35	261	2,610	0	0	63.6	62.6
- West of Grand Ave.	40	10	30	35	299	2,990	0	0	65.6	64.6
- East of Grand Ave.	40	10	30	35	736	7,360	0	0	69.5	68.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,941	19,410	0	0	72.3	71.3
- Between Alvarado St. & Union Ave.	60	10	40	35	2,247	22,470	0	0	72.9	71.9
- Between Union Ave. & Figueroa St.	60	10	40	35	2,237	22,370	0	0	72.9	71.9
- Between Figueroa & Flower St.	70	10	45	35	2,043	20,430	0	0	71.9	70.9
- East of Hill St.	50	10	35	35	1,126	11,260	0	0	70.5	69.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,626	16,260	0	0	72.7	71.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,246	12,460	0	0	71.8	70.8
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	191	1,910	0	0	63.6	62.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,916	19,160	0	0	73.6	72.6
W. 18th Street										
- West of Flower St.	40	10	30	35	182	1,820	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	204	2,040	0	0	63.9	62.9
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,297	22,970	0	0	72.0	71.0
- Between Flower St. & Grand Ave.	80	10	50	35	1,928	19,280	0	0	71.3	70.3
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,020	20,200	0	0	71.5	70.5
- East of Los Angeles St.	80	10	50	35	2,132	21,320	0	0	71.7	70.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,085	10,850	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	1,050	10,500	0	0	70.2	69.2
Alvarado Street										
- North of 8th St.	60	10	40	35	2,149	21,490	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,107	21,070	0	0	72.6	71.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,018	20,180	0	0	72.4	71.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,839	18,390	0	0	72.0	71.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,445	14,450	0	0	72.2	71.2
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,266	12,660	0	0	71.6	70.6
- South of 6th St.	40	10	30	30	920	9,200	0	0	70.2	69.3
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,502	25,020	0	0	74.0	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	2,182	21,820	0	0	73.4	72.4
- Between Grand Ave. and Main St.	50	10	35	35	1,721	17,210	0	0	72.4	71.4
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,003	20,030	0	0	73.0	72.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,900	19,000	0	0	72.8	71.8

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,597	15,970	0	0	72.0	71.1

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

		AM											
No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	107	1,144	51	41	58	17	19	779	153
2	Francisco & Olympic	35	6	11	23	1,285	21	15	2	26	20	841	19
3	Figueroa & Olympic	0	0	0	154	1,062	46	113	1,439	234	130	713	113
4	Flower & Olympic	347	1,187	56	0	940	28	0	0	0	55	742	0
5	Grand & Olympic	224	1,234	99	0	936	93	0	0	0	87	748	0
6	Olive & Olympic	0	0	0	81	890	0	38	831	116	0	721	129
7	Hill & Olympic	172	683	30	42	756	50	54	445	50	64	629	52
8	Broadway & Olympic	90	446	21	68	712	51	68	553	44	60	621	57
9	Main & Olympic	198	686	36	133	581	72	80	917	60	67	447	188
10	Los Angeles & Olympic	143	391	39	67	477	49	69	275	53	102	406	109
11	Santee & Olympic	192	69	19	31	343	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	222	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	693	19
14	San Pedro & 9th	62	496	44	129	414	76	137	594	96	78	765	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	210	15	53	966	298	32	31	54
16	Figueroa & 11th	16	159	2	160	205	140	13	1,633	33	55	16	33
17	Flower & 11th	207	1,203	0	0	313	62	0	0	0	24	0	0
18	Grand & 11th	116	1,388	0	0	303	138	0	0	0	0	0	0
19	Olive & 11th	0	0	0	98	529	0	0	829	105	0	0	0
20	Figueroa & 12th	0	353	13	11	0	42	25	1,479	0	18	13	102
21	Flower & 12th	49	1,163	58	0	0	0	0	0	0	5	46	0
22	Grand & 12th	0	1,431	95	0	0	0	0	0	0	77	124	0
23	Olive & 12th	0	0	0	0	0	0	59	843	0	0	178	83
24	LA Live Way & Pico	27	0	136	90	489	0	125	815	687	0	534	108
25	LA Live Way & Bond	0	0	0	161	0	0	0	1,563	0	0	0	0
26	Figueroa & Pico	20	358	15	70	550	205	65	1,268	98	262	837	211
27	Flower & Pico	254	942	0	0	602	45	0	0	0	259	672	0
28	Grand & Pico	114	1,437	45	0	523	61	0	0	0	100	520	0
29	Olive & Pico	0	0	0	68	465	0	70	733	85	0	482	62
30	Hill & Pico	88	718	29	26	373	61	31	363	34	39	470	34
31	Broadway & Pico	55	579	13	29	345	57	32	530	49	89	406	63
32	Main & Pico	63	776	20	74	329	0	46	676	45	40	311	113
33	Blaine & Olympic	27	165	20	41	960	236	32	1	61	206	927	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	76	0	0	0	0	0	0
35	Blaine & 11th	24	661	53	0	209	316	0	0	0	191	55	0
36	Convention Center Drive & Venice	32	0	64	54	626	0	0	0	0	0	686	3
37	Figueroa & Venice	92	646	18	52	504	181	63	1,166	156	257	407	88
38	Flower & Venice	246	894	74	0	484	20	0	0	0	82	428	0
39	Grand & Venice	67	1,460	123	0	389	57	0	0	0	145	379	0
40	Olive & Venice	0	0	0	60	387	0	70	673	55	0	454	58
41	Grand & 17th	811	870	0	0	974	134	0	0	0	0	0	0
42	Olive & 17th	0	0	0	143	835	0	0	614	187	0	0	0
43	Hill & 17th	194	672	0	64	706	58	0	410	79	0	0	0

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Peak Hour Traffic Volumes

44	Broadway & 17th	126	717	0	57	604	89	0	584	82	0	0	0
45	Main & 17th	158	733	0	44	511	149	0	666	58	0	0	0
46	Los Angeles & 17th	138	620	0	101	527	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	55	0
48	Grand & 18th	0	798	192	0	0	0	192	0	0	124	703	0
49	Olive & 18th	0	0	0	0	0	0	64	548	0	0	834	252
50	Hill & 18th	0	677	48	0	0	0	87	460	0	43	578	28
51	Broadway & 18th	0	731	70	0	0	0	66	598	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	139	769	102	97	723	123	105	1,466	179	128	679	140
55	Flower & Washington	196	1,033	66	0	889	0	0	0	0	61	821	0
56	Grand & Washington	80	742	89	11	715	57	69	180	55	52	813	0
57	Olive & Washington	0	0	0	93	731	58	49	389	49	41	851	83
58	Hill & Washington	51	669	70	49	766	60	141	520	39	24	827	18
59	Broadway & Washington	40	787	41	48	804	117	74	644	43	55	953	37
60	Main & Washington	77	776	74	64	832	100	98	677	57	51	924	58
61	Los Angeles & Washington	95	168	118	75	895	11	21	247	5	18	927	127
62	San Pedro & Washington	106	651	46	52	752	108	50	598	54	83	969	149
63	Figueroa & Adams	127	979	141	306	722	137	71	1,339	198	215	507	129
64	Flower & Adams	105	1,368	40	0	1,317	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	139	0	345	0	511	0	254	0	313	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	302	46	50	782	156
67	Hill & Adams	67	623	67	62	465	42	87	506	20	36	749	135
68	Broadway & Adams	47	812	39	19	516	54	55	519	51	71	796	93
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	492	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	809	249	340	596	24	33	847	156	232	539	250
72	Flower & 37th Street	0	296	828	0	0	0	169	0	0	49	763	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	227	886	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	294	19	54	90	117
75	Broadway & 37th	14	1,047	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,252	177	272	22	437	105	618	25	17	30	97
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	120	0	218	284	116	0
78	Figueroa & MLK	347	1,100	171	75	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,174	350	0	0	0	552	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	82	339	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	314	0	26	825	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,356	330
83	Figueroa & 9th	0	0	0	0	0	0	179	1,595	0	0	1,111	375
84	Flower & 9th	0	1,279	159	0	0	0	0	0	0	210	942	0
85	Broadway & 9th	0	495	63	0	0	0	77	536	0	75	1,088	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,780	77	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	291	1,554	0	0	1,913	279	0	0	0
89	Flower & 8th	338	1,473	0	0	1,359	131	0	0	0	0	0	0
90	Hill & 8th	143	762	0	72	754	74	0	482	64	0	0	0

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Peak Hour Traffic Volumes

91	Broadway & 8th	63	503	0	78	755	60	0	598	76	0	0	0
92	Bixel & Wilshire	90	272	77	57	742	72	119	181	62	78	793	68
93	Figueroa & Wilshire	0	0	0	330	347	0	62	2,149	143	0	616	493
94	Lucas & 6th	107	242	39	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	731	75
96	Figueroa & 6th	0	0	0	0	0	0	174	2,930	0	0	1,065	370
97	Flower & 6th	0	1,211	295	0	0	0	0	0	0	338	1,035	0
98	Grand & 6th	0	1,078	153	0	0	0	0	0	0	132	1,299	0
99	Hill & 6th	0	694	63	0	0	0	93	562	0	143	997	0
100	Spring & 6th	0	844	170	0	0	0	0	0	0	138	898	0
101	Main & 6th	0	0	0	0	0	0	141	1,303	0	0	783	251
102	Figueroa & 5th	0	0	0	376	1,558	0	0	2,214	1,034	0	0	0
103	Grand & 5th	230	723	0	155	1,260	327	0	0	0	0	0	0
104	Olive & 5th	341	0	0	35	967	0	0	1,191	497	0	0	0
105	Hill & 5th	75	825	0	64	852	40	0	623	62	0	0	0
106	Spring & 5th	136	823	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,220	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	348	276	326	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	579	93
110	Hope & 1st	28	323	66	140	762	169	110	553	202	233	749	185
111	Grand & 1st	75	667	48	475	871	215	61	650	31	95	583	254
112	Olive & 1st	0	0	0	0	1,054	50	684	0	473	36	752	0
113	Hill & 1st	243	755	109	106	673	15	67	568	38	55	918	303
114	Spring & 1st	133	457	48	0	513	40	0	0	0	25	852	85
115	Main & 1st	0	0	0	72	549	0	170	1,409	100	0	856	188
116	Hope & Temple/US-101 Ramps	20	44	44	145	645	163	174	546	226	78	522	378
117	Main & Aliso	0	0	0	0	0	0	402	1,057	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	714	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	466	0	0	0	0	0	716	684	142	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	805	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	812	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	216	956	32
123	Spring & Cesar Chavez	71	92	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	660	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	83	250	139	139	502	0	39	403	4	9	144	112
127	Alameda & Alpine	47	59	26	30	401	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,038	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,065	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	843	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,001	110	176	0	272	318	1,746	0	0	0	0
132	Glendale & Temple	178	728	75	223	514	22	21	1,446	58	73	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,086	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96

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Peak Hour Traffic Volumes

138	Western & Wilshire	64	809	136	104	970	151	93	732	68	113	987	142
139	Normandie & Wilshire	104	1,236	56	67	557	79	65	1,281	111	135	605	50
140	Vermont & Wilshire	151	1,004	154	103	1,029	103	98	1,058	128	83	1,117	118
141	Alvarado & Wilshire	102	933	0	125	864	84	73	1,020	0	41	850	94
142	Vermont & 8th	102	1,114	46	77	554	0	49	1,202	62	102	699	0
143	Alvarado & 8th	81	930	0	82	653	66	65	973	0	51	467	62
144	Western & Olympic	3	1,230	136	114	1,058	106	68	1,030	138	66	1,427	78
145	Normandie & Olympic	90	801	85	84	1,438	63	55	595	68	56	1,619	73
146	Vermont & Olympic	107	948	106	68	1,316	76	86	1,076	101	80	1,492	138
147	Alvarado & Olympic	193	768	144	66	1,129	83	59	696	106	53	1,212	219
148	Union & Olympic	168	599	78	53	1,045	53	36	492	62	66	1,190	83
149	Western & Pico	80	1,024	58	52	520	73	68	878	69	106	708	114
150	Normandie & Pico	44	811	0	33	569	86	109	699	30	92	639	31
151	Vermont & Pico	50	1,072	55	109	670	69	90	1,109	70	112	663	94
152	Alvarado & Pico	179	617	106	122	829	102	59	615	0	34	595	150
153	Pico & Union	86	481	85	177	946	54	43	382	40	59	573	71
154	Hoover & Alvarado	0	975	2	8	0	711	640	970	0	0	0	0
155	Western & Venice	122	913	58	62	690	75	105	892	80	134	823	71
156	Normandie & Venice	60	970	59	43	587	32	48	825	109	167	750	78
157	Vermont & Venice	79	1,105	67	91	617	76	100	1,107	66	102	691	82
158	Hoover & Venice	135	1,455	74	108	542	127	60	1,404	96	148	496	112
159	Western & Washington	47	1,146	66	95	614	106	99	970	90	107	717	59
160	Normandie & Washington	50	1,015	111	72	571	140	139	919	139	132	643	58
161	Vermont & Washington	68	1,081	77	88	820	190	213	1,103	97	83	748	83
162	Hoover & Washington	221	1,399	134	139	775	90	91	1,119	72	108	862	104
163	I-10 WB Ramp & 20th	0	0	0	0	39	727	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,090	0	345	35	370
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,169	0	341	0	509
166	Hill & Venice	24	782	48	25	369	35	23	340	34	52	430	19
167	Broadway & Venice	29	677	34	35	361	79	34	457	24	83	378	21
168	Main & Venice	38	754	34	46	403	43	42	598	25	92	325	60
169	Los Angeles & Venice	38	616	15	29	451	41	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	212	483	328	0	430	80	234	0	97
171	Central & Venice	270	856	0	136	411	265	0	448	163	0	0	0
172	Central & Washington	51	690	43	105	991	174	67	675	73	103	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	963	124	76	921	73	51	1,170	188
174	Arlington & Olympic	130	942	136	79	1,172	73	61	725	54	128	1,494	106
175	Arlington & Pico	98	992	117	76	508	41	57	782	100	71	754	117
176	Arlington & Venice	74	935	0	50	736	50	53	868	0	235	1,050	62
177	Arlington & Washington	50	1,274	0	56	562	98	152	781	0	96	685	63
178													
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Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM														
No.	Intersection	Southbound			Westbound			Northbound			Eastbound			
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
1	Georgia & Olympic	178	4	28	171	1,338	64	65	99	109	29	1,052	264	
2	Francisco & Olympic	35	6	222	106	1,555	21	15	2	26	20	1,139	19	
3	Figueroa & Olympic	0	0	0	238	1,305	85	163	1,971	344	194	1,130	142	
4	Flower & Olympic	413	1,877	75	0	1,239	38	0	0	0	110	1,155	0	
5	Grand & Olympic	274	1,713	158	0	1,190	103	0	0	0	215	1,045	0	
6	Olive & Olympic	0	0	0	136	1,109	0	51	1,170	161	0	1,003	204	
7	Hill & Olympic	211	984	37	59	954	202	145	574	87	142	830	69	
8	Broadway & Olympic	133	582	55	74	977	52	69	633	105	94	835	108	
9	Main & Olympic	279	920	58	170	766	82	90	1,148	64	68	651	232	
10	Los Angeles & Olympic	145	413	39	68	650	50	70	308	68	117	610	110	
11	Santee & Olympic	194	70	20	33	514	21	71	55	46	56	585	73	
12	Maple & Olympic	102	175	20	27	392	13	58	170	69	123	499	61	
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	920	19	
14	San Pedro & 9th	63	502	45	134	419	77	139	620	97	100	970	38	
15	LA Live Way & Chick Hearn Ct	0	0	0	39	294	15	78	990	302	32	102	55	
16	Figueroa & 11th	16	261	2	199	267	142	13	2,287	79	152	16	33	
17	Flower & 11th	222	1,944	0	0	401	292	0	0	0	24	0	0	
18	Grand & 11th	147	1,975	0	0	634	297	0	0	0	0	0	0	
19	Olive & 11th	0	0	0	99	775	0	0	1,225	427	0	0	0	
20	Figueroa & 12th	0	463	25	11	0	43	60	2,018	0	18	13	103	
21	Flower & 12th	50	1,826	182	0	0	0	0	0	0	5	94	0	
22	Grand & 12th	0	2,080	123	0	0	0	0	0	0	111	289	0	
23	Olive & 12th	0	0	0	0	0	0	60	1,484	0	0	269	186	
24	LA Live Way & Pico	27	0	138	91	589	0	183	861	696	0	675	109	
25	LA Live Way & Bond	0	0	0	163	0	0	0	1,675	0	0	0	0	
26	Figueroa & Pico	40	402	19	77	627	235	75	1,773	102	278	945	294	
27	Flower & Pico	300	1,553	9	0	768	0	0	0	0	266	802	0	
28	Grand & Pico	154	2,072	54	0	604	126	0	0	0	110	642	0	
29	Olive & Pico	0	0	0	75	603	0	97	1,320	93	0	565	110	
30	Hill & Pico	98	954	34	41	499	66	54	529	41	56	553	44	
31	Broadway & Pico	72	712	13	29	473	58	32	656	50	90	507	73	
32	Main & Pico	75	942	20	81	446	0	47	853	46	40	391	134	
33	Blaine & Olympic	27	167	20	41	1,294	350	131	1	90	211	1,198	36	
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	141	0	0	0	0	0	0	
35	Blaine & 11th	24	784	118	0	217	396	0	0	0	193	64	0	
36	Convention Center Drive & Venice	32	0	65	55	670	0	0	0	0	0	749	3	
37	Figueroa & Venice	105	677	20	96	534	184	67	1,642	158	260	452	105	
38	Flower & Venice	260	1,494	78	0	547	25	0	0	0	83	478	0	
39	Grand & Venice	87	2,144	129	0	434	58	0	0	0	163	424	0	
40	Olive & Venice	0	0	0	77	410	0	71	1,260	79	0	465	98	
41	Grand & 17th	1,149	1,233	0	0	1,153	199	0	0	0	0	0	0	
42	Olive & 17th	0	0	0	349	1,022	0	0	1,019	243	0	0	0	
43	Hill & 17th	263	845	0	81	1,021	86	0	584	88	0	0	0	

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

44	Broadway & 17th	135	844	0	71	953	101	0	713	83	0	0	0
45	Main & 17th	174	882	0	68	865	225	0	820	63	0	0	0
46	Los Angeles & 17th	144	653	0	139	973	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	86	0
48	Grand & 18th	0	1,120	298	0	0	0	194	0	0	314	1,042	0
49	Olive & 18th	0	0	0	0	0	0	65	767	0	0	1,040	494
50	Hill & 18th	0	864	62	0	0	0	88	608	0	44	746	63
51	Broadway & 18th	0	856	84	0	0	0	98	727	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	148	784	103	148	845	154	135	1,991	187	134	760	165
55	Flower & Washington	218	1,520	82	0	1,072	0	0	0	0	69	926	0
56	Grand & Washington	127	1,103	193	11	850	62	83	182	56	53	933	0
57	Olive & Washington	0	0	0	96	890	59	50	539	174	41	995	150
58	Hill & Washington	83	817	79	67	895	61	143	634	39	24	954	35
59	Broadway & Washington	46	897	70	53	945	123	86	771	44	56	1,059	66
60	Main & Washington	102	959	88	72	958	101	118	880	58	52	1,057	72
61	Los Angeles & Washington	96	170	119	76	1,019	11	21	250	5	18	1,015	133
62	San Pedro & Washington	107	659	47	53	857	109	57	605	70	93	1,051	151
63	Figueroa & Adams	134	1,123	151	364	742	201	78	1,886	210	225	526	136
64	Flower & Adams	133	1,922	40	15	1,432	141	0	0	0	457	636	0
65	I-110 NB Off General & Adams	256	0	364	0	585	0	334	0	348	0	562	0
66	Grand & Adams	52	870	74	72	476	81	81	306	47	51	1,010	158
67	Hill & Adams	75	752	68	63	533	43	88	708	20	36	850	264
68	Broadway & Adams	60	915	39	19	569	55	56	654	55	73	891	100
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	916	90	0	1,099	150	0	0	0	353	766	0
71	Figueroa & Exposition	215	909	333	378	628	31	40	1,301	158	235	562	253
72	Flower & 37th Street	0	708	876	0	0	0	171	0	0	50	877	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	230	944	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	494	19	55	92	118
75	Broadway & 37th	14	1,163	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	4	1,343	198	291	22	442	106	1,059	25	17	30	98
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	121	0	237	306	117	0
78	Figueroa & MLK	352	1,161	199	100	1,390	288	119	830	124	124	1,141	164
79	I-110 SB Ramps & MLK	597	91	236	0	1,218	354	0	0	0	559	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	279	343	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	532	0	26	1,361	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,276	423
83	Figueroa & 9th	0	0	0	0	0	0	244	2,181	0	0	2,165	505
84	Flower & 9th	0	1,826	173	0	0	0	0	0	0	471	1,799	0
85	Broadway & 9th	0	609	68	0	0	0	78	669	0	175	1,433	216
86	Bixel & 8th	53	848	0	336	1,070	888	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,209	225	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	312	1,950	0	0	2,395	515	0	0	0
89	Flower & 8th	378	1,982	0	0	1,732	186	0	0	0	0	0	0
90	Hill & 8th	222	1,021	0	85	1,139	138	0	604	70	0	0	0

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

91	Broadway & 8th	110	621	0	85	1,110	61	0	759	136	0	0	0
92	Bixel & Wilshire	107	314	78	94	971	79	120	201	63	134	946	113
93	Figueroa & Wilshire	0	0	0	334	491	0	63	2,633	223	0	807	881
94	Lucas & 6th	112	364	98	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,164	88
96	Figueroa & 6th	0	0	0	0	0	0	278	3,703	0	0	1,754	509
97	Flower & 6th	0	1,559	301	0	0	0	0	0	0	659	1,508	0
98	Grand & 6th	0	1,370	170	0	0	0	0	0	0	183	1,745	0
99	Hill & 6th	0	1,009	91	0	0	0	94	722	0	182	1,323	0
100	Spring & 6th	0	1,383	210	0	0	0	0	0	0	162	1,218	0
101	Main & 6th	0	0	0	0	0	0	173	1,762	0	0	994	399
102	Figueroa & 5th	0	0	0	397	2,021	0	0	2,635	1,535	0	0	0
103	Grand & 5th	249	899	0	162	1,800	444	0	0	0	0	0	0
104	Olive & 5th	492	0	0	49	1,456	0	0	1,576	522	0	0	0
105	Hill & 5th	295	1,150	0	118	1,134	59	0	783	64	0	0	0
106	Spring & 5th	292	1,372	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,794	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	379	285	360	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	875	109
110	Hope & 1st	28	436	122	222	1,154	200	119	615	220	331	1,071	191
111	Grand & 1st	88	821	117	635	1,308	237	344	753	84	178	884	257
112	Olive & 1st	0	0	0	0	1,345	97	879	0	801	215	1,084	0
113	Hill & 1st	248	995	110	110	1,002	131	104	733	38	103	1,359	341
114	Spring & 1st	264	1,177	88	0	818	57	0	0	0	60	1,225	86
115	Main & 1st	0	0	0	74	835	0	197	2,016	138	0	1,069	388
116	Hope & Temple/US-101 Ramps	20	142	89	179	706	168	176	689	231	143	602	406
117	Main & Aliso	0	0	0	0	0	0	677	1,587	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,283	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	599	0	0	0	0	0	815	909	282	0	58
120	Beaudry & Sunset	97	207	93	39	1,360	111	195	378	579	96	931	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,140	108	372	1,372	345	108	1,011	137
122	Grand & Cesar Chavez	21	214	23	43	1,075	577	167	341	323	265	1,102	32
123	Spring & Cesar Chavez	140	541	15	48	1,296	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,305	0	401	1,144	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,027	138	166	1,140	169	202	1,150	103
126	Main & Alpine	115	253	141	141	567	0	39	786	142	9	274	143
127	Alameda & Alpine	48	136	50	83	739	121	110	135	108	72	362	23
128	Hill & Alpine	47	1,251	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,410	197	302	208	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	969	274	93	0	116	913	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,146	111	178	0	299	428	1,918	0	0	0	0
132	Glendale & Temple	208	924	82	255	557	22	21	1,690	65	102	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,533	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,580	0	143	6	345
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	149
136	Vermont & 6th	91	1,361	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

138	Western & Wilshire	65	898	138	105	1,077	172	119	847	79	122	1,077	144
139	Normandie & Wilshire	105	1,288	69	75	654	87	77	1,343	117	139	688	51
140	Vermont & Wilshire	220	1,225	160	107	1,138	133	99	1,266	219	136	1,205	158
141	Alvarado & Wilshire	103	1,041	0	129	974	139	116	1,164	0	41	913	95
142	Vermont & 8th	115	1,321	54	91	731	0	50	1,454	84	110	872	16
143	Alvarado & 8th	90	1,081	0	86	859	67	66	1,145	0	52	672	66
144	Western & Olympic	3	1,343	146	125	1,256	117	77	1,174	140	67	1,637	79
145	Normandie & Olympic	109	845	95	102	1,656	86	68	643	108	101	1,852	97
146	Vermont & Olympic	121	1,132	120	110	1,530	78	88	1,285	132	129	1,737	161
147	Alvarado & Olympic	197	907	151	72	1,379	191	93	859	108	54	1,461	226
148	Union & Olympic	170	607	79	65	1,405	54	36	499	63	67	1,475	84
149	Western & Pico	91	1,134	59	53	641	74	69	1,021	70	107	839	123
150	Normandie & Pico	50	908	8	40	677	87	110	790	39	101	758	33
151	Vermont & Pico	52	1,304	58	111	785	71	91	1,347	71	113	788	96
152	Alvarado & Pico	201	840	109	132	928	114	80	796	0	34	716	158
153	Pico & Union	87	487	87	180	1,044	62	44	387	40	60	714	72
154	Hoover & Alvarado	0	1,008	2	8	0	946	842	1,075	0	0	0	0
155	Western & Venice	123	1,022	59	63	739	76	106	1,035	81	136	894	72
156	Normandie & Venice	61	1,078	60	44	622	32	49	927	123	182	808	79
157	Vermont & Venice	80	1,338	68	92	652	77	101	1,345	67	103	748	83
158	Hoover & Venice	138	1,718	76	109	576	138	67	1,707	97	150	551	113
159	Western & Washington	48	1,258	67	96	737	107	100	1,114	91	108	873	60
160	Normandie & Washington	51	1,114	133	95	694	142	141	1,013	141	134	798	59
161	Vermont & Washington	69	1,314	78	89	924	192	216	1,341	98	84	883	84
162	Hoover & Washington	224	1,656	150	156	878	91	92	1,409	73	109	998	105
163	I-10 WB Ramp & 20th	0	0	0	0	39	877	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,092	329	0	0	0	100	1,228	0	391	35	463
165	I-10 EB Ramp & Hoover	0	1,152	214	0	0	0	221	1,324	0	358	0	601
166	Hill & Venice	35	1,023	54	32	396	35	23	528	34	53	441	19
167	Broadway & Venice	33	807	34	35	376	80	34	583	38	88	390	21
168	Main & Venice	41	917	34	47	416	44	43	774	25	93	336	61
169	Los Angeles & Venice	38	654	15	29	464	41	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	215	497	332	0	435	81	237	0	98
171	Central & Venice	273	965	0	138	424	268	0	515	165	0	0	0
172	Central & Washington	56	927	70	119	1,095	176	68	881	74	104	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,080	125	77	932	74	52	1,271	190
174	Arlington & Olympic	132	953	138	80	1,371	74	62	734	55	130	1,705	107
175	Arlington & Pico	99	1,004	118	77	638	41	58	791	101	72	893	118
176	Arlington & Venice	75	946	0	51	786	51	54	878	0	238	1,124	63
177	Arlington & Washington	51	1,289	0	57	685	99	154	790	0	97	840	64
178													
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181													
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183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	178	4	28	210	1,375	89	166	60	109	112	1,276	374
2	Francisco & Olympic	35	6	222	255	1,656	270	15	2	26	20	1,424	59
3	Figueroa & Olympic	0	0	0	388	1,764	125	163	2,032	384	295	1,189	267
4	Flower & Olympic	672	1,938	75	0	1,573	89	0	0	0	136	1,189	0
5	Grand & Olympic	326	1,757	158	0	1,293	103	0	0	0	227	1,029	0
6	Olive & Olympic	0	0	0	136	1,168	0	51	1,320	206	0	987	204
7	Hill & Olympic	235	984	37	73	983	212	145	796	92	142	814	69
8	Broadway & Olympic	133	582	55	74	1,019	52	69	634	121	94	819	108
9	Main & Olympic	296	949	58	170	791	82	90	1,176	64	68	651	216
10	Los Angeles & Olympic	145	403	39	68	675	50	70	298	68	117	610	110
11	Santee & Olympic	194	70	20	33	539	21	71	55	46	56	585	73
12	Maple & Olympic	102	175	20	27	417	13	58	170	69	123	499	61
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	932	19
14	San Pedro & 9th	63	502	45	134	419	104	139	620	97	100	982	38
15	LA Live Way & Chick Hearn Ct	0	0	0	4	64	0	0	257	0	227	183	55
16	Figueroa & 11th	0	418	2	202	0	142	13	2,418	0	0	0	0
17	Flower & 11th	225	1,996	0	0	134	292	0	0	0	8	0	0
18	Grand & 11th	147	2,031	0	0	495	748	0	0	0	0	0	0
19	Olive & 11th	0	0	0	135	781	0	0	1,304	715	0	0	0
20	Figueroa & 12th	0	456	25	11	0	43	60	2,171	0	3	3	1
21	Flower & 12th	50	1,862	182	0	0	0	0	0	0	5	84	0
22	Grand & 12th	0	2,281	123	0	0	0	0	0	0	111	279	0
23	Olive & 12th	0	0	0	0	0	0	61	2,023	0	0	259	186
24	LA Live Way & Pico	162	0	0	86	654	0	349	829	1,018	0	888	0
25	LA Live Way & Bond	0	0	0	47	0	0	0	1,911	74	0	0	0
26	Figueroa & Pico	40	336	19	77	575	292	173	1,866	131	257	1,133	354
27	Flower & Pico	301	1,588	9	0	777	0	0	0	0	252	1,088	0
28	Grand & Pico	185	2,238	54	0	623	126	0	0	0	79	674	0
29	Olive & Pico	0	0	0	186	576	0	161	1,888	139	0	581	126
30	Hill & Pico	98	956	34	100	585	75	54	1,414	71	56	535	74
31	Broadway & Pico	72	712	13	29	545	58	32	705	132	82	497	73
32	Main & Pico	96	951	20	81	497	0	47	862	46	40	362	153
33	Blaine & Olympic	27	167	20	41	1,331	350	131	1	90	211	1,632	36
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	1,057	0	0	0	0	0	0
35	Blaine & 11th	24	1,322	496	0	10	74	0	0	0	193	10	0
36	Convention Center Drive & Venice	91	0	364	123	672	0	0	0	0	0	979	3
37	Figueroa & Venice	107	937	49	111	602	184	67	1,809	158	549	665	133
38	Flower & Venice	307	1,464	78	0	583	25	0	0	0	99	704	0
39	Grand & Venice	100	2,266	129	0	457	84	0	0	0	195	614	0
40	Olive & Venice	0	0	0	187	448	0	71	1,800	91	0	592	160
41	Grand & 17th	1,151	1,259	0	0	1,282	259	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,154	1,097	0	0	1,607	357	0	0	0
43	Hill & 17th	283	845	0	523	1,909	86	0	897	125	0	0	0

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Peak Hour Traffic Volumes

44	Broadway & 17th	135	899	0	145	2,243	229	0	780	123	0	0	0
45	Main & 17th	175	882	0	68	2,356	225	0	820	63	0	0	0
46	Los Angeles & 17th	320	653	0	139	2,288	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	190	0
48	Grand & 18th	0	1,206	298	0	0	0	225	0	0	314	1,257	0
49	Olive & 18th	0	0	0	0	0	0	65	1,302	0	0	1,118	661
50	Hill & 18th	0	864	62	0	0	0	88	879	0	44	746	141
51	Broadway & 18th	0	1,039	84	0	0	0	98	834	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	314	766	176	151	845	156	162	2,116	187	134	864	204
55	Flower & Washington	218	1,520	82	0	1,077	64	0	0	0	159	1,040	0
56	Grand & Washington	188	1,103	193	11	857	62	96	218	56	53	1,047	0
57	Olive & Washington	0	0	0	132	897	251	50	961	176	45	1,032	234
58	Hill & Washington	83	817	79	85	1,129	61	143	866	40	24	970	57
59	Broadway & Washington	229	897	70	53	1,014	123	86	878	44	56	1,075	66
60	Main & Washington	102	959	88	72	1,027	101	118	880	58	52	1,073	72
61	Los Angeles & Washington	96	170	119	76	1,088	11	21	250	5	18	1,031	133
62	San Pedro & Washington	107	659	47	53	926	109	57	605	70	93	1,067	151
63	Figueroa & Adams	134	1,105	151	390	742	201	78	1,930	210	225	526	136
64	Flower & Adams	133	1,980	40	166	1,458	141	0	0	0	457	636	0
65	I-110 NB Off General & Adams	669	0	515	0	585	0	522	0	374	0	562	0
66	Grand & Adams	52	870	74	72	476	81	81	343	47	51	1,539	230
67	Hill & Adams	75	752	68	63	533	43	88	1,005	20	36	957	686
68	Broadway & Adams	60	915	39	19	569	55	56	654	55	73	891	207
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	938	90	0	1,099	150	0	0	0	353	766	0
71	Figueroa & Exposition	215	916	308	389	628	31	40	1,334	158	235	562	253
72	Flower & 37th Street	0	730	876	0	0	0	171	0	0	50	852	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	314	955	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	719	19	55	92	190
75	Broadway & 37th	14	1,163	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	4	1,350	198	314	22	442	106	1,070	25	17	30	98
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	286	0	260	328	117	0
78	Figueroa & MLK	352	1,161	206	111	1,390	288	119	830	124	124	1,141	164
79	I-110 SB Ramps & MLK	597	91	236	0	1,229	354	0	0	0	566	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	364	354	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	602	0	26	1,680	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,783	473
83	Figueroa & 9th	0	0	0	0	0	0	252	2,443	0	0	2,306	871
84	Flower & 9th	0	2,036	173	0	0	0	0	0	0	528	1,891	0
85	Broadway & 9th	0	609	68	0	0	0	78	670	0	175	1,449	216
86	Bixel & 8th	53	848	0	336	1,070	928	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,559	445	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	536	2,285	0	0	2,566	750	0	0	0
89	Flower & 8th	617	2,324	0	0	2,052	223	0	0	0	0	0	0
90	Hill & 8th	313	1,145	0	86	1,214	190	0	615	70	0	0	0

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91	Broadway & 8th	110	621	0	85	1,236	61	0	759	137	0	0	0
92	Bixel & Wilshire	107	314	78	94	976	79	120	201	63	134	1,111	113
93	Figueroa & Wilshire	0	0	0	334	491	0	140	2,653	228	0	972	881
94	Lucas & 6th	112	463	305	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,371	88
96	Figueroa & 6th	0	0	0	0	0	0	280	3,721	0	0	2,730	563
97	Flower & 6th	0	2,050	330	0	0	0	0	0	0	1,006	2,140	0
98	Grand & 6th	0	1,686	170	0	0	0	0	0	0	265	2,016	0
99	Hill & 6th	0	1,182	91	0	0	0	94	722	0	294	1,325	0
100	Spring & 6th	0	1,553	210	0	0	0	0	0	0	162	1,220	0
101	Main & 6th	0	0	0	0	0	0	173	1,778	0	0	996	399
102	Figueroa & 5th	0	0	0	516	2,021	0	0	2,872	1,535	0	0	0
103	Grand & 5th	410	1,164	0	166	2,009	490	0	0	0	0	0	0
104	Olive & 5th	492	0	0	50	1,716	0	0	1,604	522	0	0	0
105	Hill & 5th	403	1,394	0	118	1,287	107	0	783	64	0	0	0
106	Spring & 5th	493	1,542	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,810	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	379	285	387	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	904	109
110	Hope & 1st	28	774	140	222	1,154	200	119	615	220	331	1,100	191
111	Grand & 1st	88	1,216	117	635	1,308	238	344	753	84	207	902	257
112	Olive & 1st	0	0	0	0	1,346	97	881	0	801	215	1,102	0
113	Hill & 1st	249	1,332	110	110	1,002	131	104	733	38	121	1,361	341
114	Spring & 1st	264	1,573	88	0	818	57	0	0	0	60	1,227	86
115	Main & 1st	0	0	0	74	835	0	197	2,018	138	0	1,069	390
116	Hope & Temple/US-101 Ramps	20	498	160	179	706	168	176	689	231	143	602	406
117	Main & Aliso	0	0	0	0	0	0	681	1,587	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,287	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	641	0	0	0	0	0	815	909	607	0	58
120	Beaudry & Sunset	97	207	93	39	1,360	111	195	378	579	96	973	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,140	108	372	1,372	345	108	1,053	137
122	Grand & Cesar Chavez	21	214	23	43	1,075	577	167	341	323	307	1,102	32
123	Spring & Cesar Chavez	140	628	15	48	1,296	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,305	0	401	1,144	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,027	138	166	1,140	169	202	1,150	103
126	Main & Alpine	158	253	141	141	567	0	39	786	142	9	274	143
127	Alameda & Alpine	91	136	50	83	782	121	110	135	108	72	362	23
128	Hill & Alpine	47	1,546	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,705	197	302	208	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	1,011	274	93	0	116	913	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,297	111	178	0	299	428	1,918	0	0	0	0
132	Glendale & Temple	208	1,086	82	255	557	22	21	1,690	65	302	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,533	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,580	0	143	6	345
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	149
136	Vermont & 6th	91	1,417	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99

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138	Western & Wilshire	65	947	144	105	1,077	172	122	847	79	122	1,130	144
139	Normandie & Wilshire	105	1,300	71	75	659	87	78	1,343	117	139	750	51
140	Vermont & Wilshire	220	1,274	166	107	1,143	133	102	1,266	219	136	1,270	158
141	Alvarado & Wilshire	103	1,041	0	129	979	139	117	1,164	0	61	977	95
142	Vermont & 8th	115	1,370	54	91	731	0	50	1,457	84	110	872	16
143	Alvarado & 8th	90	1,101	0	86	859	67	66	1,146	0	52	672	66
144	Western & Olympic	3	1,371	167	125	1,256	117	87	1,177	140	67	1,815	79
145	Normandie & Olympic	109	852	100	102	1,656	86	71	644	108	101	2,062	97
146	Vermont & Olympic	121	1,160	141	110	1,530	78	116	1,288	132	129	1,954	161
147	Alvarado & Olympic	197	923	155	72	1,379	191	222	860	108	106	1,689	226
148	Union & Olympic	170	607	79	65	1,405	91	109	523	63	67	1,836	84
149	Western & Pico	91	1,156	65	53	641	74	72	1,035	70	107	893	123
150	Normandie & Pico	50	913	10	40	677	87	111	793	39	101	822	33
151	Vermont & Pico	52	1,326	64	111	785	71	168	1,379	71	113	854	96
152	Alvarado & Pico	201	840	177	217	928	80	325	861	0	34	805	223
153	Pico & Union	87	554	87	265	1,095	62	44	387	40	60	1,043	145
154	Hoover & Alvarado	0	1,013	2	8	0	912	1,153	1,089	0	0	0	0
155	Western & Venice	123	1,033	70	63	739	76	111	1,052	81	136	1,043	72
156	Normandie & Venice	61	1,081	63	44	622	32	50	931	123	182	974	79
157	Vermont & Venice	80	1,349	79	92	652	77	106	1,444	67	103	908	93
158	Hoover & Venice	138	1,686	78	109	576	199	103	1,986	97	150	681	159
159	Western & Washington	48	1,258	78	96	772	107	105	1,136	91	108	1,012	60
160	Normandie & Washington	51	1,114	136	95	729	142	142	1,019	141	134	954	59
161	Vermont & Washington	69	1,314	89	89	959	192	221	1,445	98	84	1,043	84
162	Hoover & Washington	224	1,683	152	156	913	91	97	1,677	73	109	1,128	151
163	I-10 WB Ramp & 20th	0	0	0	0	39	904	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,092	329	0	0	0	100	1,256	0	391	35	545
165	I-10 EB Ramp & Hoover	0	1,152	214	0	0	0	221	1,347	0	358	0	845
166	Hill & Venice	35	1,023	54	250	543	35	23	1,283	34	73	464	104
167	Broadway & Venice	33	799	34	35	731	135	34	714	48	96	405	21
168	Main & Venice	50	917	34	47	818	45	43	774	25	93	342	70
169	Los Angeles & Venice	38	654	15	29	866	217	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	218	1,075	332	0	435	81	237	0	98
171	Central & Venice	284	953	0	138	608	268	0	579	171	0	0	0
172	Central & Washington	59	912	70	131	1,134	176	68	939	101	120	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,080	125	77	932	74	52	1,324	190
174	Arlington & Olympic	132	953	138	80	1,371	74	62	734	55	130	1,883	107
175	Arlington & Pico	99	1,004	118	77	638	41	58	791	101	72	947	118
176	Arlington & Venice	75	946	0	51	786	51	54	878	0	238	1,273	63
177	Arlington & Washington	51	1,289	0	57	720	99	154	790	0	97	979	64
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	146	1,183	76	112	19	17	102	1,003	262
2	Francisco & Olympic	35	6	11	172	1,388	237	15	2	26	20	1,096	59
3	Figueroa & Olympic	0	0	0	304	1,491	86	113	1,453	267	185	788	238
4	Flower & Olympic	606	1,248	56	0	1,244	79	0	0	0	97	776	0
5	Grand & Olympic	276	1,278	99	0	1,039	93	0	0	0	99	732	0
6	Olive & Olympic	0	0	0	81	949	0	38	945	195	0	705	129
7	Hill & Olympic	196	683	30	56	785	60	54	667	55	64	613	52
8	Broadway & Olympic	90	446	21	68	754	51	68	554	60	60	605	57
9	Main & Olympic	215	715	36	133	606	72	80	945	60	67	447	172
10	Los Angeles & Olympic	143	381	39	67	502	49	69	265	53	102	406	109
11	Santee & Olympic	192	69	19	31	368	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	247	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	705	19
14	San Pedro & 9th	62	496	44	129	414	103	137	594	96	78	777	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	54	0	0	256	0	195	183	54
16	Figueroa & 11th	0	270	2	163	0	140	13	1,717	0	0	0	0
17	Flower & 11th	210	1,271	0	0	123	62	0	0	0	8	0	0
18	Grand & 11th	116	1,444	0	0	183	553	0	0	0	0	0	0
19	Olive & 11th	0	0	0	133	536	0	0	998	393	0	0	0
20	Figueroa & 12th	0	397	13	11	0	42	25	1,632	0	3	3	0
21	Flower & 12th	49	1,215	58	0	0	0	0	0	0	5	36	0
22	Grand & 12th	0	1,596	95	0	0	0	0	0	0	77	114	0
23	Olive & 12th	0	0	0	0	0	0	60	1,381	0	0	168	83
24	LA Live Way & Pico	150	0	0	86	539	0	252	829	1,009	0	643	0
25	LA Live Way & Bond	0	0	0	45	0	0	0	1,845	74	0	0	0
26	Figueroa & Pico	20	343	15	70	484	262	163	1,361	127	241	986	271
27	Flower & Pico	255	993	0	0	687	45	0	0	0	245	919	0
28	Grand & Pico	145	1,567	45	0	543	61	0	0	0	69	552	0
29	Olive & Pico	0	0	0	178	439	0	134	1,301	131	0	498	78
30	Hill & Pico	88	720	29	85	459	70	31	1,248	64	39	452	64
31	Broadway & Pico	55	579	13	29	417	57	32	579	131	81	396	63
32	Main & Pico	84	785	20	74	380	0	46	685	45	40	282	132
33	Blaine & Olympic	27	165	20	41	999	236	32	1	61	206	1,360	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	992	0	0	0	0	0	0
35	Blaine & 11th	24	1,199	431	0	0	70	0	0	0	191	24	0
36	Convention Center Drive & Venice	91	0	363	122	628	0	0	0	0	0	849	3
37	Figueroa & Venice	94	957	47	67	572	181	63	1,333	156	495	604	116
38	Flower & Venice	293	880	74	0	520	20	0	0	0	82	654	0
39	Grand & Venice	80	1,546	123	0	412	83	0	0	0	177	569	0
40	Olive & Venice	0	0	0	170	425	0	70	1,213	67	0	581	120
41	Grand & 17th	813	896	0	0	1,103	194	0	0	0	0	0	0
42	Olive & 17th	0	0	0	948	910	0	0	1,202	301	0	0	0
43	Hill & 17th	214	672	0	506	1,594	58	0	723	116	0	0	0

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

44	Broadway & 17th	126	772	0	131	1,894	217	0	651	122	0	0	0
45	Main & 17th	159	733	0	44	2,002	149	0	666	58	0	0	0
46	Los Angeles & 17th	314	620	0	101	1,842	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	159	0
48	Grand & 18th	0	884	192	0	0	0	223	0	0	124	918	0
49	Olive & 18th	0	0	0	0	0	0	64	1,083	0	0	912	419
50	Hill & 18th	0	677	48	0	0	0	87	731	0	43	578	106
51	Broadway & 18th	0	914	70	0	0	0	66	705	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	305	751	175	100	723	125	132	1,591	179	128	783	179
55	Flower & Washington	196	1,033	66	0	894	64	0	0	0	151	935	0
56	Grand & Washington	141	742	89	11	722	57	82	216	55	52	927	0
57	Olive & Washington	0	0	0	129	738	250	49	811	51	45	888	167
58	Hill & Washington	51	669	70	67	1,000	60	141	752	40	24	843	40
59	Broadway & Washington	223	787	41	48	873	117	74	751	43	55	969	37
60	Main & Washington	77	776	74	64	901	100	98	677	57	51	940	58
61	Los Angeles & Washington	95	168	118	75	964	11	21	247	5	18	943	127
62	San Pedro & Washington	106	651	46	52	821	108	50	598	54	83	985	149
63	Figueroa & Adams	127	961	141	332	722	137	71	1,383	198	215	507	129
64	Flower & Adams	105	1,426	40	151	1,343	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	552	0	496	0	511	0	442	0	339	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	339	46	50	1,311	228
67	Hill & Adams	67	623	67	62	465	42	87	803	20	36	856	557
68	Broadway & Adams	47	812	39	19	516	54	55	519	51	71	796	200
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	514	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	816	224	351	596	24	33	880	156	232	539	250
72	Flower & 37th Street	0	318	828	0	0	0	169	0	0	49	738	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	311	897	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	519	19	54	90	189
75	Broadway & 37th	14	1,047	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,259	177	295	22	437	105	629	25	17	30	97
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	285	0	241	306	116	0
78	Figueroa & MLK	347	1,100	178	86	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,185	350	0	0	0	559	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	167	350	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	383	0	26	1,151	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,870	380
83	Figueroa & 9th	0	0	0	0	0	0	187	1,810	0	0	1,252	748
84	Flower & 9th	0	1,489	159	0	0	0	0	0	0	267	1,034	0
85	Broadway & 9th	0	495	63	0	0	0	77	537	0	75	1,104	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	2,054	297	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	515	1,853	0	0	2,084	474	0	0	0
89	Flower & 8th	577	1,815	0	0	1,643	168	0	0	0	0	0	0
90	Hill & 8th	234	886	0	73	829	126	0	493	64	0	0	0

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

91	Broadway & 8th	63	503	0	78	881	60	0	598	77	0	0	0
92	Bixel & Wilshire	90	272	77	57	747	72	119	181	62	78	958	68
93	Figueroa & Wilshire	0	0	0	330	347	0	139	2,169	148	0	781	493
94	Lucas & 6th	107	341	246	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	938	75
96	Figueroa & 6th	0	0	0	0	0	0	176	2,948	0	0	2,041	424
97	Flower & 6th	0	1,702	324	0	0	0	0	0	0	685	1,667	0
98	Grand & 6th	0	1,394	153	0	0	0	0	0	0	214	1,570	0
99	Hill & 6th	0	867	63	0	0	0	93	562	0	255	999	0
100	Spring & 6th	0	1,014	170	0	0	0	0	0	0	138	900	0
101	Main & 6th	0	0	0	0	0	0	141	1,319	0	0	785	251
102	Figueroa & 5th	0	0	0	495	1,558	0	0	2,451	1,034	0	0	0
103	Grand & 5th	391	988	0	159	1,469	373	0	0	0	0	0	0
104	Olive & 5th	341	0	0	36	1,227	0	0	1,219	497	0	0	0
105	Hill & 5th	183	1,069	0	64	1,005	88	0	623	62	0	0	0
106	Spring & 5th	337	993	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,236	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	348	276	353	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	608	93
110	Hope & 1st	28	661	84	140	762	169	110	553	202	233	778	185
111	Grand & 1st	75	1,062	48	475	871	216	61	650	31	124	601	254
112	Olive & 1st	0	0	0	0	1,055	50	686	0	473	36	770	0
113	Hill & 1st	244	1,092	109	106	673	15	67	568	38	73	920	303
114	Spring & 1st	133	853	48	0	513	40	0	0	0	25	854	85
115	Main & 1st	0	0	0	72	549	0	170	1,411	100	0	856	190
116	Hope & Temple/US-101 Ramps	20	400	115	145	645	163	174	546	226	78	522	378
117	Main & Aliso	0	0	0	0	0	0	406	1,057	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	718	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	508	0	0	0	0	0	716	684	467	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	847	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	854	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	258	956	32
123	Spring & Cesar Chavez	71	179	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	660	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	126	250	139	139	502	0	39	403	4	9	144	112
127	Alameda & Alpine	90	59	26	30	444	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,333	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,360	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	885	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,152	110	176	0	272	318	1,746	0	0	0	0
132	Glendale & Temple	178	890	75	223	514	22	21	1,446	58	273	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,142	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

138	Western & Wilshire	64	858	142	104	970	151	96	732	68	113	1,040	142
139	Normandie & Wilshire	104	1,248	58	67	562	79	66	1,281	111	135	667	50
140	Vermont & Wilshire	151	1,053	160	103	1,034	103	101	1,058	128	83	1,182	118
141	Alvarado & Wilshire	102	933	0	125	869	84	74	1,020	0	61	914	94
142	Vermont & 8th	102	1,163	46	77	554	0	49	1,205	62	102	699	0
143	Alvarado & 8th	81	950	0	82	653	66	65	974	0	51	467	62
144	Western & Olympic	3	1,258	157	114	1,058	106	78	1,033	138	66	1,605	78
145	Normandie & Olympic	90	808	90	84	1,438	63	58	596	68	56	1,829	73
146	Vermont & Olympic	107	976	127	68	1,316	76	114	1,079	101	80	1,709	138
147	Alvarado & Olympic	193	784	148	66	1,129	83	188	697	106	105	1,440	219
148	Union & Olympic	168	599	78	53	1,045	92	108	523	62	66	1,551	83
149	Western & Pico	80	1,046	64	52	520	73	71	892	69	106	762	114
150	Normandie & Pico	44	816	2	33	569	86	110	702	30	92	703	31
151	Vermont & Pico	50	1,094	61	109	670	69	167	1,141	70	112	729	94
152	Alvarado & Pico	179	617	174	207	829	68	304	680	0	34	684	215
153	Pico & Union	86	481	85	262	997	54	43	382	40	59	903	143
154	Hoover & Alvarado	0	980	2	8	0	677	951	984	0	0	0	0
155	Western & Venice	122	924	69	62	690	75	110	909	80	134	972	71
156	Normandie & Venice	60	973	62	43	587	32	49	829	109	167	916	78
157	Vermont & Venice	79	1,116	78	91	617	76	105	1,206	66	102	851	92
158	Hoover & Venice	135	1,423	76	108	542	188	96	1,683	96	148	626	158
159	Western & Washington	47	1,146	77	95	649	106	104	992	90	107	856	59
160	Normandie & Washington	50	1,015	114	72	606	140	140	925	139	132	799	58
161	Vermont & Washington	68	1,081	88	88	855	190	218	1,207	97	83	908	83
162	Hoover & Washington	221	1,426	136	139	810	90	96	1,387	72	108	992	150
163	I-10 WB Ramp & 20th	0	0	0	0	39	754	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,118	0	345	35	452
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,192	0	341	0	753
166	Hill & Venice	24	782	48	243	516	35	23	1,095	34	72	453	104
167	Broadway & Venice	29	669	34	35	716	134	34	588	34	91	393	21
168	Main & Venice	47	754	34	46	805	44	42	598	25	92	331	69
169	Los Angeles & Venice	38	616	15	29	853	217	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	215	1,061	328	0	430	80	234	0	97
171	Central & Venice	281	844	0	136	595	265	0	512	169	0	0	0
172	Central & Washington	54	675	43	117	1,030	174	67	733	100	119	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	963	124	76	921	73	51	1,223	188
174	Arlington & Olympic	130	942	136	79	1,172	73	61	725	54	128	1,672	106
175	Arlington & Pico	98	992	117	76	508	41	57	782	100	71	808	117
176	Arlington & Venice	74	935	0	50	736	50	53	868	0	235	1,199	62
177	Arlington & Washington	50	1,274	0	56	597	98	152	781	0	96	824	63
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	468	4,680	0	0	65.5	64.5
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	307	3,070	0	0	63.7	62.7
- Between 11th and 12th St.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between 12th St. and Venice Ave.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between Venice Ave. and 17th St.	50	10	35	35	278	2,780	0	0	64.4	63.5
- Between 17th St. and Washington Ave.	50	10	35	35	160	1,600	0	0	62.0	61.1
- South of Washington Ave.	50	10	35	35	242	2,420	0	0	63.8	62.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	837	8,370	0	0	68.0	67.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,137	11,370	0	0	69.4	68.4
- Between Wilshire Blvd. and 9th St.	70	10	45	35	676	6,760	0	0	67.1	66.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	497	4,970	0	0	65.8	64.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	568	5,680	0	0	66.3	65.4
- South of Pico Blvd.	70	10	45	35	579	5,790	0	0	66.4	65.5
Flower Street										
- North of 6th St.	70	10	45	35	469	4,690	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	516	5,160	0	0	66.5	65.6
- Between 8th and Pico Blvd.	60	10	40	35	300	3,000	0	0	64.2	63.2
- South of Pico Blvd.	40	10	30	35	206	2,060	0	0	63.9	63.0
- South of 18th St.	40	10	30	35	197	1,970	0	0	63.7	62.8
Hope Street										
- North of 1st St.	60	10	40	35	264	2,640	0	0	63.6	62.6
- South of 1st St.	70	10	45	35	339	3,390	0	0	64.1	63.1
1st Street										
- Between Hope St. and Grand Ave.	80	10	50	35	409	4,090	0	0	64.5	63.5
2nd Street										
- West of Figueroa St.	80	10	50	35	501	5,010	0	0	65.4	64.4

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- East of Figueroa St.	70	10	45	35	370	3,700	0	0	64.5	63.5
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	486	4,860	0	0	67.7	66.7
- East of Flower St.	40	10	30	35	643	6,430	0	0	68.9	67.9
- West of Main St.	40	10	30	35	405	4,050	0	0	66.9	65.9
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,188	11,880	0	0	69.1	68.2
- Between Alvarado St. & Union Ave.	80	10	50	35	1,137	11,370	0	0	69.0	68.0
- Between Union Ave. & Blaine St.	80	10	50	35	961	9,610	0	0	68.2	67.3
- Between Blaine St. & Georgia St.	80	10	50	35	955	9,550	0	0	68.2	67.2
- Between George St. & Francisco St.	80	10	50	35	977	9,770	0	0	68.3	67.3
- Between Francisco St. & Figueroa St.	80	10	50	35	937	9,370	0	0	68.1	67.1
- Between Figueroa St. & Flower St.	70	10	45	35	755	7,550	0	0	67.6	66.6
- East of Flower St.	70	10	45	35	602	6,020	0	0	66.6	65.6
W. 11th Street										
- West of Blaine St.	40	10	30	35	245	2,450	0	0	64.7	63.7
- Between Blaine St. & LA Live Wy.	40	10	30	35	191	1,910	0	0	63.6	62.6
- East of LA Live Wy.	60	10	40	35	118	1,180	0	0	60.1	59.1
- West of Grand Ave.	40	10	30	35	126	1,260	0	0	61.8	60.8
- East of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	678	6,780	0	0	67.7	66.7
- Between Alvarado St. & Union Ave.	60	10	40	35	669	6,690	0	0	67.7	66.7
- Between Union Ave. & Figueroa St.	60	10	40	35	525	5,250	0	0	66.6	65.6
- Between Figueroa & Flower St.	70	10	45	35	328	3,280	0	0	64.0	63.0
- East of Hill St.	50	10	35	35	126	1,260	0	0	61.0	60.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	464	4,640	0	0	67.3	66.3
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	406	4,060	0	0	66.7	65.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	131	1,310	0	0	62.0	61.0
W. 12th Street										
- West of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
E. 17th Street										
- West of Grand Ave.	40	10	30	35	389	3,890	0	0	66.7	65.7
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	608	6,080	0	0	66.2	65.3
- Between Flower St. & Grand Ave.	80	10	50	35	472	4,720	0	0	65.1	64.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	435	4,350	0	0	64.8	63.8
- East of Los Angeles St.	80	10	50	35	383	3,830	0	0	64.2	63.3
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	133	1,330	0	0	60.0	59.1
- East of I-110 Fwy.	50	10	35	35	87	870	0	0	59.4	58.4
Alvarado Street										
- North of 8th St.	60	10	40	35	959	9,590	0	0	69.2	68.2
- Between 8th St. & Olympic Blvd.	60	10	40	35	891	8,910	0	0	68.9	67.9
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	731	7,310	0	0	68.0	67.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	734	7,340	0	0	68.1	67.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	573	5,730	0	0	68.2	67.2
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	499	4,990	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	30	371	3,710	0	0	66.3	65.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	251	2,510	0	0	64.6	63.6
- South of 6th St.	40	10	30	30	144	1,440	0	0	62.2	61.2
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	255	2,550	0	0	64.7	63.7
- Between Wilshire Blvd. & 6th St.	40	10	30	30	594	5,940	0	0	68.3	67.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	658	6,580	0	0	68.2	67.2
- Between Grand Ave. and Main St.	50	10	35	35	456	4,560	0	0	66.6	65.6
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	771	7,710	0	0	68.9	67.9
- Between Bixel St. & Figueroa St.	50	10	35	35	711	7,110	0	0	68.5	67.5
- East of Figueroa St.	50	10	35	35	595	5,950	0	0	67.7	66.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	752	7,520	0	0	67.6	66.6
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	524	5,240	0	0	66.0	65.0
- Between 11th and 12th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 12th St. and Venice Ave.	50	10	35	35	603	6,030	0	0	67.8	66.8
- Between Venice Ave. and 17th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 17th St. and Washington Ave.	50	10	35	35	317	3,170	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	400	4,000	0	0	66.0	65.0
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,096	10,960	0	0	69.2	68.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,626	16,260	0	0	70.9	69.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,124	11,240	0	0	69.3	68.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	991	9,910	0	0	68.8	67.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,095	10,950	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	976	9,760	0	0	68.7	67.7
Flower Street										
- North of 6th St.	70	10	45	35	681	6,810	0	0	67.1	66.2
- Between 6th St. and 8th St.	60	10	40	35	865	8,650	0	0	68.8	67.8
- Between 8th and Pico Blvd.	60	10	40	35	657	6,570	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	35	571	5,710	0	0	68.4	67.4
- South of 18th St.	40	10	30	35	479	4,790	0	0	67.6	66.6
Hope Street										
- North of 1st St.	60	10	40	35	432	4,320	0	0	65.8	64.8
- South of 1st St.	70	10	45	35	503	5,030	0	0	65.8	64.8
1st Street										
- Between Hope St. and Grand Ave.	80	10	50	35	772	7,720	0	0	67.3	66.3
2nd Street										
- West of Figueroa St.	80	10	50	35	557	5,570	0	0	65.9	64.9

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- East of Figueroa St.	70	10	45	35	415	4,150	0	0	65.0	64.0
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Flower St.	40	10	30	35	867	8,670	0	0	70.2	69.2
- West of Main St.	40	10	30	35	607	6,070	0	0	68.6	67.7
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,614	16,140	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,620	16,200	0	0	70.5	69.5
- Between Union Ave. & Blaine St.	80	10	50	35	1,444	14,440	0	0	70.0	69.0
- Between Blaine St. & Georgia St.	80	10	50	35	1,549	15,490	0	0	70.3	69.3
- Between George St. & Francisco St.	80	10	50	35	1,501	15,010	0	0	70.2	69.2
- Between Francisco St. & Figueroa St.	80	10	50	35	1,542	15,420	0	0	70.3	69.3
- Between Figueroa St. & Flower St.	70	10	45	35	1,311	13,110	0	0	70.0	69.0
- East of Flower St.	70	10	45	35	1,120	11,200	0	0	69.3	68.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	259	2,590	0	0	64.9	64.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	324	3,240	0	0	65.9	64.9
- East of LA Live Wy.	60	10	40	35	271	2,710	0	0	63.7	62.8
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	491	4,910	0	0	67.7	66.7
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	827	8,270	0	0	68.6	67.6
- Between Alvarado St. & Union Ave.	60	10	40	35	825	8,250	0	0	68.6	67.6
- Between Union Ave. & Figueroa St.	60	10	40	35	704	7,040	0	0	67.9	66.9
- Between Figueroa & Flower St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- East of Hill St.	50	10	35	35	273	2,730	0	0	64.4	63.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	611	6,110	0	0	68.5	67.5
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	524	5,240	0	0	67.8	66.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	162	1,620	0	0	62.9	61.9
W. 12th Street										
- West of Grand Ave.	40	10	30	35	295	2,950	0	0	65.5	64.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	728	7,280	0	0	69.4	68.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	861	8,610	0	0	67.8	66.8
- Between Flower St. & Grand Ave.	80	10	50	35	831	8,310	0	0	67.6	66.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	714	7,140	0	0	66.9	66.0
- East of Los Angeles St.	80	10	50	35	536	5,360	0	0	65.7	64.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	136	1,360	0	0	60.1	59.2
- East of I-110 Fwy.	50	10	35	35	89	890	0	0	59.5	58.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,131	11,310	0	0	69.9	69.0
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,060	10,600	0	0	69.7	68.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	936	9,360	0	0	69.1	68.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	899	8,990	0	0	68.9	68.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	594	5,940	0	0	68.3	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	506	5,060	0	0	67.6	66.7
- South of Pico Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
Lucas Ave.										
- North of 6th St.	40	10	30	30	408	4,080	0	0	66.7	65.7
- South of 6th St.	40	10	30	30	276	2,760	0	0	65.0	64.0
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	328	3,280	0	0	65.8	64.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	761	7,610	0	0	68.8	67.8
- Between Grand Ave. and Main St.	50	10	35	35	545	5,450	0	0	67.4	66.4
- East of Main St.	50	10	35	35	532	5,320	0	0	67.3	66.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	990	9,900	0	0	70.0	69.0
- Between Bixel St. & Figueroa St.	50	10	35	35	959	9,590	0	0	69.8	68.8
- East of Figueroa St.	50	10	35	35	734	7,340	0	0	68.7	67.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,430	14,300	0	0	70.4	69.4
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	637	6,370	0	0	66.8	65.9
- Between 11th and 12th St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between 12th St. and Venice Ave.	50	10	35	35	1,598	15,980	0	0	72.0	71.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,871	18,710	0	0	72.7	71.7
- Between 17th St. and Washington Ave.	50	10	35	35	1,197	11,970	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	882	8,820	0	0	69.5	68.5
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,238	22,380	0	0	72.3	71.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,734	27,340	0	0	73.2	72.2
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,998	19,980	0	0	71.8	70.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,242	12,420	0	0	69.7	68.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,093	10,930	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	1,083	10,830	0	0	69.1	68.2
Flower Street										
- North of 6th St.	70	10	45	35	708	7,080	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	1,022	10,220	0	0	69.5	68.5
- Between 8th and Pico Blvd.	60	10	40	35	722	7,220	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	35	879	8,790	0	0	70.2	69.3
- South of 18th St.	40	10	30	35	819	8,190	0	0	69.9	69.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	552	5,520	0	0	66.2	65.2
1st Street										
- Between Hope St. and Grand Ave.	80	10	50	35	973	9,730	0	0	68.3	67.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,120	11,200	0	0	68.9	67.9

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- East of Figueroa St.	70	10	45	35	499	4,990	0	0	65.8	64.8
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	926	9,260	0	0	70.5	69.5
- East of Flower St.	40	10	30	35	1,070	10,700	0	0	71.1	70.1
- West of Main St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,032	20,320	0	0	71.5	70.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,995	19,950	0	0	71.4	70.4
- Between Union Ave. & Blaine St.	80	10	50	35	1,819	18,190	0	0	71.0	70.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,007	20,070	0	0	71.4	70.4
- Between George St. & Francisco St.	80	10	50	35	1,869	18,690	0	0	71.1	70.1
- Between Francisco St. & Figueroa St.	80	10	50	35	2,103	21,030	0	0	71.6	70.7
- Between Figueroa St. & Flower St.	70	10	45	35	1,745	17,450	0	0	71.2	70.2
- East of Flower St.	70	10	45	35	1,393	13,930	0	0	70.2	69.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	143	1,430	0	0	62.4	61.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	364	3,640	0	0	65.0	64.0
- West of Grand Ave.	40	10	30	35	306	3,060	0	0	65.7	64.7
- East of Grand Ave.	40	10	30	35	571	5,710	0	0	68.4	67.4
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,059	10,590	0	0	69.6	68.7
- Between Alvarado St. & Union Ave.	60	10	40	35	1,302	13,020	0	0	70.5	69.6
- Between Union Ave. & Figueroa St.	60	10	40	35	1,193	11,930	0	0	70.2	69.2
- Between Figueroa & Flower St.	70	10	45	35	919	9,190	0	0	68.4	67.5
- East of Hill St.	50	10	35	35	431	4,310	0	0	66.3	65.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	694	6,940	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	607	6,070	0	0	68.4	67.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,224	12,240	0	0	71.7	70.7
W. 12th Street										
- West of Grand Ave.	40	10	30	35	369	3,690	0	0	66.5	65.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,153	11,530	0	0	71.4	70.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,478	14,780	0	0	70.1	69.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,283	12,830	0	0	69.5	68.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,086	10,860	0	0	68.8	67.8
- East of Los Angeles St.	80	10	50	35	1,023	10,230	0	0	68.5	67.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	198	1,980	0	0	61.8	60.8
- East of I-110 Fwy.	50	10	35	35	313	3,130	0	0	65.0	64.0
Alvarado Street										
- North of 8th St.	60	10	40	35	1,208	12,080	0	0	70.2	69.2
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,264	12,640	0	0	70.4	69.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,250	12,500	0	0	70.4	69.4
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,098	10,980	0	0	69.8	68.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	618	6,180	0	0	68.5	67.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	547	5,470	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	30	406	4,060	0	0	66.7	65.7
Lucas Ave.										
- North of 6th St.	40	10	30	30	432	4,320	0	0	67.0	66.0
- South of 6th St.	40	10	30	30	300	3,000	0	0	65.4	64.4
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	345	3,450	0	0	66.0	65.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	693	6,930	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	911	9,110	0	0	69.6	68.6
- Between Grand Ave. and Main St.	50	10	35	35	595	5,950	0	0	67.7	66.8
- East of Main St.	50	10	35	35	532	5,320	0	0	67.3	66.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,103	11,030	0	0	70.4	69.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,082	10,820	0	0	70.3	69.4
- East of Figueroa St.	50	10	35	35	974	9,740	0	0	69.9	68.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,146	11,460	0	0	69.4	68.4
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	365	3,650	0	0	64.4	63.4
- Between 11th and 12th St.	50	10	35	35	678	6,780	0	0	68.3	67.3
- Between 12th St. and Venice Ave.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between Venice Ave. and 17th St.	50	10	35	35	1,512	15,120	0	0	71.8	70.8
- Between 17th St. and Washington Ave.	50	10	35	35	1,041	10,410	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	724	7,240	0	0	68.6	67.6
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,979	19,790	0	0	71.8	70.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,245	22,450	0	0	72.3	71.3
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,532	15,320	0	0	70.7	69.7
- Between 9th St. and Olympic Blvd.	70	10	45	35	712	7,120	0	0	67.3	66.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	583	5,830	0	0	66.5	65.5
- South of Pico Blvd.	70	10	45	35	741	7,410	0	0	67.5	66.5
Flower Street										
- North of 6th St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- Between 6th St. and 8th St.	60	10	40	35	672	6,720	0	0	67.7	66.7
- Between 8th and Pico Blvd.	60	10	40	35	364	3,640	0	0	65.0	64.0
- South of Pico Blvd.	40	10	30	35	514	5,140	0	0	67.9	66.9
- South of 18th St.	40	10	30	35	537	5,370	0	0	68.1	67.1
Hope Street										
- North of 1st St.	60	10	40	35	754	7,540	0	0	68.2	67.2
- South of 1st St.	70	10	45	35	388	3,880	0	0	64.7	63.7
1st Street										
- Between Hope St. and Grand Ave.	80	10	50	35	610	6,100	0	0	66.3	65.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,064	10,640	0	0	68.7	67.7

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- East of Figueroa St.	70	10	45	35	454	4,540	0	0	65.4	64.4
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	503	5,030	0	0	67.8	66.8
- East of Flower St.	40	10	30	35	846	8,460	0	0	70.1	69.1
- West of Main St.	40	10	30	35	707	7,070	0	0	69.3	68.3
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,606	16,060	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,512	15,120	0	0	70.2	69.2
- Between Union Ave. & Blaine St.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
- Between Blaine St. & Georgia St.	80	10	50	35	1,413	14,130	0	0	69.9	68.9
- Between George St. & Francisco St.	80	10	50	35	1,290	12,900	0	0	69.5	68.5
- Between Francisco St. & Figueroa St.	80	10	50	35	1,436	14,360	0	0	70.0	69.0
- Between Figueroa St. & Flower St.	70	10	45	35	1,145	11,450	0	0	69.4	68.4
- East of Flower St.	70	10	45	35	820	8,200	0	0	67.9	67.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	142	1,420	0	0	62.3	61.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,309	13,090	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	356	3,560	0	0	64.9	63.9
- West of Grand Ave.	40	10	30	35	81	810	0	0	59.9	58.9
- East of Grand Ave.	40	10	30	35	164	1,640	0	0	62.9	62.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	910	9,100	0	0	69.0	68.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,146	11,460	0	0	70.0	69.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,014	10,140	0	0	69.5	68.5
- Between Figueroa & Flower St.	70	10	45	35	751	7,510	0	0	67.6	66.6
- East of Hill St.	50	10	35	35	284	2,840	0	0	64.5	63.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	547	5,470	0	0	68.0	67.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	489	4,890	0	0	67.5	66.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,193	11,930	0	0	71.6	70.6
W. 12th Street										
- West of Grand Ave.	40	10	30	35	158	1,580	0	0	62.8	61.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	814	8,140	0	0	69.9	68.9
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,225	12,250	0	0	69.3	68.3
- Between Flower St. & Grand Ave.	80	10	50	35	924	9,240	0	0	68.1	67.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	807	8,070	0	0	67.5	66.5
- East of Los Angeles St.	80	10	50	35	870	8,700	0	0	67.8	66.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	195	1,950	0	0	61.7	60.7
- East of I-110 Fwy.	50	10	35	35	311	3,110	0	0	64.9	64.0
Alvarado Street										
- North of 8th St.	60	10	40	35	1,036	10,360	0	0	69.6	68.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,095	10,950	0	0	69.8	68.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,046	10,460	0	0	69.6	68.6
- Between Pico Blvd. & Hoover St.	60	10	40	35	933	9,330	0	0	69.1	68.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	597	5,970	0	0	68.4	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- South of Pico Blvd.	40	10	30	30	395	3,950	0	0	66.6	65.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	275	2,750	0	0	65.0	64.0
- South of 6th St.	40	10	30	30	168	1,680	0	0	62.9	61.9
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	272	2,720	0	0	64.9	64.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	621	6,210	0	0	68.5	67.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	808	8,080	0	0	69.1	68.1
- Between Grand Ave. and Main St.	50	10	35	35	505	5,050	0	0	67.0	66.1
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	884	8,840	0	0	69.5	68.5
- Between Bixel St. & Figueroa St.	50	10	35	35	834	8,340	0	0	69.2	68.2
- East of Figueroa St.	50	10	35	35	835	8,350	0	0	69.2	68.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

		AM											
No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	19	2	9	103	403	29	45	10	27	23	388	137
2	Francisco & Olympic	44	4	6	24	474	27	31	5	31	18	391	19
3	Figueroa & Olympic	0	0	0	42	402	26	56	308	108	98	227	85
4	Flower & Olympic	167	198	20	0	315	15	0	0	0	22	252	0
5	Grand & Olympic	111	193	29	0	229	37	0	0	0	44	179	0
6	Olive & Olympic	0	0	0	13	219	0	8	109	31	0	147	56
7	Hill & Olympic	40	69	3	12	174	3	5	44	10	10	120	16
8	Broadway & Olympic	34	107	9	16	145	4	4	100	11	14	95	28
9	Main & Olympic	68	79	4	13	78	6	4	78	14	17	63	27
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	46	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	42	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	32	6
13	Maple & 9th	2	16	1	9	43	13	5	31	3	7	131	4
14	San Pedro & 9th	6	102	3	25	73	13	18	119	1	12	129	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	53	6	24	130	72	8	7	46
16	Figueroa & 11th	49	69	1	69	45	21	6	375	26	21	12	21
17	Flower & 11th	76	175	0	0	62	8	0	0	0	18	0	0
18	Grand & 11th	68	239	0	0	58	26	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	141	18	0	0	0
20	Figueroa & 12th	0	114	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	163	23	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	237	29	0	0	0	0	0	0	51	33	0
23	Olive & 12th	0	0	0	0	0	0	1	131	0	0	34	26
24	LA Live Way & Pico	5	0	11	33	82	0	49	123	383	0	170	69
25	LA Live Way & Bond	0	0	0	0	0	0	0	554	0	0	1	0
26	Figueroa & Pico	9	107	10	35	88	26	23	343	23	57	143	35
27	Flower & Pico	37	155	0	0	111	7	0	0	0	44	138	0
28	Grand & Pico	24	275	0	0	83	11	0	0	0	52	79	0
29	Olive & Pico	0	0	0	6	67	0	3	115	23	0	69	9
30	Hill & Pico	10	59	1	3	55	2	1	40	5	5	64	6
31	Broadway & Pico	14	127	2	5	39	6	32	530	49	13	46	15
32	Main & Pico	9	95	1	0	31	2	1	68	12	31	23	10
33	Blaine & Olympic	1	44	11	8	266	140	31	1	60	159	457	6
34	Blaine & SR 110 SB Off-Ramps	8	352	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	359	21	0	60	71	0	0	0	111	43	0
36	Convention Center Drive & Venice	8	0	3	3	121	0	0	0	0	0	169	1
37	Figueroa & Venice	9	140	12	16	63	21	32	367	48	56	68	24

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Peak Hour Traffic Volumes

38	Flower & Venice	19	141	7	0	85	22	0	0	0	25	84	0
39	Grand & Venice	18	218	7	0	68	14	0	0	0	53	65	0
40	Olive & Venice	0	0	0	8	59	0	6	137	20	0	58	11
41	Grand & 17th	148	122	0	0	241	14	0	0	0	0	0	0
42	Olive & 17th	0	0	0	31	195	0	0	129	105	0	0	0
43	Hill & 17th	21	49	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	102	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	94	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	83	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	185	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	73	71	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	40	123	0	0	112	112
50	Hill & 18th	0	43	13	0	0	0	14	32	0	4	124	8
51	Broadway & 18th	0	90	22	0	0	0	15	94	0	12	126	18
52	Main & 18th	0	106	23	0	0	0	55	84	0	16	156	5
53	Los Angeles & 18th	0	35	4	0	0	0	0	65	0	10	8	217
54	Figueroa & Washington	27	156	23	44	231	46	28	510	91	71	145	43
55	Flower & Washington	54	75	12	0	272	0	0	0	0	15	187	0
56	Grand & Washington	29	87	11	5	216	16	39	52	33	15	179	0
57	Olive & Washington	0	0	0	21	195	3	32	130	33	5	195	22
58	Hill & Washington	13	62	15	22	137	11	5	35	2	3	202	6
59	Broadway & Washington	7	87	6	27	150	16	12	99	14	18	194	6
60	Main & Washington	8	93	12	22	184	9	11	102	16	22	214	10
61	Los Angeles & Washington	14	20	9	6	154	1	3	12	1	2	210	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	181	37
63	Figueroa & Adams	49	342	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	549	16	0	528	56	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	248	0	93	0	200	0	144	0
66	Grand & Adams	36	87	26	8	175	22	12	38	14	8	214	28
67	Hill & Adams	19	70	12	10	191	10	8	36	4	5	237	14
68	Broadway & Adams	7	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	109	17	0	294	57	0	0	0	218	236	0
71	Figueroa & Exposition	70	307	287	194	225	16	26	307	51	64	270	63
72	Flower & 37th Street	0	75	388	0	0	0	117	0	0	35	542	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	67	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	296	30	63	9	41	22	204	0	1	0	5
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	25	12	0	52	31	24	0
78	Figueroa & MLK	67	201	58	66	611	123	66	145	50	52	751	76

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Peak Hour Traffic Volumes

79	I-110 SB Ramps & MLK	370	5	212	0	497	170	0	0	0	408	520	0
80	I-110 NB Ramps/Hill & MLK	40	5	11	12	405	92	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	27	242	0	8	291	208
82	Francisco & 9th	0	0	23	0	0	0	0	0	0	0	641	104
83	Figueroa & 9th	0	0	0	0	0	0	73	486	0	0	492	162
84	Flower & 9th	0	369	154	0	0	0	0	0	0	151	413	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	33	188	42
86	Bixel & 8th	45	576	0	102	280	326	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	689	30	0	0	249	0	0	0
88	Figueroa & 8th	0	0	0	99	607	0	0	519	164	0	0	0
89	Flower & 8th	163	347	0	0	521	60	0	0	0	0	0	0
90	Hill & 8th	38	98	0	17	199	12	0	73	18	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	285	71	54	42	33	95	334	13
93	Figueroa & Wilshire	0	0	0	198	153	0	41	612	50	0	203	251
94	Lucas & 6th	51	47	10	12	197	7	4	64	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	9	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	78	1,007	0	0	585	152
97	Flower & 6th	0	354	115	0	0	0	0	0	0	167	528	0
98	Grand & 6th	0	217	50	0	0	0	0	0	0	81	552	0
99	Hill & 6th	0	93	29	0	0	0	11	70	0	27	422	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	379	0
101	Main & 6th	0	0	0	0	0	0	29	279	0	0	268	137
102	Figueroa & 5th	0	0	0	129	658	0	0	708	505	0	0	0
103	Grand & 5th	121	165	0	19	584	125	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	361	0	0	156	223	0	0	0
105	Hill & 5th	43	116	0	23	255	0	0	101	14	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	296	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	115	30	60	357	73	125	131	29
109	Beaudry & 1st	55	151	24	26	100	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	155	24	43	110	58	50	145	48
111	Grand & 1st	31	211	12	80	163	21	1	93	9	28	142	41
112	Olive & 1st	0	0	0	0	197	12	97	0	73	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	99	11	13	200	58
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	188	10
115	Main & 1st	0	0	0	15	139	0	28	168	29	0	156	23
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	106	31	19	97	98
117	Main & Aliso	0	0	0	0	0	0	90	98	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	253	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	120	293	97	0	81

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Peak Hour Traffic Volumes

120	Beaudry & Sunset	30	34	21	25	331	46	78	63	90	179	1,204	13
121	Figuerroa & Cesar Chavez	34	57	33	33	326	51	111	217	97	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	105	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	81	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	94	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	6	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	178	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	229	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	355	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	150	397	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	339	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	890	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	814	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	734	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	406	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	582	41	29	258	84
138	Western & Wilshire	57	662	93	99	568	126	103	747	62	94	640	118
139	Normandie & Wilshire	58	812	50	60	300	39	44	758	83	74	339	35
140	Vermont & Wilshire	114	600	154	112	771	60	85	515	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	301	37	37	506	15	39	354	106
142	Vermont & 8th	93	900	33	47	249	22	34	840	67	112	267	79
143	Alvarado & 8th	52	378	23	35	241	37	28	425	12	22	150	46
144	Western & Olympic	5	743	96	122	530	69	61	868	108	67	556	75
145	Normandie & Olympic	52	438	67	57	628	44	49	434	39	31	714	62
146	Vermont & Olympic	165	771	85	71	491	77	61	662	57	76	581	148
147	Alvarado & Olympic	85	292	63	69	467	55	38	274	36	31	472	97
148	Union & Olympic	97	215	44	14	383	31	15	153	55	39	485	50
149	Western & Pico	60	805	31	54	206	71	49	728	32	53	218	77
150	Normandie & Pico	19	431	10	35	278	77	76	442	32	50	232	20
151	Vermont & Pico	38	828	55	75	206	46	50	660	55	70	245	60
152	Alvarado & Pico	80	246	58	72	321	29	18	216	12	19	182	64
153	Pico & Union	53	160	35	86	356	27	22	119	16	27	169	36
154	Hoover & Alvarado	0	486	0	6	0	304	206	436	0	0	0	0
155	Western & Venice	50	708	17	28	193	73	27	705	53	49	232	54
156	Normandie & Venice	32	574	19	27	171	26	19	531	58	69	197	37
157	Vermont & Venice	37	831	51	46	197	51	56	675	32	40	160	42
158	Hoover & Venice	64	696	30	50	117	47	28	536	32	51	98	64
159	Western & Washington	33	903	43	42	185	54	76	809	66	58	196	49
160	Normandie & Washington	34	608	14	23	153	53	52	572	77	64	170	29

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

161	Vermont & Washington	54	896	31	39	166	71	84	686	55	52	164	46
162	Hoover & Washington	70	612	118	32	68	51	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	329	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	520	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	395	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	0	94	18	1	54	3	6	28	9	7	75	4
167	Broadway & Venice	8	130	6	8	37	5	3	92	10	12	69	3
168	Main & Venice	3	119	4	2	35	2	3	51	8	16	53	8
169	Los Angeles & Venice	2	95	2	2	39	3	2	37	4	24	35	3
170	San Pedro & Venice	40	129	0	58	38	155	0	58	31	28	0	12
171	Central & Venice	49	154	0	31	68	171	0	67	94	0	0	0
172	Central & Washington	13	257	18	40	146	30	9	257	15	19	121	35
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	519	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	518	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	226	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	247	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	234	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

		AM											
No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	79	2	9	165	664	29	46	22	27	23	588	208
2	Francisco & Olympic	45	4	31	82	796	27	31	5	31	18	591	19
3	Figueroa & Olympic	0	0	0	95	674	48	102	714	216	137	390	108
4	Flower & Olympic	217	575	35	0	612	22	0	0	0	32	451	0
5	Grand & Olympic	173	389	75	0	467	43	0	0	0	59	385	0
6	Olive & Olympic	0	0	0	38	435	0	18	295	59	0	325	132
7	Hill & Olympic	83	229	7	21	333	78	62	124	47	44	253	36
8	Broadway & Olympic	53	187	19	19	340	4	4	154	41	35	228	68
9	Main & Olympic	157	226	9	31	186	13	5	238	16	17	160	73
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	144	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	140	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	128	6
13	Maple & 9th	2	16	1	9	44	13	5	35	3	7	267	4
14	San Pedro & 9th	6	103	3	27	74	13	18	126	1	18	259	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	143	6	38	135	73	8	48	47
16	Figueroa & 11th	50	130	1	118	113	21	6	886	69	76	12	21
17	Flower & 11th	87	559	0	0	168	155	0	0	0	18	0	0
18	Grand & 11th	85	439	0	0	334	157	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	366	222	0	0	0
20	Figueroa & 12th	0	189	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	546	141	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	553	55	0	0	0	0	0	0	86	209	0
23	Olive & 12th	0	0	0	0	0	0	1	474	0	0	137	125
24	LA Live Way & Pico	5	0	11	33	159	0	84	141	389	0	250	70
25	LA Live Way & Bond	0	0	0	0	0	0	0	612	0	0	1	0
26	Figueroa & Pico	31	132	13	39	140	44	33	674	27	66	202	83
27	Flower & Pico	57	524	8	0	200	0	0	0	0	47	217	0
28	Grand & Pico	64	573	12	0	131	27	0	0	0	61	155	0
29	Olive & Pico	0	0	0	9	127	0	38	424	27	0	127	38
30	Hill & Pico	19	165	4	11	105	4	7	133	10	16	142	11
31	Broadway & Pico	23	207	2	5	89	6	32	604	50	13	126	23
32	Main & Pico	18	204	1	2	72	2	1	173	12	31	90	21
33	Blaine & Olympic	1	45	11	8	515	216	88	1	69	164	670	6
34	Blaine & SR 110 SB Off-Ramps	8	433	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	440	58	0	68	155	0	0	0	112	48	0
36	Convention Center Drive & Venice	8	0	3	3	160	0	0	0	0	0	205	1
37	Figueroa & Venice	20	165	15	45	91	22	34	673	49	57	93	33

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

38	Flower & Venice	26	508	10	0	136	28	0	0	0	25	114	0
39	Grand & Venice	39	518	10	0	98	14	0	0	0	78	95	0
40	Olive & Venice	0	0	0	17	74	0	6	465	36	0	65	36
41	Grand & 17th	319	275	0	0	409	23	0	0	0	0	0	0
42	Olive & 17th	0	0	0	150	270	0	0	354	208	0	0	0
43	Hill & 17th	44	136	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	177	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	187	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	104	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	467	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	195	113	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	40	324	0	0	196	238
50	Hill & 18th	0	131	25	0	0	0	14	119	0	4	195	20
51	Broadway & 18th	0	163	29	0	0	0	73	165	0	21	201	18
52	Main & 18th	0	239	39	0	0	0	180	165	0	20	280	16
53	Los Angeles & 18th	0	35	4	0	0	0	0	68	0	10	8	483
54	Figueroa & Washington	36	165	23	143	423	67	65	879	96	74	173	59
55	Flower & Washington	72	334	17	0	565	0	0	0	0	19	248	0
56	Grand & Washington	35	213	29	5	503	19	67	53	33	15	246	0
57	Olive & Washington	0	0	0	22	257	3	32	207	36	5	388	145
58	Hill & Washington	22	136	20	34	192	11	5	89	2	3	374	27
59	Broadway & Washington	8	154	20	31	216	20	18	163	14	18	309	67
60	Main & Washington	12	219	20	28	253	9	20	278	16	22	327	33
61	Los Angeles & Washington	14	20	9	6	212	1	3	12	1	2	305	25
62	San Pedro & Washington	12	232	22	19	163	33	23	247	55	50	271	37
63	Figueroa & Adams	53	440	51	154	306	132	48	761	85	119	142	77
64	Flower & Adams	59	821	16	8	589	57	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	290	0	152	0	218	0	161	0
66	Grand & Adams	36	248	26	8	216	22	12	38	14	8	276	43
67	Hill & Adams	23	134	12	10	228	10	8	110	4	5	286	27
68	Broadway & Adams	12	157	12	6	218	14	8	169	17	13	280	7
69	Main & Adams	13	233	19	9	208	22	24	299	12	24	250	23
70	Flower & Jefferson	46	331	21	0	379	58	0	0	0	304	399	0
71	Figueroa & Exposition	71	394	380	235	237	20	33	542	52	65	287	64
72	Flower & 37th Street	0	287	481	0	0	0	118	0	0	35	660	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	467
74	Hill & 37th Street	10	131	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	390	31	64	9	42	22	437	0	1	0	5
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	26	12	0	53	32	24	0
78	Figueroa & MLK	68	255	96	84	620	129	69	359	52	54	761	78

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

79	I-110 SB Ramps & MLK	377	5	214	0	522	172	0	0	0	413	565	0
80	I-110 NB Ramps/Hill & MLK	41	68	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	33	350	0	8	569	225
82	Francisco & 9th	0	0	89	0	0	0	0	0	0	0	1,090	166
83	Figueroa & 9th	0	0	0	0	0	0	113	951	0	0	940	228
84	Flower & 9th	0	680	162	0	0	0	0	0	0	279	773	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	82	375	87
86	Bixel & 8th	46	669	0	104	384	483	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,046	168	0	0	323	0	0	0
88	Figueroa & 8th	0	0	0	115	959	0	0	866	349	0	0	0
89	Flower & 8th	201	623	0	0	851	102	0	0	0	0	0	0
90	Hill & 8th	83	256	0	24	436	46	0	158	21	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	383	75	55	52	33	105	399	47
93	Figueroa & Wilshire	0	0	0	200	212	0	41	938	90	0	281	384
94	Lucas & 6th	55	96	40	44	336	12	35	102	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	23	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	112	1,435	0	0	948	222
97	Flower & 6th	0	564	117	0	0	0	0	0	0	342	750	0
98	Grand & 6th	0	379	59	0	0	0	0	0	0	114	751	0
99	Hill & 6th	0	281	48	0	0	0	11	175	0	77	615	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	555	0
101	Main & 6th	0	0	0	0	0	0	48	633	0	0	403	204
102	Figueroa & 5th	0	0	0	138	950	0	0	990	739	0	0	0
103	Grand & 5th	131	267	0	23	925	187	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	674	0	0	366	258	0	0	0
105	Hill & 5th	186	311	0	65	430	12	0	206	15	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	664	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	133	30	66	556	88	130	149	29
109	Beaudry & 1st	60	188	24	26	246	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	297	51	48	141	64	88	259	53
111	Grand & 1st	52	287	53	171	343	29	127	148	31	57	253	41
112	Olive & 1st	0	0	0	0	302	30	220	0	247	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	212	11	27	428	80
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	372	10
115	Main & 1st	0	0	0	18	266	0	41	531	41	0	240	125
116	Hope & Temple/US-101 Ramps	58	80	43	117	201	23	43	193	32	52	141	115
117	Main & Aliso	0	0	0	0	0	0	253	402	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	573	73
119	Grand & I-110 On-Ramp/US-101 Ramps	309	248	0	0	0	0	0	173	431	167	0	92

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

120	Beaudry & Sunset	39	75	51	25	404	58	83	83	91	181	1,289	13
121	Figuerroa & Cesar Chavez	34	83	33	89	402	52	122	391	106	204	1,115	113
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	129	438	814	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,055	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	401	69	0	680	44
125	Alameda & Cesar Chavez	50	586	60	26	301	83	62	345	63	240	496	43
126	Main & Alpine	35	86	28	32	122	0	12	310	77	1	163	30
127	Alameda & Alpine	12	50	18	37	275	57	30	66	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	299	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	461	8	5	67	26
130	Sunset & Elysian Park	0	545	60	532	0	1,052	77	436	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	199	461	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	430	46	50	170	210
133	Alvarado & US 101 NB Ramps	316	589	0	141	0	200	0	1,052	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	644	169	0	0	0	268	925	0	141	1	389
135	Alvarado & Beverly	100	571	29	46	429	60	48	877	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	527	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	720	41	29	384	88
138	Western & Wilshire	58	742	94	100	634	145	115	803	73	97	695	119
139	Normandie & Wilshire	59	833	58	66	362	45	51	783	84	75	390	35
140	Vermont & Wilshire	131	664	158	115	862	61	86	631	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	366	51	49	619	15	39	410	144
142	Vermont & 8th	106	1,046	40	55	349	22	34	994	73	118	352	87
143	Alvarado & 8th	53	465	23	36	355	37	28	507	12	22	272	47
144	Western & Olympic	5	841	99	133	765	80	64	936	109	68	721	76
145	Normandie & Olympic	60	464	69	60	850	48	52	452	47	76	918	83
146	Vermont & Olympic	169	909	94	80	710	79	63	799	63	91	769	161
147	Alvarado & Olympic	86	371	69	75	695	80	62	350	36	31	668	98
148	Union & Olympic	98	219	45	25	638	31	15	156	56	39	709	51
149	Western & Pico	71	904	31	55	280	72	50	795	32	54	284	80
150	Normandie & Pico	19	497	18	36	352	78	77	469	32	51	298	20
151	Vermont & Pico	39	980	56	76	279	47	51	802	56	71	317	62
152	Alvarado & Pico	84	343	60	74	393	30	31	311	12	19	250	69
153	Pico & Union	54	162	36	88	429	35	22	120	16	27	249	36
154	Hoover & Alvarado	0	563	0	6	0	404	313	482	0	0	0	0
155	Western & Venice	51	806	17	28	225	74	27	772	54	50	265	55
156	Normandie & Venice	32	642	19	27	203	26	19	559	59	70	229	37
157	Vermont & Venice	37	984	52	47	229	52	57	817	32	40	192	43
158	Hoover & Venice	65	871	30	51	148	56	31	688	32	52	129	65
159	Western & Washington	33	1,003	44	43	291	55	77	877	67	59	259	50
160	Normandie & Washington	34	676	14	23	259	54	53	601	78	65	233	29

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

161	Vermont & Washington	55	1,050	31	39	272	72	85	828	56	53	227	47
162	Hoover & Washington	71	783	130	40	173	52	66	720	37	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	406	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	578	423	0	0	0	153	812	0	211	4	282
165	I-10 EB Ramp & Hoover	0	462	318	0	0	0	246	622	0	164	0	275
166	Hill & Venice	6	218	21	5	71	3	6	129	9	8	82	4
167	Broadway & Venice	10	208	6	8	44	5	3	161	21	15	75	3
168	Main & Venice	5	227	4	2	40	2	3	156	8	16	59	8
169	Los Angeles & Venice	2	119	2	2	44	3	2	53	4	24	35	3
170	San Pedro & Venice	40	131	0	59	43	157	0	59	31	28	0	12
171	Central & Venice	50	201	0	31	74	173	0	99	95	0	0	0
172	Central & Washington	15	358	36	69	197	30	9	349	15	19	209	39
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	578	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	654	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	311	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	280	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	341	90	72	500	45	68	307	57
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	80	2	9	165	923	29	155	296	155	23	588	278
2	Francisco & Olympic	121	4	125	82	979	202	31	5	31	18	700	19
3	Figueroa & Olympic	0	0	0	161	980	0	102	782	268	137	501	200
4	Flower & Olympic	379	575	37	0	772	22	0	0	0	32	562	0
5	Grand & Olympic	184	413	75	0	467	46	0	0	0	137	420	0
6	Olive & Olympic	0	0	0	38	435	0	44	362	62	0	360	132
7	Hill & Olympic	83	563	20	21	333	78	76	160	47	61	284	49
8	Broadway & Olympic	53	201	19	19	340	4	4	154	41	51	276	68
9	Main & Olympic	157	226	9	31	186	13	5	261	16	18	201	79
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	185	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	181	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	168	7
13	Maple & 9th	2	16	1	9	44	13	6	35	3	7	294	4
14	San Pedro & 9th	6	103	3	27	74	13	57	126	1	18	287	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	328	0	0	1,062	934	0	0	47
16	Figueroa & 11th	0	130	1	137	0	21	6	1,011	0	0	0	0
17	Flower & 11th	87	674	0	0	55	155	0	0	0	0	0	0
18	Grand & 11th	85	552	0	0	221	350	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	422	354	0	0	0
20	Figueroa & 12th	0	113	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	611	167	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	1,291	82	0	0	0	0	0	0	160	209	0
23	Olive & 12th	0	0	0	0	0	0	5	541	0	0	165	125
24	LA Live Way & Pico	0	0	0	0	164	0	157	370	457	0	670	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	612	0	0	1	254
26	Figueroa & Pico	31	56	13	39	112	63	81	674	27	182	580	83
27	Flower & Pico	57	589	8	0	182	0	0	0	0	290	421	0
28	Grand & Pico	66	1,609	20	0	123	63	0	0	0	168	291	0
29	Olive & Pico	0	0	0	42	139	0	72	441	43	0	257	53
30	Hill & Pico	19	1,568	51	11	105	4	11	136	10	144	249	44
31	Broadway & Pico	23	277	2	5	89	6	32	604	50	61	236	23
32	Main & Pico	18	205	1	2	72	2	1	173	12	31	177	44
33	Blaine & Olympic	1	45	11	8	820	299	88	1	69	164	740	6
34	Blaine & SR 110 SB Off-Ramps	8	516	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	523	58	0	0	1,269	0	0	0	112	0	0
36	Convention Center Drive & Venice	8	0	3	3	455	23	0	0	0	0	229	94
37	Figueroa & Venice	38	324	37	45	368	142	34	673	49	57	117	33

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Peak Hour Traffic Volumes

38	Flower & Venice	66	785	10	0	493	305	0	0	0	49	136	0
39	Grand & Venice	199	1,451	95	0	286	370	0	0	0	104	100	0
40	Olive & Venice	0	0	0	17	198	0	854	481	456	0	155	36
41	Grand & 17th	600	1,216	0	0	553	94	0	0	0	0	0	0
42	Olive & 17th	0	0	0	172	486	0	0	354	208	0	0	0
43	Hill & 17th	184	1,974	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	376	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	188	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	105	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	807	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	935	420	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	410	324	0	0	503	238
50	Hill & 18th	0	744	1,250	0	0	0	14	119	0	4	872	20
51	Broadway & 18th	0	203	188	0	0	0	73	165	0	21	2,103	18
52	Main & 18th	0	240	39	0	0	0	180	165	0	20	2,341	16
53	Los Angeles & 18th	0	36	4	0	0	0	0	68	0	10	8	2,544
54	Figueroa & Washington	226	217	60	143	817	110	65	879	129	74	173	59
55	Flower & Washington	102	641	20	0	971	39	0	0	0	52	252	0
56	Grand & Washington	266	668	92	5	690	19	67	53	60	15	253	0
57	Olive & Washington	0	0	0	22	353	3	201	551	115	5	471	145
58	Hill & Washington	118	422	252	34	192	11	5	89	2	3	626	27
59	Broadway & Washington	8	193	21	31	216	20	18	163	14	18	792	67
60	Main & Washington	12	219	21	28	253	9	20	278	16	22	812	33
61	Los Angeles & Washington	14	20	10	6	212	1	3	12	1	2	791	25
62	San Pedro & Washington	12	232	22	19	163	33	23	247	55	50	757	37
63	Figueroa & Adams	53	599	51	154	306	132	48	761	85	119	142	77
64	Flower & Adams	59	1,822	16	8	589	207	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	440	0	152	0	218	0	161	0
66	Grand & Adams	87	450	26	8	315	22	12	38	14	8	276	43
67	Hill & Adams	83	245	12	10	267	10	8	110	4	5	286	27
68	Broadway & Adams	51	157	12	6	218	14	8	169	17	13	280	7
69	Main & Adams	13	233	19	9	208	22	24	299	12	24	250	23
70	Flower & Jefferson	46	1,004	21	0	390	91	0	0	0	304	399	0
71	Figueroa & Exposition	71	535	408	235	237	24	33	542	52	65	287	64
72	Flower & 37th Street	0	349	1,120	0	0	0	118	0	0	35	688	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	467
74	Hill & 37th Street	10	242	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	536	31	64	9	42	22	437	0	1	0	5
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	250	12	0	53	94	24	0
78	Figueroa & MLK	68	255	242	84	620	129	69	359	52	54	761	78

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Peak Hour Traffic Volumes

79	I-110 SB Ramps & MLK	377	5	214	0	522	216	0	0	0	559	565	0
80	I-110 NB Ramps/Hill & MLK	85	68	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	111	703	0	8	593	225
82	Francisco & 9th	0	0	297	0	0	0	0	0	0	0	1,309	184
83	Figueroa & 9th	0	0	0	0	0	0	130	1,210	0	0	1,084	511
84	Flower & 9th	0	827	215	0	0	0	0	0	0	295	918	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	96	546	87
86	Bixel & 8th	46	669	0	131	543	840	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,680	168	0	0	537	0	0	0
88	Figueroa & 8th	0	0	0	210	1,274	0	0	1,540	668	0	0	0
89	Flower & 8th	423	687	0	0	1,039	102	0	0	0	0	0	0
90	Hill & 8th	89	274	0	24	436	46	0	401	28	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	496	75	65	69	33	105	399	47
93	Figueroa & Wilshire	0	0	0	354	227	0	112	1,975	188	0	281	394
94	Lucas & 6th	55	96	40	44	336	12	35	126	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	40	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	297	2,450	0	0	965	222
97	Flower & 6th	0	591	117	0	0	0	0	0	0	342	953	0
98	Grand & 6th	0	381	59	0	0	0	0	0	0	114	1,254	0
99	Hill & 6th	0	287	58	0	0	0	56	385	0	77	1,050	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	857	0
101	Main & 6th	0	0	0	0	0	0	48	807	0	0	403	506
102	Figueroa & 5th	0	0	0	635	1,970	0	0	1,638	1,106	0	0	0
103	Grand & 5th	131	267	0	23	1,467	189	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	736	0	0	827	740	0	0	0
105	Hill & 5th	224	312	0	253	430	12	0	548	39	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	1,140	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	217	30	66	1,216	567	130	149	29
109	Beaudry & 1st	60	188	24	26	262	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	313	51	97	141	64	88	395	543
111	Grand & 1st	52	287	53	664	359	29	127	148	31	57	253	226
112	Olive & 1st	0	0	0	0	400	30	254	0	658	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	650	109	27	431	111
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	375	10
115	Main & 1st	0	0	0	18	266	0	41	1,159	41	0	240	128
116	Hope & Temple/US-101 Ramps	58	80	43	117	201	23	43	683	32	52	141	115
117	Main & Aliso	0	0	0	0	0	0	748	539	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	1,068	73
119	Grand & I-110 On-Ramp/US-101 Ramps	309	248	0	0	0	0	0	180	1,104	167	0	92

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120	Beaudry & Sunset	39	75	51	25	444	58	83	83	91	181	1,289	13
121	Figuerroa & Cesar Chavez	34	83	33	89	409	52	122	391	140	204	1,115	113
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	136	438	814	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,055	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	538	69	0	680	44
125	Alameda & Cesar Chavez	50	586	60	26	301	83	62	345	63	240	496	43
126	Main & Alpine	35	86	28	32	122	0	12	379	77	1	163	30
127	Alameda & Alpine	12	50	18	37	275	57	30	134	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	767	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	929	8	5	67	26
130	Sunset & Elysian Park	0	545	60	532	0	1,052	77	476	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	555	708	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	1,033	46	50	170	210
133	Alvarado & US 101 NB Ramps	316	589	0	141	0	200	0	1,074	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	644	169	0	0	0	268	947	0	141	1	389
135	Alvarado & Beverly	100	571	29	46	429	60	48	899	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	610	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	742	41	29	384	88
138	Western & Wilshire	58	742	94	109	714	150	115	877	73	97	695	119
139	Normandie & Wilshire	59	833	58	68	456	46	51	801	84	75	390	35
140	Vermont & Wilshire	131	664	158	124	959	66	86	705	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	454	76	49	641	44	39	410	144
142	Vermont & 8th	106	1,051	40	55	349	22	34	1,068	73	118	352	87
143	Alvarado & 8th	53	490	23	40	355	168	28	555	12	22	272	47
144	Western & Olympic	5	846	99	164	1,032	96	64	978	109	68	721	76
145	Normandie & Olympic	60	465	69	68	1,164	52	52	463	47	76	918	83
146	Vermont & Olympic	169	914	94	111	1,036	120	63	841	63	91	769	161
147	Alvarado & Olympic	232	380	69	85	888	182	132	388	115	31	668	98
148	Union & Olympic	98	219	45	25	943	31	15	180	56	39	779	51
149	Western & Pico	71	924	31	65	362	77	50	828	32	54	284	80
150	Normandie & Pico	19	502	18	38	449	79	77	477	32	51	298	20
151	Vermont & Pico	39	1,025	56	86	379	163	51	835	56	71	317	62
152	Alvarado & Pico	129	409	60	224	533	287	31	311	59	19	180	139
153	Pico & Union	54	186	36	122	976	35	22	120	16	27	179	36
154	Hoover & Alvarado	0	584	0	6	0	712	313	489	0	0	0	0
155	Western & Venice	51	831	17	45	463	82	27	788	54	50	265	55
156	Normandie & Venice	32	648	19	31	466	28	19	563	59	70	229	37
157	Vermont & Venice	51	1,131	52	64	485	60	57	833	32	40	192	43
158	Hoover & Venice	148	1,117	30	55	346	133	31	691	32	52	129	65
159	Western & Washington	33	1,037	44	59	498	63	77	877	67	59	259	50
160	Normandie & Washington	34	684	14	27	490	56	53	601	78	65	233	29

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Peak Hour Traffic Volumes

161	Vermont & Washington	55	1,206	31	55	509	80	85	828	56	53	227	47
162	Hoover & Washington	141	1,036	130	43	364	78	66	720	37	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	654	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	620	423	0	0	0	153	812	0	211	4	282
165	I-10 EB Ramp & Hoover	0	496	318	0	0	0	246	622	0	164	0	275
166	Hill & Venice	130	1,619	253	5	71	3	6	129	9	586	443	4
167	Broadway & Venice	10	326	6	8	44	5	3	161	21	96	586	3
168	Main & Venice	5	228	4	2	40	2	3	156	8	16	570	8
169	Los Angeles & Venice	2	120	2	2	44	3	2	53	4	24	518	3
170	San Pedro & Venice	45	131	0	59	43	157	0	59	31	511	0	12
171	Central & Venice	50	295	0	31	74	173	0	107	95	0	0	0
172	Central & Washington	15	434	54	69	197	30	9	349	15	36	565	47
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	658	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	921	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	393	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	518	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	548	90	72	500	45	68	307	57
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

		AM											
No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	20	2	9	103	662	29	99	284	155	23	388	207
2	Francisco & Olympic	120	4	100	24	657	195	31	5	31	18	445	19
3	Figueroa & Olympic	0	0	0	108	708	0	56	340	153	98	283	177
4	Flower & Olympic	329	198	22	0	475	15	0	0	0	22	308	0
5	Grand & Olympic	122	217	29	0	229	40	0	0	0	67	214	0
6	Olive & Olympic	0	0	0	13	219	0	34	176	34	0	182	56
7	Hill & Olympic	40	403	16	12	174	3	19	80	10	27	151	29
8	Broadway & Olympic	34	121	9	16	145	4	4	100	11	30	143	28
9	Main & Olympic	68	79	4	13	78	6	4	101	14	18	104	33
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	87	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	83	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	72	7
13	Maple & 9th	2	16	1	9	43	13	6	31	3	7	158	4
14	San Pedro & 9th	6	102	3	25	73	13	57	119	1	12	157	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	328	0	0	1,057	933	0	0	46
16	Figueroa & 11th	0	69	1	88	0	21	6	457	0	0	0	0
17	Flower & 11th	76	290	0	0	17	8	0	0	0	0	0	0
18	Grand & 11th	68	297	0	0	13	151	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	197	150	0	0	0
20	Figueroa & 12th	0	93	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	228	49	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	852	56	0	0	0	0	0	0	125	33	0
23	Olive & 12th	0	0	0	0	0	0	5	198	0	0	62	26
24	LA Live Way & Pico	0	0	0	0	87	0	122	352	451	0	590	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	554	0	0	1	254
26	Figueroa & Pico	9	86	10	35	60	45	71	343	23	173	521	35
27	Flower & Pico	37	220	0	0	93	7	0	0	0	287	342	0
28	Grand & Pico	26	1,188	8	0	75	47	0	0	0	159	215	0
29	Olive & Pico	0	0	0	39	79	0	37	132	39	0	199	24
30	Hill & Pico	10	1,462	48	3	55	2	5	43	5	133	171	39
31	Broadway & Pico	14	197	2	5	39	6	32	530	49	61	156	15
32	Main & Pico	9	96	1	0	31	2	1	68	12	31	110	33
33	Blaine & Olympic	1	44	11	8	571	223	31	1	60	159	527	6
34	Blaine & SR 110 SB Off-Ramps	8	435	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	442	21	0	0	1,289	0	0	0	111	0	0
36	Convention Center Drive & Venice	8	0	3	26	416	0	0	0	0	0	193	94
37	Figueroa & Venice	27	354	34	16	340	86	32	367	48	56	92	24

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Peak Hour Traffic Volumes

38	Flower & Venice	59	418	7	0	387	299	0	0	0	49	106	0
39	Grand & Venice	123	1,083	92	0	256	370	0	0	0	79	70	0
40	Olive & Venice	0	0	0	8	183	0	854	153	440	0	148	11
41	Grand & 17th	429	1,063	0	0	385	85	0	0	0	0	0	0
42	Olive & 17th	0	0	0	53	411	0	0	129	105	0	0	0
43	Hill & 17th	161	1,887	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	301	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	95	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	84	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	525	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	813	378	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	410	123	0	0	419	112
50	Hill & 18th	0	656	1,238	0	0	0	14	32	0	4	801	8
51	Broadway & 18th	0	130	181	0	0	0	15	94	0	12	2,028	18
52	Main & 18th	0	107	23	0	0	0	55	84	0	16	2,217	5
53	Los Angeles & 18th	0	36	4	0	0	0	0	65	0	10	8	2,278
54	Figueroa & Washington	217	208	60	44	625	89	28	510	124	71	145	43
55	Flower & Washington	84	382	15	0	678	39	0	0	0	48	191	0
56	Grand & Washington	260	542	74	5	403	16	39	52	60	15	186	0
57	Olive & Washington	0	0	0	21	291	3	201	474	112	5	278	22
58	Hill & Washington	109	348	247	22	137	11	5	35	2	3	454	6
59	Broadway & Washington	7	126	7	27	150	16	12	99	14	18	677	6
60	Main & Washington	8	93	13	22	184	9	11	102	16	22	699	10
61	Los Angeles & Washington	14	20	10	6	154	1	3	12	1	2	696	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	667	37
63	Figueroa & Adams	49	501	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	1,550	16	0	528	206	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	398	0	93	0	200	0	144	0
66	Grand & Adams	87	289	26	8	274	22	12	38	14	8	214	28
67	Hill & Adams	79	181	12	10	230	10	8	36	4	5	237	14
68	Broadway & Adams	46	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	782	17	0	305	90	0	0	0	218	236	0
71	Figueroa & Exposition	70	448	315	194	225	20	26	307	51	64	270	63
72	Flower & 37th Street	0	137	1,027	0	0	0	117	0	0	35	570	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	178	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	442	30	63	9	41	22	204	0	1	0	5
77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	249	12	0	52	93	24	0
78	Figueroa & MLK	67	201	204	66	611	123	66	145	50	52	751	76

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Peak Hour Traffic Volumes

79	I-110 SB Ramps & MLK	370	5	212	0	497	214	0	0	0	554	520	0
80	I-110 NB Ramps/Hill & MLK	84	5	11	12	405	92	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	105	595	0	8	315	208
82	Francisco & 9th	0	0	231	0	0	0	0	0	0	0	860	122
83	Figueroa & 9th	0	0	0	0	0	0	90	709	0	0	636	445
84	Flower & 9th	0	516	207	0	0	0	0	0	0	167	558	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	47	359	42
86	Bixel & 8th	45	576	0	129	439	647	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,287	30	0	0	463	0	0	0
88	Figueroa & 8th	0	0	0	194	922	0	0	1,193	447	0	0	0
89	Flower & 8th	385	411	0	0	676	60	0	0	0	0	0	0
90	Hill & 8th	44	116	0	17	199	12	0	316	25	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	398	71	64	59	33	95	334	13
93	Figueroa & Wilshire	0	0	0	352	168	0	112	1,649	148	0	203	261
94	Lucas & 6th	51	47	10	12	197	7	4	88	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	26	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	263	2,022	0	0	602	152
97	Flower & 6th	0	381	115	0	0	0	0	0	0	167	731	0
98	Grand & 6th	0	219	50	0	0	0	0	0	0	81	1,055	0
99	Hill & 6th	0	99	39	0	0	0	56	280	0	27	857	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	681	0
101	Main & 6th	0	0	0	0	0	0	29	453	0	0	268	439
102	Figueroa & 5th	0	0	0	626	1,678	0	0	1,356	872	0	0	0
103	Grand & 5th	121	165	0	19	1,126	127	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	423	0	0	617	705	0	0	0
105	Hill & 5th	81	117	0	211	255	0	0	443	38	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	772	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	199	30	60	1,017	552	125	131	29
109	Beaudry & 1st	55	151	24	26	116	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	171	24	92	110	58	50	281	538
111	Grand & 1st	31	211	12	573	179	21	1	93	9	28	142	226
112	Olive & 1st	0	0	0	0	295	12	131	0	484	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	537	109	13	203	89
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	191	10
115	Main & 1st	0	0	0	15	139	0	28	796	29	0	156	26
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	596	31	19	97	98
117	Main & Aliso	0	0	0	0	0	0	585	235	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	748	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	127	966	97	0	81

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

120	Beaudry & Sunset	30	34	21	25	371	46	78	63	90	179	1,204	13
121	Figuerroa & Cesar Chavez	34	57	33	33	333	51	111	217	131	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	112	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	218	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	163	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	74	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	646	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	697	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	395	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	506	644	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	942	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	912	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	836	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	756	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	489	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	604	41	29	258	84
138	Western & Wilshire	57	662	93	108	648	131	103	821	62	94	640	118
139	Normandie & Wilshire	58	812	50	62	394	40	44	776	83	74	339	35
140	Vermont & Wilshire	114	600	154	121	868	65	85	589	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	389	62	37	528	44	39	354	106
142	Vermont & 8th	93	905	33	47	249	22	34	914	67	112	267	79
143	Alvarado & 8th	52	403	23	39	241	168	28	473	12	22	150	46
144	Western & Olympic	5	748	96	153	797	85	61	910	108	67	556	75
145	Normandie & Olympic	52	439	67	65	942	48	49	445	39	31	714	62
146	Vermont & Olympic	165	776	85	102	817	118	61	704	57	76	581	148
147	Alvarado & Olympic	231	301	63	79	660	157	108	312	115	31	472	97
148	Union & Olympic	97	215	44	14	688	31	15	177	55	39	555	50
149	Western & Pico	60	825	31	64	288	76	49	761	32	53	218	77
150	Normandie & Pico	19	436	10	37	375	78	76	450	32	50	232	20
151	Vermont & Pico	38	873	55	85	306	162	50	693	55	70	245	60
152	Alvarado & Pico	125	312	58	222	461	286	18	216	59	19	112	134
153	Pico & Union	53	184	35	120	903	27	22	119	16	27	99	36
154	Hoover & Alvarado	0	507	0	6	0	612	206	443	0	0	0	0
155	Western & Venice	50	733	17	45	431	81	27	721	53	49	232	54
156	Normandie & Venice	32	580	19	31	434	28	19	535	58	69	197	37
157	Vermont & Venice	51	978	51	63	453	59	56	691	32	40	160	42
158	Hoover & Venice	147	942	30	54	315	124	28	539	32	51	98	64
159	Western & Washington	33	937	43	58	392	62	76	809	66	58	196	49
160	Normandie & Washington	34	616	14	27	384	55	52	572	77	64	170	29

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

161	Vermont & Washington	54	1,052	31	55	403	79	84	686	55	52	164	46
162	Hoover & Washington	140	865	118	35	259	77	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	577	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	562	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	429	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	124	1,495	250	1	54	3	6	28	9	585	436	4
167	Broadway & Venice	8	248	6	8	37	5	3	92	10	93	580	3
168	Main & Venice	3	120	4	2	35	2	3	51	8	16	564	8
169	Los Angeles & Venice	2	96	2	2	39	3	2	37	4	24	518	3
170	San Pedro & Venice	45	129	0	58	38	155	0	58	31	511	0	12
171	Central & Venice	49	248	0	31	68	171	0	75	94	0	0	0
172	Central & Washington	13	333	36	40	146	30	9	257	15	36	477	43
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	599	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	785	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	308	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	485	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	441	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,169	21,690	0	0	72.2	71.2
- South of 1st St.	70	10	45	35	1,719	17,190	0	0	71.2	70.2
- North of 11th St.	70	10	45	35	1,469	14,690	0	0	70.5	69.5
- Between 11th and 12th St.	50	10	35	35	1,491	14,910	0	0	71.7	70.8
- Between 12th St. and Venice Ave.	50	10	35	35	1,542	15,420	0	0	71.9	70.9
- Between Venice Ave. and 17th St.	50	10	35	35	1,641	16,410	0	0	72.2	71.2
- Between 17th St. and Washington Ave.	50	10	35	35	1,053	10,530	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,727	27,270	0	0	73.2	72.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,046	30,460	0	0	73.6	72.7
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,963	19,630	0	0	71.7	70.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,470	14,700	0	0	70.5	69.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,685	16,850	0	0	71.1	70.1
- South of Pico Blvd.	70	10	45	35	1,945	19,450	0	0	71.7	70.7
Flower Street										
- North of 6th St.	70	10	45	35	1,412	14,120	0	0	70.3	69.3
- Between 6th St. and 8th St.	60	10	40	35	1,568	15,680	0	0	71.4	70.4
- Between 8th and Pico Blvd.	60	10	40	35	1,244	12,440	0	0	70.3	69.4
- South of Pico Blvd.	40	10	30	35	1,026	10,260	0	0	70.9	69.9
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,295	12,950	0	0	70.5	69.5
- South of 1st St.	70	10	45	35	1,590	15,900	0	0	70.8	69.8
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,953	19,530	0	0	71.3	70.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,538	15,380	0	0	70.3	69.3
- East of Figueroa St.	70	10	45	35	1,109	11,090	0	0	69.2	68.3
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,802	18,020	0	0	73.4	72.4
- East of Bixel St.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- East of Flower St.	40	10	30	35	1,320	13,200	0	0	72.0	71.0
- West of Main St.	40	10	30	35	1,024	10,240	0	0	70.9	69.9
- East of Main St.	40	10	30	35	914	9,140	0	0	70.4	69.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,864	28,640	0	0	73.0	72.0
- Between Alvarado St. & Union Ave.	80	10	50	35	2,606	26,060	0	0	72.6	71.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,288	22,880	0	0	72.0	71.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,118	21,180	0	0	71.7	70.7
- Between George St. & Francisco St.	80	10	50	35	2,123	21,230	0	0	71.7	70.7
- Between Francisco St. & Figueroa St.	80	10	50	35	2,159	21,590	0	0	71.7	70.8
- Between Figueroa St. & Flower St.	70	10	45	35	2,070	20,700	0	0	72.0	71.0
- East of Flower St.	70	10	45	35	1,750	17,500	0	0	71.2	70.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	479	4,790	0	0	67.6	66.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	482	4,820	0	0	67.6	66.7
- East of LA Live Wy.	60	10	40	35	324	3,240	0	0	64.5	63.5
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	441	4,410	0	0	67.2	66.3
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,739	17,390	0	0	71.8	70.8
- Between Alvarado St. & Union Ave.	60	10	40	35	1,692	16,920	0	0	71.7	70.7
- Between Union Ave. & Figueroa St.	60	10	40	35	1,504	15,040	0	0	71.2	70.2
- Between Figueroa & Flower St.	70	10	45	35	1,202	12,020	0	0	69.6	68.6
- East of Hill St.	50	10	35	35	904	9,040	0	0	69.6	68.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	692	6,920	0	0	69.0	68.0
Venice Boulevard										
- East of Olive St.	40	10	30	35	956	9,560	0	0	70.6	69.6
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	191	1,910	0	0	63.6	62.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,754	17,540	0	0	73.2	72.3
W. 18th Street										
- West of Flower St.	40	10	30	35	78	780	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	100	1,000	0	0	60.8	59.8
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,955	19,550	0	0	71.3	70.3
- Between Flower St. & Grand Ave.	80	10	50	35	1,738	17,380	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,903	19,030	0	0	71.2	70.2
- East of Los Angeles St.	80	10	50	35	2,039	20,390	0	0	71.5	70.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,040	10,400	0	0	69.0	68.0
- East of I-110 Fwy.	50	10	35	35	885	8,850	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,128	21,280	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,086	20,860	0	0	72.6	71.6
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,777	17,770	0	0	71.9	70.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,664	16,640	0	0	71.6	70.6
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,473	14,730	0	0	72.3	71.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,295	12,950	0	0	71.7	70.7
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	960	9,600	0	0	70.4	69.4
- South of 6th St.	40	10	30	30	821	8,210	0	0	69.7	68.8
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,476	24,760	0	0	73.9	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	1,793	17,930	0	0	72.5	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,456	14,560	0	0	71.6	70.7
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,751	17,510	0	0	72.4	71.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,648	16,480	0	0	72.2	71.2

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,320	13,200	0	0	71.2	70.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,671	26,710	0	0	73.1	72.1
- South of 1st St.	70	10	45	35	2,417	24,170	0	0	72.6	71.7
- North of 11th St.	70	10	45	35	2,086	20,860	0	0	72.0	71.0
- Between 11th and 12th St.	50	10	35	35	2,202	22,020	0	0	73.4	72.5
- Between 12th St. and Venice Ave.	50	10	35	35	2,238	22,380	0	0	73.5	72.5
- Between Venice Ave. and 17th St.	50	10	35	35	2,342	23,420	0	0	73.7	72.7
- Between 17th St. and Washington Ave.	50	10	35	35	1,524	15,240	0	0	71.8	70.9
- South of Washington Ave.	50	10	35	35	1,539	15,390	0	0	71.9	70.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,115	31,150	0	0	73.7	72.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,944	39,440	0	0	74.8	73.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,601	26,010	0	0	73.0	72.0
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,115	21,150	0	0	72.1	71.1
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,410	24,100	0	0	72.6	71.6
- South of Pico Blvd.	70	10	45	35	2,552	25,520	0	0	72.9	71.9
Flower Street										
- North of 6th St.	70	10	45	35	1,764	17,640	0	0	71.3	70.3
- Between 6th St. and 8th St.	60	10	40	35	2,175	21,750	0	0	72.8	71.8
- Between 8th and Pico Blvd.	60	10	40	35	1,857	18,570	0	0	72.1	71.1
- South of Pico Blvd.	40	10	30	35	1,597	15,970	0	0	72.8	71.9
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,614	16,140	0	0	71.5	70.5
- South of 1st St.	70	10	45	35	1,921	19,210	0	0	71.6	70.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,844	28,440	0	0	72.9	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,662	16,620	0	0	70.6	69.6
- East of Figueroa St.	70	10	45	35	1,210	12,100	0	0	69.6	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,622	26,220	0	0	75.0	74.0
- East of Bixel St.	40	10	30	35	2,543	25,430	0	0	74.9	73.9
- East of Flower St.	40	10	30	35	1,799	17,990	0	0	73.4	72.4
- West of Main St.	40	10	30	35	1,383	13,830	0	0	72.2	71.2
- East of Main St.	40	10	30	35	1,157	11,570	0	0	71.4	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,376	33,760	0	0	73.7	72.7
- Between Alvarado St. & Union Ave.	80	10	50	35	3,257	32,570	0	0	73.5	72.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,936	29,360	0	0	73.1	72.1
- Between Blaine St. & Georgia St.	80	10	50	35	2,945	29,450	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,691	26,910	0	0	72.7	71.7
- Between Francisco St. & Figueroa St.	80	10	50	35	3,020	30,200	0	0	73.2	72.2
- Between Figueroa St. & Flower St.	70	10	45	35	2,903	29,030	0	0	73.4	72.5
- East of Flower St.	70	10	45	35	2,491	24,910	0	0	72.8	71.8
W. 11th Street										
- West of Blaine St.	40	10	30	35	498	4,980	0	0	67.8	66.8
- Between Blaine St. & LA Live Wy.	40	10	30	35	641	6,410	0	0	68.9	67.9
- East of LA Live Wy.	60	10	40	35	519	5,190	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	781	7,810	0	0	69.7	68.8
- East of Grand Ave.	40	10	30	35	931	9,310	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,988	19,880	0	0	72.4	71.4
- Between Alvarado St. & Union Ave.	60	10	40	35	1,945	19,450	0	0	72.3	71.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,779	17,790	0	0	71.9	70.9
- Between Figueroa & Flower St.	70	10	45	35	1,488	14,880	0	0	70.5	69.6
- East of Hill St.	50	10	35	35	1,160	11,600	0	0	70.6	69.7
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	879	8,790	0	0	70.0	69.1
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,008	10,080	0	0	70.8	69.9
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	390	3,900	0	0	66.7	65.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,270	22,700	0	0	74.4	73.4
W. 18th Street										
- West of Flower St.	40	10	30	35	109	1,090	0	0	61.2	60.2
- West of Grand Ave.	40	10	30	35	132	1,320	0	0	62.0	61.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,205	22,050	0	0	71.8	70.9
- Between Flower St. & Grand Ave.	80	10	50	35	2,042	20,420	0	0	71.5	70.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,201	22,010	0	0	71.8	70.9
- East of Los Angeles St.	80	10	50	35	2,253	22,530	0	0	71.9	71.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,087	10,870	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	895	8,950	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,468	24,680	0	0	73.3	72.3
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,412	24,120	0	0	73.2	72.2
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,224	22,240	0	0	72.9	71.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,951	19,510	0	0	72.3	71.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
- South of Pico Blvd.	40	10	30	30	1,080	10,800	0	0	70.9	70.0
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,343	13,430	0	0	71.9	70.9
- South of 6th St.	40	10	30	30	1,172	11,720	0	0	71.3	70.3
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,658	26,580	0	0	74.2	73.3
- Between Flower St. & Grand Ave.	50	10	35	35	2,029	20,290	0	0	73.1	72.1
- Between Grand Ave. and Main St.	50	10	35	35	1,684	16,840	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,250	22,500	0	0	73.5	72.5
- Between Bixel St. & Figueroa St.	50	10	35	35	2,262	22,620	0	0	73.5	72.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,660	16,600	0	0	72.2	71.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	3,066	30,660	0	0	73.7	72.7
- South of 1st St.	70	10	45	35	2,842	28,420	0	0	73.3	72.4
- North of 11th St.	70	10	45	35	2,178	21,780	0	0	72.2	71.2
- Between 11th and 12th St.	50	10	35	35	2,592	25,920	0	0	74.1	73.2
- Between 12th St. and Venice Ave.	50	10	35	35	2,444	24,440	0	0	73.9	72.9
- Between Venice Ave. and 17th St.	50	10	35	35	2,478	24,780	0	0	73.9	73.0
- Between 17th St. and Washington Ave.	50	10	35	35	1,616	16,160	0	0	72.1	71.1
- South of Washington Ave.	50	10	35	35	1,588	15,880	0	0	72.0	71.0
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,305	33,050	0	0	74.0	73.0
- Between 5th St. and Wilshire Blvd.	70	10	45	35	4,138	41,380	0	0	75.0	74.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,168	31,680	0	0	73.8	72.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,691	26,910	0	0	73.1	72.1
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,846	28,460	0	0	73.3	72.4
- South of Pico Blvd.	70	10	45	35	3,055	30,550	0	0	73.7	72.7
Flower Street										
- North of 6th St.	70	10	45	35	2,380	23,800	0	0	72.6	71.6
- Between 6th St. and 8th St.	60	10	40	35	2,999	29,990	0	0	74.2	73.2
- Between 8th and Pico Blvd.	60	10	40	35	2,223	22,230	0	0	72.9	71.9
- South of Pico Blvd.	40	10	30	35	1,840	18,400	0	0	73.4	72.5
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,970	19,700	0	0	72.3	71.4
- South of 1st St.	70	10	45	35	2,259	22,590	0	0	72.3	71.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,891	28,910	0	0	73.0	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,701	17,010	0	0	70.7	69.7
- East of Figueroa St.	70	10	45	35	1,237	12,370	0	0	69.7	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,829	28,290	0	0	75.3	74.3
- East of Bixel St.	40	10	30	35	2,750	27,500	0	0	75.2	74.2
- East of Flower St.	40	10	30	35	2,470	24,700	0	0	74.7	73.8
- West of Main St.	40	10	30	35	1,395	13,950	0	0	72.2	71.3
- East of Main St.	40	10	30	35	1,169	11,690	0	0	71.5	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,705	37,050	0	0	74.1	73.1
- Between Alvarado St. & Union Ave.	80	10	50	35	3,667	36,670	0	0	74.0	73.1
- Between Union Ave. & Blaine St.	80	10	50	35	3,456	34,560	0	0	73.8	72.8
- Between Blaine St. & Georgia St.	80	10	50	35	3,465	34,650	0	0	73.8	72.8
- Between George St. & Francisco St.	80	10	50	35	3,182	31,820	0	0	73.4	72.5
- Between Francisco St. & Figueroa St.	80	10	50	35	3,871	38,710	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,600	36,000	0	0	74.4	73.4
- East of Flower St.	70	10	45	35	2,926	29,260	0	0	73.5	72.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	237	2,370	0	0	64.5	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	560	5,600	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	251	2,510	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	642	6,420	0	0	68.9	67.9
- East of Grand Ave.	40	10	30	35	1,243	12,430	0	0	71.7	70.8
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,191	21,910	0	0	72.8	71.8
- Between Alvarado St. & Union Ave.	60	10	40	35	2,501	25,010	0	0	73.4	72.4
- Between Union Ave. & Figueroa St.	60	10	40	35	2,543	25,430	0	0	73.5	72.5
- Between Figueroa & Flower St.	70	10	45	35	2,344	23,440	0	0	72.5	71.5
- East of Hill St.	50	10	35	35	1,383	13,830	0	0	71.4	70.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,814	18,140	0	0	73.2	72.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,298	12,980	0	0	71.9	71.0
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	390	3,900	0	0	66.7	65.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,433	24,330	0	0	74.7	73.7
W. 18th Street										
- West of Flower St.	40	10	30	35	213	2,130	0	0	64.1	63.1
- West of Grand Ave.	40	10	30	35	236	2,360	0	0	64.5	63.6
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,548	25,480	0	0	72.5	71.5
- Between Flower St. & Grand Ave.	80	10	50	35	2,232	22,320	0	0	71.9	70.9
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,319	23,190	0	0	72.1	71.1
- East of Los Angeles St.	80	10	50	35	2,346	23,460	0	0	72.1	71.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,132	11,320	0	0	69.3	68.4
- East of I-110 Fwy.	50	10	35	35	1,060	10,600	0	0	70.3	69.3
Alvarado Street										
- North of 8th St.	60	10	40	35	2,489	24,890	0	0	73.4	72.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,433	24,330	0	0	73.3	72.3
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,465	24,650	0	0	73.3	72.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	2,126	21,260	0	0	72.7	71.7
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,528	15,280	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,493	14,930	0	0	72.3	71.4
- South of Pico Blvd.	40	10	30	30	1,147	11,470	0	0	71.2	70.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,649	16,490	0	0	72.8	71.8
- South of 6th St.	40	10	30	30	1,271	12,710	0	0	71.6	70.7
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,684	26,840	0	0	74.3	73.3
- Between Flower St. & Grand Ave.	50	10	35	35	2,418	24,180	0	0	73.8	72.9
- Between Grand Ave. and Main St.	50	10	35	35	1,948	19,480	0	0	72.9	71.9
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,504	25,040	0	0	74.0	73.0
- Between Bixel St. & Figueroa St.	50	10	35	35	2,515	25,150	0	0	74.0	73.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,937	19,370	0	0	72.9	71.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,564	25,640	0	0	72.9	71.9
- South of 1st St.	70	10	45	35	2,144	21,440	0	0	72.1	71.1
- North of 11th St.	70	10	45	35	1,560	15,600	0	0	70.7	69.8
- Between 11th and 12th St.	50	10	35	35	1,844	18,440	0	0	72.7	71.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,711	17,110	0	0	72.3	71.4
- Between Venice Ave. and 17th St.	50	10	35	35	1,758	17,580	0	0	72.5	71.5
- Between 17th St. and Washington Ave.	50	10	35	35	1,145	11,450	0	0	70.6	69.6
- South of Washington Ave.	50	10	35	35	1,204	12,040	0	0	70.8	69.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,917	29,170	0	0	73.4	72.5
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,239	32,390	0	0	73.9	72.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,507	25,070	0	0	72.8	71.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,996	19,960	0	0	71.8	70.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,092	20,920	0	0	72.0	71.0
- South of Pico Blvd.	70	10	45	35	2,497	24,970	0	0	72.8	71.8
Flower Street										
- North of 6th St.	70	10	45	35	2,026	20,260	0	0	71.9	70.9
- Between 6th St. and 8th St.	60	10	40	35	2,390	23,900	0	0	73.2	72.2
- Between 8th and Pico Blvd.	60	10	40	35	1,616	16,160	0	0	71.5	70.5
- South of Pico Blvd.	40	10	30	35	1,283	12,830	0	0	71.9	70.9
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,651	16,510	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,928	19,280	0	0	71.7	70.7
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,000	20,000	0	0	71.4	70.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,577	15,770	0	0	70.4	69.4
- East of Figueroa St.	70	10	45	35	1,136	11,360	0	0	69.4	68.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,009	20,090	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	1,898	18,980	0	0	73.6	72.6
- East of Flower St.	40	10	30	35	1,991	19,910	0	0	73.8	72.8
- West of Main St.	40	10	30	35	1,036	10,360	0	0	71.0	70.0
- East of Main St.	40	10	30	35	926	9,260	0	0	70.5	69.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,192	31,920	0	0	73.4	72.5
- Between Alvarado St. & Union Ave.	80	10	50	35	3,015	30,150	0	0	73.2	72.2
- Between Union Ave. & Blaine St.	80	10	50	35	2,808	28,080	0	0	72.9	71.9
- Between Blaine St. & Georgia St.	80	10	50	35	2,638	26,380	0	0	72.6	71.6
- Between George St. & Francisco St.	80	10	50	35	2,586	25,860	0	0	72.5	71.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,944	29,440	0	0	73.1	72.1
- Between Figueroa St. & Flower St.	70	10	45	35	2,753	27,530	0	0	73.2	72.2
- East of Flower St.	70	10	45	35	2,155	21,550	0	0	72.1	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	239	2,390	0	0	64.6	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	506	5,060	0	0	67.8	66.9
- East of LA Live Wy.	60	10	40	35	261	2,610	0	0	63.6	62.6
- West of Grand Ave.	40	10	30	35	299	2,990	0	0	65.6	64.6
- East of Grand Ave.	40	10	30	35	736	7,360	0	0	69.5	68.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,941	19,410	0	0	72.3	71.3
- Between Alvarado St. & Union Ave.	60	10	40	35	2,247	22,470	0	0	72.9	71.9
- Between Union Ave. & Figueroa St.	60	10	40	35	2,237	22,370	0	0	72.9	71.9
- Between Figueroa & Flower St.	70	10	45	35	2,043	20,430	0	0	71.9	70.9
- East of Hill St.	50	10	35	35	1,126	11,260	0	0	70.5	69.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,626	16,260	0	0	72.7	71.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,246	12,460	0	0	71.8	70.8
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	191	1,910	0	0	63.6	62.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,916	19,160	0	0	73.6	72.6
W. 18th Street										
- West of Flower St.	40	10	30	35	182	1,820	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	204	2,040	0	0	63.9	62.9
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,297	22,970	0	0	72.0	71.0
- Between Flower St. & Grand Ave.	80	10	50	35	1,928	19,280	0	0	71.3	70.3
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,020	20,200	0	0	71.5	70.5
- East of Los Angeles St.	80	10	50	35	2,132	21,320	0	0	71.7	70.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,085	10,850	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	1,050	10,500	0	0	70.2	69.2
Alvarado Street										
- North of 8th St.	60	10	40	35	2,149	21,490	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,107	21,070	0	0	72.6	71.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,018	20,180	0	0	72.4	71.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,839	18,390	0	0	72.0	71.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,445	14,450	0	0	72.2	71.2
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,266	12,660	0	0	71.6	70.6
- South of 6th St.	40	10	30	30	920	9,200	0	0	70.2	69.3
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,502	25,020	0	0	74.0	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	2,182	21,820	0	0	73.4	72.4
- Between Grand Ave. and Main St.	50	10	35	35	1,721	17,210	0	0	72.4	71.4
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,003	20,030	0	0	73.0	72.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,900	19,000	0	0	72.8	71.8

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,597	15,970	0	0	72.0	71.1

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	107	1,096	51	41	19	17	19	762	153
2	Francisco & Olympic	35	6	11	23	1,237	21	15	2	26	20	824	19
3	Figueroa & Olympic	0	0	0	154	1,062	46	113	1,171	186	130	697	111
4	Flower & Olympic	347	1,005	56	0	940	28	0	0	0	55	726	0
5	Grand & Olympic	224	1,199	99	0	936	93	0	0	0	87	732	0
6	Olive & Olympic	0	0	0	81	890	0	38	811	116	0	705	129
7	Hill & Olympic	172	683	30	42	756	50	54	445	50	64	613	52
8	Broadway & Olympic	90	446	21	68	712	51	68	553	44	60	605	57
9	Main & Olympic	198	673	36	133	581	72	80	880	60	67	447	172
10	Los Angeles & Olympic	143	381	39	67	477	49	69	265	53	102	406	109
11	Santee & Olympic	192	69	19	31	343	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	222	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	681	19
14	San Pedro & 9th	62	496	44	129	414	76	137	594	96	78	753	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	210	15	44	638	169	14	31	54
16	Figueroa & 11th	16	159	2	160	205	140	13	1,326	33	55	16	24
17	Flower & 11th	207	1,021	0	0	313	62	0	0	0	24	0	0
18	Grand & 11th	116	1,353	0	0	303	138	0	0	0	0	0	0
19	Olive & 11th	0	0	0	98	529	0	0	809	105	0	0	0
20	Figueroa & 12th	0	353	13	11	0	42	25	1,275	0	3	3	0
21	Flower & 12th	49	981	58	0	0	0	0	0	0	5	36	0
22	Grand & 12th	0	1,396	95	0	0	0	0	0	0	77	114	0
23	Olive & 12th	0	0	0	0	0	0	59	823	0	0	168	83
24	LA Live Way & Pico	7	0	57	90	444	0	125	694	670	0	514	108
25	LA Live Way & Bond	0	0	0	23	0	0	0	1,563	0	0	0	0
26	Figueroa & Pico	20	343	15	70	437	126	58	1,196	83	139	473	79
27	Flower & Pico	106	908	0	0	558	45	0	0	0	73	487	0
28	Grand & Pico	88	1,428	45	0	506	61	0	0	0	69	435	0
29	Olive & Pico	0	0	0	68	448	0	70	728	85	0	413	46
30	Hill & Pico	88	718	29	26	356	61	31	363	34	39	401	34
31	Broadway & Pico	55	579	13	29	328	57	32	530	49	81	345	63
32	Main & Pico	56	770	20	74	319	0	46	671	45	40	282	81
33	Blaine & Olympic	27	165	20	41	912	236	32	1	61	206	927	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	58	0	0	0	0	0	0
35	Blaine & 11th	24	661	35	0	209	187	0	0	0	191	55	0
36	Convention Center Drive & Venice	9	0	5	5	575	0	0	0	0	0	671	3

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Peak Hour Traffic Volumes

37	Figueroa & Venice	41	559	18	52	455	181	63	1,166	156	212	394	73
38	Flower & Venice	212	708	74	0	469	20	0	0	0	82	415	0
39	Grand & Venice	58	1,429	123	0	383	57	0	0	0	145	366	0
40	Olive & Venice	0	0	0	60	381	0	70	673	55	0	445	53
41	Grand & 17th	780	870	0	0	974	134	0	0	0	0	0	0
42	Olive & 17th	0	0	0	143	835	0	0	614	187	0	0	0
43	Hill & 17th	194	672	0	64	706	58	0	410	79	0	0	0
44	Broadway & 17th	126	705	0	57	604	89	0	584	82	0	0	0
45	Main & 17th	158	733	0	44	511	149	0	666	58	0	0	0
46	Los Angeles & 17th	138	620	0	101	527	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	55	0
48	Grand & 18th	0	798	192	0	0	0	192	0	0	124	703	0
49	Olive & 18th	0	0	0	0	0	0	64	548	0	0	834	252
50	Hill & 18th	0	677	48	0	0	0	87	460	0	43	578	28
51	Broadway & 18th	0	719	70	0	0	0	66	598	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	106	678	94	97	723	123	105	1,466	179	128	679	140
55	Flower & Washington	196	1,033	66	0	889	0	0	0	0	61	813	0
56	Grand & Washington	80	742	89	11	715	57	69	180	55	52	805	0
57	Olive & Washington	0	0	0	93	731	58	49	389	49	41	843	83
58	Hill & Washington	51	669	70	49	766	60	141	520	39	24	819	18
59	Broadway & Washington	40	775	41	48	804	117	74	644	43	55	945	37
60	Main & Washington	77	776	74	64	832	100	98	677	57	51	916	58
61	Los Angeles & Washington	95	168	118	75	895	11	21	247	5	18	919	127
62	San Pedro & Washington	106	651	46	52	752	108	50	598	54	83	961	149
63	Figueroa & Adams	127	888	141	306	722	137	71	1,339	198	215	507	129
64	Flower & Adams	105	1,368	40	0	1,317	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	139	0	345	0	511	0	254	0	313	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	302	46	50	782	156
67	Hill & Adams	67	623	67	62	465	42	87	506	20	36	749	135
68	Broadway & Adams	47	800	39	19	516	54	55	519	51	71	796	93
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	492	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	797	170	340	596	24	33	847	156	232	539	250
72	Flower & 37th Street	0	296	828	0	0	0	169	0	0	49	684	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	227	886	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	294	19	54	90	117
75	Broadway & 37th	14	1,035	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,252	177	272	22	437	105	618	25	17	30	97

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77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	120	0	218	284	116	0
78	Figueroa & MLK	347	1,100	171	75	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,174	350	0	0	0	552	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	82	339	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	275	0	26	773	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,304	330
83	Figueroa & 9th	0	0	0	0	0	0	144	1,360	0	0	1,059	375
84	Flower & 9th	0	1,149	159	0	0	0	0	0	0	158	907	0
85	Broadway & 9th	0	495	63	0	0	0	77	536	0	75	1,080	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,709	77	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	291	1,554	0	0	1,749	208	0	0	0
89	Flower & 8th	338	1,343	0	0	1,359	131	0	0	0	0	0	0
90	Hill & 8th	143	762	0	72	754	74	0	482	64	0	0	0
91	Broadway & 8th	63	503	0	78	755	60	0	598	76	0	0	0
92	Bixel & Wilshire	90	272	77	57	695	72	119	181	62	78	758	68
93	Figueroa & Wilshire	0	0	0	330	347	0	62	2,032	96	0	581	493
94	Lucas & 6th	107	242	39	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	731	75
96	Figueroa & 6th	0	0	0	0	0	0	164	2,824	0	0	1,065	370
97	Flower & 6th	0	1,117	295	0	0	0	0	0	0	338	1,025	0
98	Grand & 6th	0	1,043	153	0	0	0	0	0	0	132	1,289	0
99	Hill & 6th	0	694	63	0	0	0	93	562	0	143	987	0
100	Spring & 6th	0	831	170	0	0	0	0	0	0	138	888	0
101	Main & 6th	0	0	0	0	0	0	141	1,254	0	0	773	251
102	Figueroa & 5th	0	0	0	376	1,558	0	0	2,202	1,034	0	0	0
103	Grand & 5th	230	723	0	155	1,260	327	0	0	0	0	0	0
104	Olive & 5th	341	0	0	35	967	0	0	1,180	497	0	0	0
105	Hill & 5th	75	825	0	64	852	40	0	623	62	0	0	0
106	Spring & 5th	136	810	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,171	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	336	276	326	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	579	93
110	Hope & 1st	28	323	66	140	762	169	110	553	202	233	749	185
111	Grand & 1st	75	667	48	475	871	215	61	650	31	95	583	254
112	Olive & 1st	0	0	0	0	1,054	50	673	0	473	36	752	0
113	Hill & 1st	243	755	109	106	673	15	67	568	38	55	907	303
114	Spring & 1st	133	457	48	0	513	40	0	0	0	25	841	85
115	Main & 1st	0	0	0	72	549	0	170	1,374	100	0	856	177
116	Hope & Temple/US-101 Ramps	20	44	44	145	645	163	174	546	226	78	522	378

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117	Main & Aliso	0	0	0	0	0	0	380	1,033	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	692	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	466	0	0	0	0	0	716	684	142	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	805	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	812	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	216	956	32
123	Spring & Cesar Chavez	71	92	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	636	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	83	250	139	139	502	0	39	379	4	9	144	112
127	Alameda & Alpine	47	59	26	30	401	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,038	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,065	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	843	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,001	110	176	0	272	318	1,734	0	0	0	0
132	Glendale & Temple	178	728	75	223	514	22	21	1,434	58	73	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,086	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96
138	Western & Wilshire	64	809	136	104	958	151	93	732	68	113	987	142
139	Normandie & Wilshire	104	1,236	56	67	510	79	65	1,281	111	135	570	50
140	Vermont & Wilshire	151	1,004	154	103	982	103	98	1,058	128	83	1,082	118
141	Alvarado & Wilshire	102	933	0	125	817	84	73	1,020	0	41	815	94
142	Vermont & 8th	102	1,114	46	77	554	0	49	1,202	62	102	699	0
143	Alvarado & 8th	81	930	0	82	653	66	65	973	0	51	467	62
144	Western & Olympic	3	1,230	136	114	1,010	106	68	1,030	138	66	1,427	78
145	Normandie & Olympic	90	801	85	84	1,390	63	55	595	68	56	1,619	73
146	Vermont & Olympic	107	948	106	68	1,268	76	86	1,076	101	80	1,492	138
147	Alvarado & Olympic	193	768	144	66	1,081	83	59	696	106	53	1,212	219
148	Union & Olympic	168	599	78	53	997	53	36	492	62	66	1,190	83
149	Western & Pico	80	1,024	58	52	472	73	68	878	69	106	708	114
150	Normandie & Pico	44	811	0	33	521	86	109	699	30	92	639	31
151	Vermont & Pico	50	1,072	55	109	622	69	90	1,109	70	112	663	94
152	Alvarado & Pico	179	617	106	122	781	68	39	615	0	34	595	150
153	Pico & Union	86	481	85	177	864	54	43	382	40	59	553	71
154	Hoover & Alvarado	0	975	2	8	0	677	620	970	0	0	0	0
155	Western & Venice	122	913	58	62	666	75	105	892	80	134	823	71
156	Normandie & Venice	60	970	59	43	563	32	48	825	109	167	750	78

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157	Vermont & Venice	79	1,105	67	91	593	76	100	1,107	66	102	691	82
158	Hoover & Venice	135	1,421	74	108	518	77	45	1,384	96	148	496	112
159	Western & Washington	47	1,146	66	95	602	106	99	970	90	107	717	59
160	Normandie & Washington	50	1,015	111	72	559	140	139	919	139	132	643	58
161	Vermont & Washington	68	1,081	77	88	808	190	213	1,103	97	83	748	83
162	Hoover & Washington	221	1,315	134	139	763	90	91	1,084	72	108	862	104
163	I-10 WB Ramp & 20th	0	0	0	0	39	643	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,090	0	345	35	370
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,169	0	341	0	474
166	Hill & Venice	24	782	48	25	363	35	23	340	34	52	421	19
167	Broadway & Venice	29	669	34	35	355	79	34	457	24	79	373	21
168	Main & Venice	32	754	34	46	403	43	42	598	25	92	325	55
169	Los Angeles & Venice	38	616	15	29	451	41	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	212	483	328	0	430	80	234	0	97
171	Central & Venice	270	840	0	136	411	265	0	448	163	0	0	0
172	Central & Washington	51	674	43	105	991	174	67	675	73	95	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	951	124	76	921	73	51	1,170	188
174	Arlington & Olympic	130	942	136	79	1,124	73	61	725	54	128	1,494	106
175	Arlington & Pico	98	992	117	76	460	41	57	782	100	71	754	117
176	Arlington & Venice	74	935	6	50	712	50	53	868	5	235	1,050	62
177	Arlington & Washington	50	1,274	4	56	550	98	152	781	5	96	685	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	178	4	28	171	1,289	64	65	59	109	29	1,035	264
2	Francisco & Olympic	35	6	222	106	1,507	21	15	2	26	20	1,122	19
3	Figueroa & Olympic	0	0	0	238	1,305	85	163	1,700	295	194	1,113	140
4	Flower & Olympic	413	1,693	75	0	1,239	38	0	0	0	110	1,139	0
5	Grand & Olympic	274	1,677	158	0	1,190	103	0	0	0	215	1,029	0
6	Olive & Olympic	0	0	0	136	1,109	0	51	1,150	161	0	987	204
7	Hill & Olympic	211	984	37	59	954	202	145	574	87	142	813	69
8	Broadway & Olympic	133	582	55	74	977	52	69	633	105	94	819	108
9	Main & Olympic	279	907	58	170	766	82	90	1,111	64	68	651	216
10	Los Angeles & Olympic	145	403	39	68	650	50	70	298	68	117	610	110
11	Santee & Olympic	194	70	20	33	514	21	71	55	46	56	585	73
12	Maple & Olympic	102	175	20	27	392	13	58	170	69	123	499	61
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	908	19
14	San Pedro & 9th	63	502	45	134	419	77	139	620	97	100	958	38
15	LA Live Way & Chick Hearn Ct	0	0	0	39	294	15	69	658	171	14	102	55
16	Figueroa & 11th	16	261	2	199	267	142	13	1,976	79	152	16	24
17	Flower & 11th	222	1,759	0	0	401	292	0	0	0	24	0	0
18	Grand & 11th	147	1,939	0	0	634	297	0	0	0	0	0	0
19	Olive & 11th	0	0	0	99	775	0	0	1,205	427	0	0	0
20	Figueroa & 12th	0	463	25	11	0	43	60	1,811	0	3	3	0
21	Flower & 12th	50	1,642	182	0	0	0	0	0	0	5	83	0
22	Grand & 12th	0	2,045	123	0	0	0	0	0	0	111	279	0
23	Olive & 12th	0	0	0	0	0	0	60	1,464	0	0	259	186
24	LA Live Way & Pico	7	0	58	91	543	0	183	738	679	0	655	109
25	LA Live Way & Bond	0	0	0	23	0	0	0	1,675	0	0	0	0
26	Figueroa & Pico	40	387	19	77	512	156	68	1,700	87	154	577	160
27	Flower & Pico	150	1,519	9	0	724	0	0	0	0	78	615	0
28	Grand & Pico	128	2,063	54	0	587	126	0	0	0	79	556	0
29	Olive & Pico	0	0	0	75	585	0	97	1,315	93	0	495	94
30	Hill & Pico	98	954	34	41	482	66	54	529	41	56	483	44
31	Broadway & Pico	72	712	13	29	456	58	32	656	50	82	445	73
32	Main & Pico	68	936	20	81	436	0	47	848	46	40	361	102
33	Blaine & Olympic	27	167	20	41	1,245	350	131	1	90	211	1,198	36
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	123	0	0	0	0	0	0
35	Blaine & 11th	24	784	99	0	217	265	0	0	0	193	64	0
36	Convention Center Drive & Venice	9	0	5	5	618	0	0	0	0	0	734	3

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	53	589	20	96	484	184	67	1,642	158	215	439	90
38	Flower & Venice	226	1,306	78	0	532	25	0	0	0	83	465	0
39	Grand & Venice	78	2,112	129	0	428	58	0	0	0	163	410	0
40	Olive & Venice	0	0	0	77	404	0	71	1,260	79	0	456	93
41	Grand & 17th	1,117	1,233	0	0	1,153	199	0	0	0	0	0	0
42	Olive & 17th	0	0	0	349	1,022	0	0	1,019	243	0	0	0
43	Hill & 17th	263	845	0	81	1,021	86	0	584	88	0	0	0
44	Broadway & 17th	135	832	0	71	953	101	0	713	83	0	0	0
45	Main & 17th	174	882	0	68	865	225	0	820	63	0	0	0
46	Los Angeles & 17th	144	653	0	139	973	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	86	0
48	Grand & 18th	0	1,120	298	0	0	0	194	0	0	314	1,042	0
49	Olive & 18th	0	0	0	0	0	0	65	767	0	0	1,040	494
50	Hill & 18th	0	864	62	0	0	0	88	608	0	44	746	63
51	Broadway & 18th	0	844	84	0	0	0	98	727	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	114	692	95	148	845	154	135	1,991	187	134	760	165
55	Flower & Washington	218	1,520	82	0	1,072	0	0	0	0	69	918	0
56	Grand & Washington	127	1,103	193	11	850	62	83	182	56	53	925	0
57	Olive & Washington	0	0	0	96	890	59	50	539	174	41	987	150
58	Hill & Washington	83	817	79	67	895	61	143	634	39	24	946	35
59	Broadway & Washington	46	885	70	53	945	123	86	771	44	56	1,051	66
60	Main & Washington	102	959	88	72	958	101	118	880	58	52	1,049	72
61	Los Angeles & Washington	96	170	119	76	1,019	11	21	250	5	18	1,007	133
62	San Pedro & Washington	107	659	47	53	857	109	57	605	70	93	1,043	151
63	Figueroa & Adams	134	1,031	151	364	742	201	78	1,886	210	225	526	136
64	Flower & Adams	133	1,922	40	15	1,432	141	0	0	0	457	636	0
65	I-110 NB Off General & Adams	256	0	364	0	585	0	334	0	348	0	562	0
66	Grand & Adams	52	870	74	72	476	81	81	306	47	51	1,010	158
67	Hill & Adams	75	752	68	63	533	43	88	708	20	36	850	264
68	Broadway & Adams	60	903	39	19	569	55	56	654	55	73	891	100
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	916	90	0	1,099	150	0	0	0	353	766	0
71	Figueroa & Exposition	215	897	253	378	628	31	40	1,301	158	235	562	253
72	Flower & 37th Street	0	708	876	0	0	0	171	0	0	50	797	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	230	944	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	494	19	55	92	118
75	Broadway & 37th	14	1,150	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	4	1,343	198	291	22	442	106	1,059	25	17	30	98

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	121	0	237	306	117	0
78	Figueroa & MLK	352	1,161	199	100	1,390	288	119	830	124	124	1,141	164
79	I-110 SB Ramps & MLK	597	91	236	0	1,218	354	0	0	0	559	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	279	343	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	492	0	26	1,308	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,224	423
83	Figueroa & 9th	0	0	0	0	0	0	209	1,943	0	0	2,113	505
84	Flower & 9th	0	1,695	173	0	0	0	0	0	0	418	1,764	0
85	Broadway & 9th	0	609	68	0	0	0	78	669	0	175	1,425	216
86	Bixel & 8th	53	848	0	336	1,070	888	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,138	225	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	312	1,950	0	0	2,229	444	0	0	0
89	Flower & 8th	378	1,850	0	0	1,732	186	0	0	0	0	0	0
90	Hill & 8th	222	1,021	0	85	1,139	138	0	604	70	0	0	0
91	Broadway & 8th	110	621	0	85	1,110	61	0	759	136	0	0	0
92	Bixel & Wilshire	107	314	78	94	923	79	120	201	63	134	910	113
93	Figueroa & Wilshire	0	0	0	334	491	0	63	2,515	175	0	772	881
94	Lucas & 6th	112	364	98	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,164	88
96	Figueroa & 6th	0	0	0	0	0	0	268	3,596	0	0	1,754	509
97	Flower & 6th	0	1,463	301	0	0	0	0	0	0	659	1,498	0
98	Grand & 6th	0	1,335	170	0	0	0	0	0	0	183	1,735	0
99	Hill & 6th	0	1,009	91	0	0	0	94	722	0	182	1,313	0
100	Spring & 6th	0	1,370	210	0	0	0	0	0	0	162	1,208	0
101	Main & 6th	0	0	0	0	0	0	173	1,712	0	0	984	399
102	Figueroa & 5th	0	0	0	397	2,021	0	0	2,623	1,535	0	0	0
103	Grand & 5th	249	899	0	162	1,800	444	0	0	0	0	0	0
104	Olive & 5th	492	0	0	49	1,456	0	0	1,565	522	0	0	0
105	Hill & 5th	295	1,150	0	118	1,134	59	0	783	64	0	0	0
106	Spring & 5th	292	1,359	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,744	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	367	285	360	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	875	109
110	Hope & 1st	28	436	122	222	1,154	200	119	615	220	331	1,071	191
111	Grand & 1st	88	821	117	635	1,308	237	344	753	84	178	884	257
112	Olive & 1st	0	0	0	0	1,345	97	868	0	801	215	1,084	0
113	Hill & 1st	248	995	110	110	1,002	131	104	733	38	103	1,348	341
114	Spring & 1st	264	1,177	88	0	818	57	0	0	0	60	1,214	86
115	Main & 1st	0	0	0	74	835	0	197	1,981	138	0	1,069	377
116	Hope & Temple/US-101 Ramps	20	142	89	179	706	168	176	689	231	143	602	406

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	655	1,562	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,260	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	599	0	0	0	0	0	815	909	282	0	58
120	Beaudry & Sunset	97	207	93	39	1,360	111	195	378	579	96	931	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,140	108	372	1,372	345	108	1,011	137
122	Grand & Cesar Chavez	21	214	23	43	1,075	577	167	341	323	265	1,102	32
123	Spring & Cesar Chavez	140	541	15	48	1,296	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,305	0	401	1,120	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,027	138	166	1,140	169	202	1,150	103
126	Main & Alpine	115	253	141	141	567	0	39	762	142	9	274	143
127	Alameda & Alpine	48	136	50	83	739	121	110	135	108	72	362	23
128	Hill & Alpine	47	1,251	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,410	197	302	208	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	969	274	93	0	116	913	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,146	111	178	0	299	428	1,906	0	0	0	0
132	Glendale & Temple	208	924	82	255	557	22	21	1,678	65	102	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,533	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,580	0	143	6	345
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	149
136	Vermont & 6th	91	1,361	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99
138	Western & Wilshire	65	898	138	105	1,065	172	119	847	79	122	1,077	144
139	Normandie & Wilshire	105	1,288	69	75	606	87	77	1,343	117	139	653	51
140	Vermont & Wilshire	220	1,225	160	107	1,091	133	99	1,266	219	136	1,170	158
141	Alvarado & Wilshire	103	1,041	0	129	927	139	116	1,164	0	41	878	95
142	Vermont & 8th	115	1,321	54	91	731	0	50	1,454	84	110	872	16
143	Alvarado & 8th	90	1,081	0	86	859	67	66	1,145	0	52	672	66
144	Western & Olympic	3	1,343	146	125	1,207	117	77	1,174	140	67	1,637	79
145	Normandie & Olympic	109	845	95	102	1,608	86	68	643	108	101	1,852	97
146	Vermont & Olympic	121	1,132	120	110	1,481	78	88	1,285	132	129	1,737	161
147	Alvarado & Olympic	197	907	151	72	1,330	191	93	859	108	54	1,461	226
148	Union & Olympic	170	607	79	65	1,356	54	36	499	63	67	1,475	84
149	Western & Pico	91	1,134	59	53	593	74	69	1,021	70	107	839	123
150	Normandie & Pico	50	908	8	40	628	87	110	790	39	101	758	33
151	Vermont & Pico	52	1,304	58	111	737	71	91	1,347	71	113	788	96
152	Alvarado & Pico	201	840	109	132	879	80	59	796	0	34	716	158
153	Pico & Union	87	487	87	180	961	62	44	387	40	60	694	72
154	Hoover & Alvarado	0	1,008	2	8	0	911	821	1,075	0	0	0	0
155	Western & Venice	123	1,022	59	63	715	76	106	1,035	81	136	894	72
156	Normandie & Venice	61	1,078	60	44	598	32	49	927	123	182	808	79

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	80	1,338	68	92	628	77	101	1,345	67	103	748	83
158	Hoover & Venice	138	1,683	76	109	551	87	52	1,687	97	150	551	113
159	Western & Washington	48	1,258	67	96	725	107	100	1,114	91	108	873	60
160	Normandie & Washington	51	1,114	133	95	682	142	141	1,013	141	134	798	59
161	Vermont & Washington	69	1,314	78	89	912	192	216	1,341	98	84	883	84
162	Hoover & Washington	224	1,571	150	156	866	91	92	1,374	73	109	998	105
163	I-10 WB Ramp & 20th	0	0	0	0	39	792	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,092	329	0	0	0	100	1,228	0	391	35	463
165	I-10 EB Ramp & Hoover	0	1,152	214	0	0	0	221	1,324	0	358	0	566
166	Hill & Venice	35	1,023	54	32	390	35	23	528	34	53	432	19
167	Broadway & Venice	33	799	34	35	370	80	34	583	38	84	384	21
168	Main & Venice	35	917	34	47	416	44	43	774	25	93	336	56
169	Los Angeles & Venice	38	654	15	29	464	41	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	215	497	332	0	435	81	237	0	98
171	Central & Venice	273	949	0	138	424	268	0	515	165	0	0	0
172	Central & Washington	56	911	70	119	1,095	176	68	881	74	96	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,067	125	77	932	74	52	1,271	190
174	Arlington & Olympic	132	953	138	80	1,323	74	62	734	55	130	1,705	107
175	Arlington & Pico	99	1,004	118	77	590	41	58	791	101	72	893	118
176	Arlington & Venice	75	946	6	51	762	51	54	878	5	238	1,124	63
177	Arlington & Washington	51	1,289	4	57	673	99	154	790	5	97	840	64
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	178	4	28	210	1,375	89	166	60	109	112	1,276	374
2	Francisco & Olympic	35	6	222	255	1,656	270	15	2	26	20	1,424	59
3	Figueroa & Olympic	0	0	0	388	1,764	125	163	2,032	384	295	1,189	267
4	Flower & Olympic	672	1,938	75	0	1,573	89	0	0	0	136	1,189	0
5	Grand & Olympic	326	1,757	158	0	1,293	103	0	0	0	227	1,029	0
6	Olive & Olympic	0	0	0	136	1,168	0	51	1,320	206	0	987	204
7	Hill & Olympic	235	984	37	73	983	212	145	796	92	142	814	69
8	Broadway & Olympic	133	582	55	74	1,019	52	69	634	121	94	819	108
9	Main & Olympic	296	949	58	170	791	82	90	1,176	64	68	651	216
10	Los Angeles & Olympic	145	403	39	68	675	50	70	298	68	117	610	110
11	Santee & Olympic	194	70	20	33	539	21	71	55	46	56	585	73
12	Maple & Olympic	102	175	20	27	417	13	58	170	69	123	499	61
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	932	19
14	San Pedro & 9th	63	502	45	134	419	104	139	620	97	100	982	38
15	LA Live Way & Chick Hearn Ct	0	0	0	4	64	0	0	257	0	227	183	55
16	Figueroa & 11th	0	418	2	202	0	142	13	2,418	0	0	0	0
17	Flower & 11th	225	1,996	0	0	134	292	0	0	0	8	0	0
18	Grand & 11th	147	2,031	0	0	495	748	0	0	0	0	0	0
19	Olive & 11th	0	0	0	135	781	0	0	1,304	715	0	0	0
20	Figueroa & 12th	0	456	25	11	0	43	60	2,171	0	3	3	1
21	Flower & 12th	50	1,862	182	0	0	0	0	0	0	5	84	0
22	Grand & 12th	0	2,281	123	0	0	0	0	0	0	111	279	0
23	Olive & 12th	0	0	0	0	0	0	61	2,023	0	0	259	186
24	LA Live Way & Pico	162	0	0	86	654	0	349	829	1,018	0	888	0
25	LA Live Way & Bond	0	0	0	47	0	0	0	1,911	74	0	0	0
26	Figueroa & Pico	40	336	19	77	575	292	173	1,866	131	257	1,133	354
27	Flower & Pico	301	1,588	9	0	777	0	0	0	0	252	1,088	0
28	Grand & Pico	185	2,238	54	0	623	126	0	0	0	79	674	0
29	Olive & Pico	0	0	0	186	576	0	161	1,888	139	0	581	126
30	Hill & Pico	98	956	34	100	585	75	54	1,414	71	56	535	74
31	Broadway & Pico	72	712	13	29	545	58	32	705	132	82	497	73
32	Main & Pico	96	951	20	81	497	0	47	862	46	40	362	153
33	Blaine & Olympic	27	167	20	41	1,331	350	131	1	90	211	1,632	36
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	1,057	0	0	0	0	0	0
35	Blaine & 11th	24	1,322	496	0	10	74	0	0	0	193	10	0
36	Convention Center Drive & Venice	91	0	364	123	672	0	0	0	0	0	979	3

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Peak Hour Traffic Volumes

37	Figueroa & Venice	107	937	49	111	602	184	67	1,809	158	549	665	133
38	Flower & Venice	307	1,464	78	0	583	25	0	0	0	99	704	0
39	Grand & Venice	100	2,266	129	0	457	84	0	0	0	195	614	0
40	Olive & Venice	0	0	0	187	448	0	71	1,800	91	0	592	160
41	Grand & 17th	1,151	1,259	0	0	1,282	259	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,154	1,097	0	0	1,607	357	0	0	0
43	Hill & 17th	283	845	0	523	1,909	86	0	897	125	0	0	0
44	Broadway & 17th	135	899	0	145	2,243	229	0	780	123	0	0	0
45	Main & 17th	175	882	0	68	2,356	225	0	820	63	0	0	0
46	Los Angeles & 17th	320	653	0	139	2,288	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	190	0
48	Grand & 18th	0	1,206	298	0	0	0	225	0	0	314	1,257	0
49	Olive & 18th	0	0	0	0	0	0	65	1,302	0	0	1,118	661
50	Hill & 18th	0	864	62	0	0	0	88	879	0	44	746	141
51	Broadway & 18th	0	1,039	84	0	0	0	98	834	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	314	766	176	151	845	156	162	2,116	187	134	864	204
55	Flower & Washington	218	1,520	82	0	1,077	64	0	0	0	159	1,040	0
56	Grand & Washington	188	1,103	193	11	857	62	96	218	56	53	1,047	0
57	Olive & Washington	0	0	0	132	897	251	50	961	176	45	1,032	234
58	Hill & Washington	83	817	79	85	1,129	61	143	866	40	24	970	57
59	Broadway & Washington	229	897	70	53	1,014	123	86	878	44	56	1,075	66
60	Main & Washington	102	959	88	72	1,027	101	118	880	58	52	1,073	72
61	Los Angeles & Washington	96	170	119	76	1,088	11	21	250	5	18	1,031	133
62	San Pedro & Washington	107	659	47	53	926	109	57	605	70	93	1,067	151
63	Figueroa & Adams	134	1,105	151	390	742	201	78	1,930	210	225	526	136
64	Flower & Adams	133	1,980	40	166	1,458	141	0	0	0	457	636	0
65	I-110 NB Off General & Adams	669	0	515	0	585	0	522	0	374	0	562	0
66	Grand & Adams	52	870	74	72	476	81	81	343	47	51	1,539	230
67	Hill & Adams	75	752	68	63	533	43	88	1,005	20	36	957	686
68	Broadway & Adams	60	915	39	19	569	55	56	654	55	73	891	207
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	938	90	0	1,099	150	0	0	0	353	766	0
71	Figueroa & Exposition	215	916	308	389	628	31	40	1,334	158	235	562	253
72	Flower & 37th Street	0	730	876	0	0	0	171	0	0	50	852	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	314	955	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	719	19	55	92	190
75	Broadway & 37th	14	1,163	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	4	1,350	198	314	22	442	106	1,070	25	17	30	98

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77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	286	0	260	328	117	0
78	Figueroa & MLK	352	1,161	206	111	1,390	288	119	830	124	124	1,141	164
79	I-110 SB Ramps & MLK	597	91	236	0	1,229	354	0	0	0	566	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	364	354	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	602	0	26	1,680	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,783	473
83	Figueroa & 9th	0	0	0	0	0	0	252	2,443	0	0	2,306	871
84	Flower & 9th	0	2,036	173	0	0	0	0	0	0	528	1,891	0
85	Broadway & 9th	0	609	68	0	0	0	78	670	0	175	1,449	216
86	Bixel & 8th	53	848	0	336	1,070	928	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,559	445	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	536	2,285	0	0	2,566	750	0	0	0
89	Flower & 8th	617	2,324	0	0	2,052	223	0	0	0	0	0	0
90	Hill & 8th	313	1,145	0	86	1,214	190	0	615	70	0	0	0
91	Broadway & 8th	110	621	0	85	1,236	61	0	759	137	0	0	0
92	Bixel & Wilshire	107	314	78	94	976	79	120	201	63	134	1,111	113
93	Figueroa & Wilshire	0	0	0	334	491	0	140	2,653	228	0	972	881
94	Lucas & 6th	112	463	305	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,371	88
96	Figueroa & 6th	0	0	0	0	0	0	280	3,721	0	0	2,730	563
97	Flower & 6th	0	2,050	330	0	0	0	0	0	0	1,006	2,140	0
98	Grand & 6th	0	1,686	170	0	0	0	0	0	0	265	2,016	0
99	Hill & 6th	0	1,182	91	0	0	0	94	722	0	294	1,325	0
100	Spring & 6th	0	1,553	210	0	0	0	0	0	0	162	1,220	0
101	Main & 6th	0	0	0	0	0	0	173	1,778	0	0	996	399
102	Figueroa & 5th	0	0	0	516	2,021	0	0	2,872	1,535	0	0	0
103	Grand & 5th	410	1,164	0	166	2,009	490	0	0	0	0	0	0
104	Olive & 5th	492	0	0	50	1,716	0	0	1,604	522	0	0	0
105	Hill & 5th	403	1,394	0	118	1,287	107	0	783	64	0	0	0
106	Spring & 5th	493	1,542	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,810	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	379	285	387	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	904	109
110	Hope & 1st	28	774	140	222	1,154	200	119	615	220	331	1,100	191
111	Grand & 1st	88	1,216	117	635	1,308	238	344	753	84	207	902	257
112	Olive & 1st	0	0	0	0	1,346	97	881	0	801	215	1,102	0
113	Hill & 1st	249	1,332	110	110	1,002	131	104	733	38	121	1,361	341
114	Spring & 1st	264	1,573	88	0	818	57	0	0	0	60	1,227	86
115	Main & 1st	0	0	0	74	835	0	197	2,018	138	0	1,069	390
116	Hope & Temple/US-101 Ramps	20	498	160	179	706	168	176	689	231	143	602	406

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	681	1,587	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,287	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	641	0	0	0	0	0	815	909	607	0	58
120	Beaudry & Sunset	97	207	93	39	1,360	111	195	378	579	96	973	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,140	108	372	1,372	345	108	1,053	137
122	Grand & Cesar Chavez	21	214	23	43	1,075	577	167	341	323	307	1,102	32
123	Spring & Cesar Chavez	140	628	15	48	1,296	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,305	0	401	1,144	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,027	138	166	1,140	169	202	1,150	103
126	Main & Alpine	158	253	141	141	567	0	39	786	142	9	274	143
127	Alameda & Alpine	91	136	50	83	782	121	110	135	108	72	362	23
128	Hill & Alpine	47	1,546	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,705	197	302	208	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	1,011	274	93	0	116	913	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,297	111	178	0	299	428	1,918	0	0	0	0
132	Glendale & Temple	208	1,086	82	255	557	22	21	1,690	65	302	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,533	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,580	0	143	6	345
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	149
136	Vermont & 6th	91	1,417	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99
138	Western & Wilshire	65	947	144	105	1,077	172	122	847	79	122	1,130	144
139	Normandie & Wilshire	105	1,300	71	75	659	87	78	1,343	117	139	750	51
140	Vermont & Wilshire	220	1,274	166	107	1,143	133	102	1,266	219	136	1,270	158
141	Alvarado & Wilshire	103	1,041	0	129	979	139	117	1,164	0	61	977	95
142	Vermont & 8th	115	1,370	54	91	731	0	50	1,457	84	110	872	16
143	Alvarado & 8th	90	1,101	0	86	859	67	66	1,146	0	52	672	66
144	Western & Olympic	3	1,371	167	125	1,256	117	87	1,177	140	67	1,815	79
145	Normandie & Olympic	109	852	100	102	1,656	86	71	644	108	101	2,062	97
146	Vermont & Olympic	121	1,160	141	110	1,530	78	116	1,288	132	129	1,954	161
147	Alvarado & Olympic	197	923	155	72	1,379	191	222	860	108	106	1,689	226
148	Union & Olympic	170	607	79	65	1,405	91	109	523	63	67	1,836	84
149	Western & Pico	91	1,156	65	53	641	74	72	1,035	70	107	893	123
150	Normandie & Pico	50	913	10	40	677	87	111	793	39	101	822	33
151	Vermont & Pico	52	1,326	64	111	785	71	168	1,379	71	113	854	96
152	Alvarado & Pico	201	840	177	217	928	80	325	861	0	34	805	223
153	Pico & Union	87	554	87	265	1,095	62	44	387	40	60	1,043	145
154	Hoover & Alvarado	0	1,013	2	8	0	912	1,153	1,089	0	0	0	0
155	Western & Venice	123	1,033	70	63	739	76	111	1,052	81	136	1,043	72
156	Normandie & Venice	61	1,081	63	44	622	32	50	931	123	182	974	79

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Peak Hour Traffic Volumes

157	Vermont & Venice	80	1,349	79	92	652	77	106	1,444	67	103	908	93
158	Hoover & Venice	138	1,686	78	109	576	199	103	1,986	97	150	681	159
159	Western & Washington	48	1,258	78	96	772	107	105	1,136	91	108	1,012	60
160	Normandie & Washington	51	1,114	136	95	729	142	142	1,019	141	134	954	59
161	Vermont & Washington	69	1,314	89	89	959	192	221	1,445	98	84	1,043	84
162	Hoover & Washington	224	1,683	152	156	913	91	97	1,677	73	109	1,128	151
163	I-10 WB Ramp & 20th	0	0	0	0	39	904	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,092	329	0	0	0	100	1,256	0	391	35	545
165	I-10 EB Ramp & Hoover	0	1,152	214	0	0	0	221	1,347	0	358	0	845
166	Hill & Venice	35	1,023	54	250	543	35	23	1,283	34	73	464	104
167	Broadway & Venice	33	799	34	35	731	135	34	714	48	96	405	21
168	Main & Venice	50	917	34	47	818	45	43	774	25	93	342	70
169	Los Angeles & Venice	38	654	15	29	866	217	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	218	1,075	332	0	435	81	237	0	98
171	Central & Venice	284	953	0	138	608	268	0	579	171	0	0	0
172	Central & Washington	59	912	70	131	1,134	176	68	939	101	120	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,080	125	77	932	74	52	1,324	190
174	Arlington & Olympic	132	953	138	80	1,371	74	62	734	55	130	1,883	107
175	Arlington & Pico	99	1,004	118	77	638	41	58	791	101	72	947	118
176	Arlington & Venice	75	946	0	51	786	51	54	878	0	238	1,273	63
177	Arlington & Washington	51	1,289	0	57	720	99	154	790	0	97	979	64
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	146	1,183	76	112	19	17	102	1,003	262
2	Francisco & Olympic	35	6	11	172	1,388	237	15	2	26	20	1,096	59
3	Figueroa & Olympic	0	0	0	304	1,491	86	113	1,453	267	185	788	238
4	Flower & Olympic	606	1,248	56	0	1,244	79	0	0	0	97	776	0
5	Grand & Olympic	276	1,278	99	0	1,039	93	0	0	0	99	732	0
6	Olive & Olympic	0	0	0	81	949	0	38	945	195	0	705	129
7	Hill & Olympic	196	683	30	56	785	60	54	667	55	64	613	52
8	Broadway & Olympic	90	446	21	68	754	51	68	554	60	60	605	57
9	Main & Olympic	215	715	36	133	606	72	80	945	60	67	447	172
10	Los Angeles & Olympic	143	381	39	67	502	49	69	265	53	102	406	109
11	Santee & Olympic	192	69	19	31	368	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	247	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	705	19
14	San Pedro & 9th	62	496	44	129	414	103	137	594	96	78	777	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	54	0	0	256	0	195	183	54
16	Figueroa & 11th	0	270	2	163	0	140	13	1,717	0	0	0	0
17	Flower & 11th	210	1,271	0	0	123	62	0	0	0	8	0	0
18	Grand & 11th	116	1,444	0	0	183	553	0	0	0	0	0	0
19	Olive & 11th	0	0	0	133	536	0	0	998	393	0	0	0
20	Figueroa & 12th	0	397	13	11	0	42	25	1,632	0	3	3	0
21	Flower & 12th	49	1,215	58	0	0	0	0	0	0	5	36	0
22	Grand & 12th	0	1,596	95	0	0	0	0	0	0	77	114	0
23	Olive & 12th	0	0	0	0	0	0	60	1,381	0	0	168	83
24	LA Live Way & Pico	150	0	0	86	539	0	252	829	1,009	0	643	0
25	LA Live Way & Bond	0	0	0	45	0	0	0	1,845	74	0	0	0
26	Figueroa & Pico	20	343	15	70	484	262	163	1,361	127	241	986	271
27	Flower & Pico	255	993	0	0	687	45	0	0	0	245	919	0
28	Grand & Pico	145	1,567	45	0	543	61	0	0	0	69	552	0
29	Olive & Pico	0	0	0	178	439	0	134	1,301	131	0	498	78
30	Hill & Pico	88	720	29	85	459	70	31	1,248	64	39	452	64
31	Broadway & Pico	55	579	13	29	417	57	32	579	131	81	396	63
32	Main & Pico	84	785	20	74	380	0	46	685	45	40	282	132
33	Blaine & Olympic	27	165	20	41	999	236	32	1	61	206	1,360	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	992	0	0	0	0	0	0
35	Blaine & 11th	24	1,199	431	0	0	70	0	0	0	191	24	0
36	Convention Center Drive & Venice	91	0	363	122	628	0	0	0	0	0	849	3

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Peak Hour Traffic Volumes

37	Figueroa & Venice	94	957	47	67	572	181	63	1,333	156	495	604	116
38	Flower & Venice	293	880	74	0	520	20	0	0	0	82	654	0
39	Grand & Venice	80	1,546	123	0	412	83	0	0	0	177	569	0
40	Olive & Venice	0	0	0	170	425	0	70	1,213	67	0	581	120
41	Grand & 17th	813	896	0	0	1,103	194	0	0	0	0	0	0
42	Olive & 17th	0	0	0	948	910	0	0	1,202	301	0	0	0
43	Hill & 17th	214	672	0	506	1,594	58	0	723	116	0	0	0
44	Broadway & 17th	126	772	0	131	1,894	217	0	651	122	0	0	0
45	Main & 17th	159	733	0	44	2,002	149	0	666	58	0	0	0
46	Los Angeles & 17th	314	620	0	101	1,842	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	159	0
48	Grand & 18th	0	884	192	0	0	0	223	0	0	124	918	0
49	Olive & 18th	0	0	0	0	0	0	64	1,083	0	0	912	419
50	Hill & 18th	0	677	48	0	0	0	87	731	0	43	578	106
51	Broadway & 18th	0	914	70	0	0	0	66	705	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	305	751	175	100	723	125	132	1,591	179	128	783	179
55	Flower & Washington	196	1,033	66	0	894	64	0	0	0	151	935	0
56	Grand & Washington	141	742	89	11	722	57	82	216	55	52	927	0
57	Olive & Washington	0	0	0	129	738	250	49	811	51	45	888	167
58	Hill & Washington	51	669	70	67	1,000	60	141	752	40	24	843	40
59	Broadway & Washington	223	787	41	48	873	117	74	751	43	55	969	37
60	Main & Washington	77	776	74	64	901	100	98	677	57	51	940	58
61	Los Angeles & Washington	95	168	118	75	964	11	21	247	5	18	943	127
62	San Pedro & Washington	106	651	46	52	821	108	50	598	54	83	985	149
63	Figueroa & Adams	127	961	141	332	722	137	71	1,383	198	215	507	129
64	Flower & Adams	105	1,426	40	151	1,343	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	552	0	496	0	511	0	442	0	339	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	339	46	50	1,311	228
67	Hill & Adams	67	623	67	62	465	42	87	803	20	36	856	557
68	Broadway & Adams	47	812	39	19	516	54	55	519	51	71	796	200
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	514	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	816	224	351	596	24	33	880	156	232	539	250
72	Flower & 37th Street	0	318	828	0	0	0	169	0	0	49	738	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	311	897	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	519	19	54	90	189
75	Broadway & 37th	14	1,047	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,259	177	295	22	437	105	629	25	17	30	97

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	285	0	241	306	116	0
78	Figueroa & MLK	347	1,100	178	86	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,185	350	0	0	0	559	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	167	350	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	383	0	26	1,151	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,870	380
83	Figueroa & 9th	0	0	0	0	0	0	187	1,810	0	0	1,252	748
84	Flower & 9th	0	1,489	159	0	0	0	0	0	0	267	1,034	0
85	Broadway & 9th	0	495	63	0	0	0	77	537	0	75	1,104	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	2,054	297	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	515	1,853	0	0	2,084	474	0	0	0
89	Flower & 8th	577	1,815	0	0	1,643	168	0	0	0	0	0	0
90	Hill & 8th	234	886	0	73	829	126	0	493	64	0	0	0
91	Broadway & 8th	63	503	0	78	881	60	0	598	77	0	0	0
92	Bixel & Wilshire	90	272	77	57	747	72	119	181	62	78	958	68
93	Figueroa & Wilshire	0	0	0	330	347	0	139	2,169	148	0	781	493
94	Lucas & 6th	107	341	246	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	938	75
96	Figueroa & 6th	0	0	0	0	0	0	176	2,948	0	0	2,041	424
97	Flower & 6th	0	1,702	324	0	0	0	0	0	0	685	1,667	0
98	Grand & 6th	0	1,394	153	0	0	0	0	0	0	214	1,570	0
99	Hill & 6th	0	867	63	0	0	0	93	562	0	255	999	0
100	Spring & 6th	0	1,014	170	0	0	0	0	0	0	138	900	0
101	Main & 6th	0	0	0	0	0	0	141	1,319	0	0	785	251
102	Figueroa & 5th	0	0	0	495	1,558	0	0	2,451	1,034	0	0	0
103	Grand & 5th	391	988	0	159	1,469	373	0	0	0	0	0	0
104	Olive & 5th	341	0	0	36	1,227	0	0	1,219	497	0	0	0
105	Hill & 5th	183	1,069	0	64	1,005	88	0	623	62	0	0	0
106	Spring & 5th	337	993	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,236	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	348	276	353	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	608	93
110	Hope & 1st	28	661	84	140	762	169	110	553	202	233	778	185
111	Grand & 1st	75	1,062	48	475	871	216	61	650	31	124	601	254
112	Olive & 1st	0	0	0	0	1,055	50	686	0	473	36	770	0
113	Hill & 1st	244	1,092	109	106	673	15	67	568	38	73	920	303
114	Spring & 1st	133	853	48	0	513	40	0	0	0	25	854	85
115	Main & 1st	0	0	0	72	549	0	170	1,411	100	0	856	190
116	Hope & Temple/US-101 Ramps	20	400	115	145	645	163	174	546	226	78	522	378

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	406	1,057	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	718	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	508	0	0	0	0	0	716	684	467	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	847	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	854	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	258	956	32
123	Spring & Cesar Chavez	71	179	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	660	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	126	250	139	139	502	0	39	403	4	9	144	112
127	Alameda & Alpine	90	59	26	30	444	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,333	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,360	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	885	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,152	110	176	0	272	318	1,746	0	0	0	0
132	Glendale & Temple	178	890	75	223	514	22	21	1,446	58	273	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,142	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96
138	Western & Wilshire	64	858	142	104	970	151	96	732	68	113	1,040	142
139	Normandie & Wilshire	104	1,248	58	67	562	79	66	1,281	111	135	667	50
140	Vermont & Wilshire	151	1,053	160	103	1,034	103	101	1,058	128	83	1,182	118
141	Alvarado & Wilshire	102	933	0	125	869	84	74	1,020	0	61	914	94
142	Vermont & 8th	102	1,163	46	77	554	0	49	1,205	62	102	699	0
143	Alvarado & 8th	81	950	0	82	653	66	65	974	0	51	467	62
144	Western & Olympic	3	1,258	157	114	1,058	106	78	1,033	138	66	1,605	78
145	Normandie & Olympic	90	808	90	84	1,438	63	58	596	68	56	1,829	73
146	Vermont & Olympic	107	976	127	68	1,316	76	114	1,079	101	80	1,709	138
147	Alvarado & Olympic	193	784	148	66	1,129	83	188	697	106	105	1,440	219
148	Union & Olympic	168	599	78	53	1,045	92	108	523	62	66	1,551	83
149	Western & Pico	80	1,046	64	52	520	73	71	892	69	106	762	114
150	Normandie & Pico	44	816	2	33	569	86	110	702	30	92	703	31
151	Vermont & Pico	50	1,094	61	109	670	69	167	1,141	70	112	729	94
152	Alvarado & Pico	179	617	174	207	829	68	304	680	0	34	684	215
153	Pico & Union	86	481	85	262	997	54	43	382	40	59	903	143
154	Hoover & Alvarado	0	980	2	8	0	677	951	984	0	0	0	0
155	Western & Venice	122	924	69	62	690	75	110	909	80	134	972	71
156	Normandie & Venice	60	973	62	43	587	32	49	829	109	167	916	78

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	79	1,116	78	91	617	76	105	1,206	66	102	851	92
158	Hoover & Venice	135	1,423	76	108	542	188	96	1,683	96	148	626	158
159	Western & Washington	47	1,146	77	95	649	106	104	992	90	107	856	59
160	Normandie & Washington	50	1,015	114	72	606	140	140	925	139	132	799	58
161	Vermont & Washington	68	1,081	88	88	855	190	218	1,207	97	83	908	83
162	Hoover & Washington	221	1,426	136	139	810	90	96	1,387	72	108	992	150
163	I-10 WB Ramp & 20th	0	0	0	0	39	754	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,118	0	345	35	452
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,192	0	341	0	753
166	Hill & Venice	24	782	48	243	516	35	23	1,095	34	72	453	104
167	Broadway & Venice	29	669	34	35	716	134	34	588	34	91	393	21
168	Main & Venice	47	754	34	46	805	44	42	598	25	92	331	69
169	Los Angeles & Venice	38	616	15	29	853	217	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	215	1,061	328	0	430	80	234	0	97
171	Central & Venice	281	844	0	136	595	265	0	512	169	0	0	0
172	Central & Washington	54	675	43	117	1,030	174	67	733	100	119	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	963	124	76	921	73	51	1,223	188
174	Arlington & Olympic	130	942	136	79	1,172	73	61	725	54	128	1,672	106
175	Arlington & Pico	98	992	117	76	508	41	57	782	100	71	808	117
176	Arlington & Venice	74	935	0	50	736	50	53	868	0	235	1,199	62
177	Arlington & Washington	50	1,274	0	56	597	98	152	781	0	96	824	63
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	468	4,680	0	0	65.5	64.5
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	307	3,070	0	0	63.7	62.7
- Between 11th and 12th St.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between 12th St. and Venice Ave.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between Venice Ave. and 17th St.	50	10	35	35	278	2,780	0	0	64.4	63.5
- Between 17th St. and Washington Ave.	50	10	35	35	160	1,600	0	0	62.0	61.1
- South of Washington Ave.	50	10	35	35	242	2,420	0	0	63.8	62.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	837	8,370	0	0	68.0	67.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,137	11,370	0	0	69.4	68.4
- Between Wilshire Blvd. and 9th St.	70	10	45	35	676	6,760	0	0	67.1	66.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	497	4,970	0	0	65.8	64.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	568	5,680	0	0	66.3	65.4
- South of Pico Blvd.	70	10	45	35	579	5,790	0	0	66.4	65.5
Flower Street										
- North of 6th St.	70	10	45	35	469	4,690	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	516	5,160	0	0	66.5	65.6
- Between 8th and Pico Blvd.	60	10	40	35	300	3,000	0	0	64.2	63.2
- South of Pico Blvd.	40	10	30	35	206	2,060	0	0	63.9	63.0
- South of 18th St.	40	10	30	35	197	1,970	0	0	63.7	62.8
Hope Street										
- North of 1st St.	60	10	40	35	264	2,640	0	0	63.6	62.6
- South of 1st St.	70	10	45	35	339	3,390	0	0	64.1	63.1
1st Street										

EXISTING CONDITIONS (2011)

EXISTING CONDITIONS (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	409	4,090	0	0	64.5	63.5
2nd Street										
- West of Figueroa St.	80	10	50	35	501	5,010	0	0	65.4	64.4
- East of Figueroa St.	70	10	45	35	370	3,700	0	0	64.5	63.5
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	486	4,860	0	0	67.7	66.7
- East of Flower St.	40	10	30	35	643	6,430	0	0	68.9	67.9
- West of Main St.	40	10	30	35	405	4,050	0	0	66.9	65.9
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,188	11,880	0	0	69.1	68.2
- Between Alvarado St. & Union Ave.	80	10	50	35	1,137	11,370	0	0	69.0	68.0
- Between Union Ave. & Blaine St.	80	10	50	35	961	9,610	0	0	68.2	67.3
- Between Blaine St. & Georgia St.	80	10	50	35	955	9,550	0	0	68.2	67.2
- Between George St. & Francisco St.	80	10	50	35	977	9,770	0	0	68.3	67.3
- Between Francisco St. & Figueroa St.	80	10	50	35	937	9,370	0	0	68.1	67.1
- Between Figueroa St. & Flower St.	70	10	45	35	755	7,550	0	0	67.6	66.6
- East of Flower St.	70	10	45	35	602	6,020	0	0	66.6	65.6
W. 11th Street										
- West of Blaine St.	40	10	30	35	245	2,450	0	0	64.7	63.7
- Between Blaine St. & LA Live Wy.	40	10	30	35	191	1,910	0	0	63.6	62.6
- East of LA Live Wy.	60	10	40	35	118	1,180	0	0	60.1	59.1
- West of Grand Ave.	40	10	30	35	126	1,260	0	0	61.8	60.8
- East of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	678	6,780	0	0	67.7	66.7
- Between Alvarado St.& Union Ave.	60	10	40	35	669	6,690	0	0	67.7	66.7
- Between Union Ave. & Figueroa St.	60	10	40	35	525	5,250	0	0	66.6	65.6
- Between Figueroa & Flower St.	70	10	45	35	328	3,280	0	0	64.0	63.0
- East of Hill St.	50	10	35	35	126	1,260	0	0	61.0	60.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	464	4,640	0	0	67.3	66.3
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	406	4,060	0	0	66.7	65.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	131	1,310	0	0	62.0	61.0
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
E. 17th Street										
- West of Grand Ave.	40	10	30	35	389	3,890	0	0	66.7	65.7
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	608	6,080	0	0	66.2	65.3
- Between Flower St. & Grand Ave.	80	10	50	35	472	4,720	0	0	65.1	64.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	435	4,350	0	0	64.8	63.8
- East of Los Angeles St.	80	10	50	35	383	3,830	0	0	64.2	63.3
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	134	1,337	0	0	60.1	59.1
- East of I-110 Fwy.	50	10	35	35	88	878	0	0	59.4	58.5
Alvarado Street										
- North of 8th St.	60	10	40	35	959	9,590	0	0	69.2	68.2
- Between 8th St. & Olympic Blvd.	60	10	40	35	891	8,910	0	0	68.9	67.9
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	731	7,310	0	0	68.0	67.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	734	7,340	0	0	68.1	67.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	573	5,730	0	0	68.2	67.2
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	499	4,990	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	30	371	3,710	0	0	66.3	65.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	251	2,510	0	0	64.6	63.6
- South of 6th St.	40	10	30	30	144	1,440	0	0	62.2	61.2
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	255	2,550	0	0	64.7	63.7
- Between Wilshire Blvd. & 6th St.	40	10	30	30	594	5,940	0	0	68.3	67.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	658	6,580	0	0	68.2	67.2
- Between Grand Ave. and Main St.	50	10	35	35	456	4,560	0	0	66.6	65.6
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	771	7,710	0	0	68.9	67.9
- Between Bixel St. & Figueroa St.	50	10	35	35	711	7,110	0	0	68.5	67.5

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	595	5,950	0	0	67.7	66.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	752	7,520	0	0	67.6	66.6
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	524	5,240	0	0	66.0	65.0
- Between 11th and 12th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 12th St. and Venice Ave.	50	10	35	35	603	6,030	0	0	67.8	66.8
- Between Venice Ave. and 17th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 17th St. and Washington Ave.	50	10	35	35	317	3,170	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	400	4,000	0	0	66.0	65.0
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,096	10,960	0	0	69.2	68.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,626	16,260	0	0	70.9	69.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,124	11,240	0	0	69.3	68.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	991	9,910	0	0	68.8	67.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,095	10,950	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	976	9,760	0	0	68.7	67.7
Flower Street										
- North of 6th St.	70	10	45	35	681	6,810	0	0	67.1	66.2
- Between 6th St. and 8th St.	60	10	40	35	865	8,650	0	0	68.8	67.8
- Between 8th and Pico Blvd.	60	10	40	35	657	6,570	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	35	571	5,710	0	0	68.4	67.4
- South of 18th St.	40	10	30	35	479	4,790	0	0	67.6	66.6
Hope Street										
- North of 1st St.	60	10	40	35	432	4,320	0	0	65.8	64.8
- South of 1st St.	70	10	45	35	503	5,030	0	0	65.8	64.8
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	772	7,720	0	0	67.3	66.3
2nd Street										
- West of Figueroa St.	80	10	50	35	557	5,570	0	0	65.9	64.9
- East of Figueroa St.	70	10	45	35	415	4,150	0	0	65.0	64.0
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Flower St.	40	10	30	35	867	8,670	0	0	70.2	69.2
- West of Main St.	40	10	30	35	607	6,070	0	0	68.6	67.7
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,614	16,140	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,620	16,200	0	0	70.5	69.5
- Between Union Ave. & Blaine St.	80	10	50	35	1,444	14,440	0	0	70.0	69.0
- Between Blaine St. & Georgia St.	80	10	50	35	1,549	15,490	0	0	70.3	69.3
- Between George St. & Francisco St.	80	10	50	35	1,501	15,010	0	0	70.2	69.2
- Between Francisco St. & Figueroa St.	80	10	50	35	1,542	15,420	0	0	70.3	69.3
- Between Figueroa St. & Flower St.	70	10	45	35	1,311	13,110	0	0	70.0	69.0
- East of Flower St.	70	10	45	35	1,120	11,200	0	0	69.3	68.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	259	2,590	0	0	64.9	64.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	324	3,240	0	0	65.9	64.9
- East of LA Live Wy.	60	10	40	35	271	2,710	0	0	63.7	62.8
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	491	4,910	0	0	67.7	66.7
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	827	8,270	0	0	68.6	67.6
- Between Alvarado St. & Union Ave.	60	10	40	35	825	8,250	0	0	68.6	67.6
- Between Union Ave. & Figueroa St.	60	10	40	35	704	7,040	0	0	67.9	66.9
- Between Figueroa & Flower St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- East of Hill St.	50	10	35	35	273	2,730	0	0	64.4	63.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	611	6,110	0	0	68.5	67.5
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	524	5,240	0	0	67.8	66.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	162	1,620	0	0	62.9	61.9
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	295	2,950	0	0	65.5	64.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	728	7,280	0	0	69.4	68.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	861	8,610	0	0	67.8	66.8
- Between Flower St. & Grand Ave.	80	10	50	35	831	8,310	0	0	67.6	66.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	714	7,140	0	0	66.9	66.0
- East of Los Angeles St.	80	10	50	35	536	5,360	0	0	65.7	64.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	136	1,360	0	0	60.1	59.2
- East of I-110 Fwy.	50	10	35	35	89	890	0	0	59.5	58.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,131	11,310	0	0	69.9	69.0
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,060	10,600	0	0	69.7	68.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	936	9,360	0	0	69.1	68.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	899	8,990	0	0	68.9	68.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	594	5,940	0	0	68.3	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	506	5,060	0	0	67.6	66.7
- South of Pico Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
Lucas Ave.										
- North of 6th St.	40	10	30	30	408	4,080	0	0	66.7	65.7
- South of 6th St.	40	10	30	30	276	2,760	0	0	65.0	64.0
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	328	3,280	0	0	65.8	64.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	761	7,610	0	0	68.8	67.8
- Between Grand Ave. and Main St.	50	10	35	35	545	5,450	0	0	67.4	66.4
- East of Main St.	50	10	35	35	532	5,320	0	0	67.3	66.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	990	9,900	0	0	70.0	69.0
- Between Bixel St. & Figueroa St.	50	10	35	35	959	9,590	0	0	69.8	68.8

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	734	7,340	0	0	68.7	67.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,430	14,300	0	0	70.4	69.4
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	637	6,370	0	0	66.8	65.9
- Between 11th and 12th St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between 12th St. and Venice Ave.	50	10	35	35	1,598	15,980	0	0	72.0	71.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,871	18,710	0	0	72.7	71.7
- Between 17th St. and Washington Ave.	50	10	35	35	1,197	11,970	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	882	8,820	0	0	69.5	68.5
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,238	22,380	0	0	72.3	71.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,734	27,340	0	0	73.2	72.2
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,998	19,980	0	0	71.8	70.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,242	12,420	0	0	69.7	68.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,093	10,930	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	1,083	10,830	0	0	69.1	68.2
Flower Street										
- North of 6th St.	70	10	45	35	708	7,080	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	1,022	10,220	0	0	69.5	68.5
- Between 8th and Pico Blvd.	60	10	40	35	722	7,220	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	35	879	8,790	0	0	70.2	69.3
- South of 18th St.	40	10	30	35	819	8,190	0	0	69.9	69.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	552	5,520	0	0	66.2	65.2
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	973	9,730	0	0	68.3	67.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,120	11,200	0	0	68.9	67.9
- East of Figueroa St.	70	10	45	35	499	4,990	0	0	65.8	64.8
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	926	9,260	0	0	70.5	69.5
- East of Flower St.	40	10	30	35	1,070	10,700	0	0	71.1	70.1
- West of Main St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,032	20,320	0	0	71.5	70.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,995	19,950	0	0	71.4	70.4
- Between Union Ave. & Blaine St.	80	10	50	35	1,819	18,190	0	0	71.0	70.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,007	20,070	0	0	71.4	70.4
- Between George St. & Francisco St.	80	10	50	35	1,869	18,690	0	0	71.1	70.1
- Between Francisco St. & Figueroa St.	80	10	50	35	2,103	21,030	0	0	71.6	70.7
- Between Figueroa St. & Flower St.	70	10	45	35	1,745	17,450	0	0	71.2	70.2
- East of Flower St.	70	10	45	35	1,393	13,930	0	0	70.2	69.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	143	1,430	0	0	62.4	61.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	364	3,640	0	0	65.0	64.0
- West of Grand Ave.	40	10	30	35	306	3,060	0	0	65.7	64.7
- East of Grand Ave.	40	10	30	35	571	5,710	0	0	68.4	67.4
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,059	10,590	0	0	69.6	68.7
- Between Alvarado St. & Union Ave.	60	10	40	35	1,302	13,020	0	0	70.5	69.6
- Between Union Ave. & Figueroa St.	60	10	40	35	1,193	11,930	0	0	70.2	69.2
- Between Figueroa & Flower St.	70	10	45	35	919	9,190	0	0	68.4	67.5
- East of Hill St.	50	10	35	35	431	4,310	0	0	66.3	65.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	694	6,940	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	607	6,070	0	0	68.4	67.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,224	12,240	0	0	71.7	70.7
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	369	3,690	0	0	66.5	65.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,153	11,530	0	0	71.4	70.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,478	14,780	0	0	70.1	69.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,283	12,830	0	0	69.5	68.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,086	10,860	0	0	68.8	67.8
- East of Los Angeles St.	80	10	50	35	1,023	10,230	0	0	68.5	67.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	198	1,980	0	0	61.8	60.8
- East of I-110 Fwy.	50	10	35	35	313	3,130	0	0	65.0	64.0
Alvarado Street										
- North of 8th St.	60	10	40	35	1,208	12,080	0	0	70.2	69.2
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,264	12,640	0	0	70.4	69.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,250	12,500	0	0	70.4	69.4
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,098	10,980	0	0	69.8	68.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	618	6,180	0	0	68.5	67.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	547	5,470	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	30	406	4,060	0	0	66.7	65.7
Lucas Ave.										
- North of 6th St.	40	10	30	30	432	4,320	0	0	67.0	66.0
- South of 6th St.	40	10	30	30	300	3,000	0	0	65.4	64.4
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	345	3,450	0	0	66.0	65.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	693	6,930	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	911	9,110	0	0	69.6	68.6
- Between Grand Ave. and Main St.	50	10	35	35	595	5,950	0	0	67.7	66.8
- East of Main St.	50	10	35	35	532	5,320	0	0	67.3	66.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,103	11,030	0	0	70.4	69.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,082	10,820	0	0	70.3	69.4

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	974	9,740	0	0	69.9	68.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday LACC Dark Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,146	11,460	0	0	69.4	68.4
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	365	3,650	0	0	64.4	63.4
- Between 11th and 12th St.	50	10	35	35	678	6,780	0	0	68.3	67.3
- Between 12th St. and Venice Ave.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between Venice Ave. and 17th St.	50	10	35	35	1,512	15,120	0	0	71.8	70.8
- Between 17th St. and Washington Ave.	50	10	35	35	1,041	10,410	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	724	7,240	0	0	68.6	67.6
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,979	19,790	0	0	71.8	70.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,245	22,450	0	0	72.3	71.3
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,532	15,320	0	0	70.7	69.7
- Between 9th St. and Olympic Blvd.	70	10	45	35	712	7,120	0	0	67.3	66.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	583	5,830	0	0	66.5	65.5
- South of Pico Blvd.	70	10	45	35	741	7,410	0	0	67.5	66.5
Flower Street										
- North of 6th St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- Between 6th St. and 8th St.	60	10	40	35	672	6,720	0	0	67.7	66.7
- Between 8th and Pico Blvd.	60	10	40	35	364	3,640	0	0	65.0	64.0
- South of Pico Blvd.	40	10	30	35	514	5,140	0	0	67.9	66.9
- South of 18th St.	40	10	30	35	537	5,370	0	0	68.1	67.1
Hope Street										
- North of 1st St.	60	10	40	35	754	7,540	0	0	68.2	67.2
- South of 1st St.	70	10	45	35	388	3,880	0	0	64.7	63.7
1st Street										

EXISTING PLUS PROJECT (2011)

EXISTING PLUS PROJECT (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	610	6,100	0	0	66.3	65.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,064	10,640	0	0	68.7	67.7
- East of Figueroa St.	70	10	45	35	454	4,540	0	0	65.4	64.4
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	503	5,030	0	0	67.8	66.8
- East of Flower St.	40	10	30	35	846	8,460	0	0	70.1	69.1
- West of Main St.	40	10	30	35	707	7,070	0	0	69.3	68.3
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,606	16,060	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,512	15,120	0	0	70.2	69.2
- Between Union Ave. & Blaine St.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
- Beween Blanine St. & Georgia St.	80	10	50	35	1,413	14,130	0	0	69.9	68.9
- Between George St. & Francisco St.	80	10	50	35	1,290	12,900	0	0	69.5	68.5
- Between Francisco St. & Figueroa St.	80	10	50	35	1,436	14,360	0	0	70.0	69.0
- Between Figueroa St. & Flower St.	70	10	45	35	1,145	11,450	0	0	69.4	68.4
- East of Flower St.	70	10	45	35	820	8,200	0	0	67.9	67.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	142	1,420	0	0	62.3	61.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,309	13,090	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	356	3,560	0	0	64.9	63.9
- West of Grand Ave.	40	10	30	35	81	810	0	0	59.9	58.9
- East of Grand Ave.	40	10	30	35	164	1,640	0	0	62.9	62.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	910	9,100	0	0	69.0	68.0
- Between Alvarado St.& Union Ave.	60	10	40	35	1,146	11,460	0	0	70.0	69.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,014	10,140	0	0	69.5	68.5
- Between Figueroa & Flower St.	70	10	45	35	751	7,510	0	0	67.6	66.6
- East of Hill St.	50	10	35	35	284	2,840	0	0	64.5	63.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	547	5,470	0	0	68.0	67.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	489	4,890	0	0	67.5	66.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,193	11,930	0	0	71.6	70.6
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	158	1,580	0	0	62.8	61.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	814	8,140	0	0	69.9	68.9
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,225	12,250	0	0	69.3	68.3
- Between Flower St. & Grand Ave.	80	10	50	35	924	9,240	0	0	68.1	67.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	807	8,070	0	0	67.5	66.5
- East of Los Angeles St.	80	10	50	35	870	8,700	0	0	67.8	66.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	195	1,950	0	0	61.7	60.7
- East of I-110 Fwy.	50	10	35	35	311	3,110	0	0	64.9	64.0
Alvarado Street										
- North of 8th St.	60	10	40	35	1,036	10,360	0	0	69.6	68.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,095	10,950	0	0	69.8	68.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,046	10,460	0	0	69.6	68.6
- Between Pico Blvd. & Hoover St.	60	10	40	35	933	9,330	0	0	69.1	68.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	597	5,970	0	0	68.4	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- South of Pico Blvd.	40	10	30	30	395	3,950	0	0	66.6	65.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	275	2,750	0	0	65.0	64.0
- South of 6th St.	40	10	30	30	168	1,680	0	0	62.9	61.9
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	272	2,720	0	0	64.9	64.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	621	6,210	0	0	68.5	67.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	808	8,080	0	0	69.1	68.1
- Between Grand Ave. and Main St.	50	10	35	35	505	5,050	0	0	67.0	66.1
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	884	8,840	0	0	69.5	68.5
- Between Bixel St. & Figueroa St.	50	10	35	35	834	8,340	0	0	69.2	68.2

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	835	8,350	0	0	69.2	68.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	19	2	9	103	403	29	45	10	27	23	388	137
2	Francisco & Olympic	44	4	6	24	474	27	31	5	31	18	391	19
3	Figueroa & Olympic	0	0	0	42	402	26	56	308	108	98	227	85
4	Flower & Olympic	167	198	20	0	315	15	0	0	0	22	252	0
5	Grand & Olympic	111	193	29	0	229	37	0	0	0	44	179	0
6	Olive & Olympic	0	0	0	13	219	0	8	109	31	0	147	56
7	Hill & Olympic	40	69	3	12	174	3	5	44	10	10	120	16
8	Broadway & Olympic	34	107	9	16	145	4	4	100	11	14	95	28
9	Main & Olympic	68	79	4	13	78	6	4	78	14	17	63	27
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	46	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	42	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	32	6
13	Maple & 9th	2	16	1	9	43	13	5	31	3	7	131	4
14	San Pedro & 9th	6	102	3	25	73	13	18	119	1	12	129	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	53	6	24	130	72	8	7	46
16	Figueroa & 11th	49	69	1	69	45	21	6	375	26	21	12	21
17	Flower & 11th	76	175	0	0	62	8	0	0	0	18	0	0
18	Grand & 11th	68	239	0	0	58	26	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	141	18	0	0	0
20	Figueroa & 12th	0	114	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	163	23	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	237	29	0	0	0	0	0	0	51	33	0
23	Olive & 12th	0	0	0	0	0	0	1	131	0	0	34	26
24	LA Live Way & Pico	5	0	11	33	82	0	49	123	383	0	170	69
25	LA Live Way & Bond	0	0	0	0	0	0	0	554	0	0	1	0
26	Figueroa & Pico	9	107	10	35	88	26	23	343	23	57	143	35
27	Flower & Pico	37	155	0	0	111	7	0	0	0	44	138	0
28	Grand & Pico	24	275	0	0	83	11	0	0	0	52	79	0
29	Olive & Pico	0	0	0	6	67	0	3	115	23	0	69	9
30	Hill & Pico	10	59	1	3	55	2	1	40	5	5	64	6
31	Broadway & Pico	14	127	2	5	39	6	32	530	49	13	46	15
32	Main & Pico	9	95	1	0	31	2	1	68	12	31	23	10
33	Blaine & Olympic	1	44	11	8	266	140	31	1	60	159	457	6
34	Blaine & SR 110 SB Off-Ramps	8	352	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	359	21	0	60	71	0	0	0	111	43	0
36	Convention Center Drive & Venice	8	0	3	3	121	0	0	0	0	0	169	1

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Peak Hour Traffic Volumes

37	Figueroa & Venice	9	140	12	16	63	21	32	367	48	56	68	24
38	Flower & Venice	19	141	7	0	85	22	0	0	0	25	84	0
39	Grand & Venice	18	218	7	0	68	14	0	0	0	53	65	0
40	Olive & Venice	0	0	0	8	59	0	6	137	20	0	58	11
41	Grand & 17th	148	122	0	0	241	14	0	0	0	0	0	0
42	Olive & 17th	0	0	0	31	195	0	0	129	105	0	0	0
43	Hill & 17th	21	49	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	102	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	94	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	83	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	185	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	73	71	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	40	123	0	0	112	112
50	Hill & 18th	0	43	13	0	0	0	14	32	0	4	124	8
51	Broadway & 18th	0	90	22	0	0	0	15	94	0	12	126	18
52	Main & 18th	0	106	23	0	0	0	55	84	0	16	156	5
53	Los Angeles & 18th	0	35	4	0	0	0	0	65	0	10	8	217
54	Figueroa & Washington	27	156	23	44	231	46	28	510	91	71	145	43
55	Flower & Washington	54	75	12	0	272	0	0	0	0	15	187	0
56	Grand & Washington	29	87	11	5	216	16	39	52	33	15	179	0
57	Olive & Washington	0	0	0	21	195	3	32	130	33	5	195	22
58	Hill & Washington	13	62	15	22	137	11	5	35	2	3	202	6
59	Broadway & Washington	7	87	6	27	150	16	12	99	14	18	194	6
60	Main & Washington	8	93	12	22	184	9	11	102	16	22	214	10
61	Los Angeles & Washington	14	20	9	6	154	1	3	12	1	2	210	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	181	37
63	Figueroa & Adams	49	342	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	549	16	0	528	56	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	248	0	93	0	200	0	144	0
66	Grand & Adams	36	87	26	8	175	22	12	38	14	8	214	28
67	Hill & Adams	19	70	12	10	191	10	8	36	4	5	237	14
68	Broadway & Adams	7	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	109	17	0	294	57	0	0	0	218	236	0
71	Figueroa & Exposition	70	307	287	194	225	16	26	307	51	64	270	63
72	Flower & 37th Street	0	75	388	0	0	0	117	0	0	35	542	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	67	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	296	30	63	9	41	22	204	0	1	0	5

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	25	12	0	52	31	24	0
78	Figueroa & MLK	67	201	58	66	611	123	66	145	50	52	751	76
79	I-110 SB Ramps & MLK	370	5	212	0	497	170	0	0	0	408	520	0
80	I-110 NB Ramps/Hill & MLK	40	5	11	13	405	93	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	27	242	0	8	291	208
82	Francisco & 9th	0	0	23	0	0	0	0	0	0	0	641	104
83	Figueroa & 9th	0	0	0	0	0	0	73	486	0	0	492	162
84	Flower & 9th	0	369	154	0	0	0	0	0	0	151	413	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	33	188	42
86	Bixel & 8th	45	576	0	102	280	326	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	689	30	0	0	249	0	0	0
88	Figueroa & 8th	0	0	0	99	607	0	0	519	164	0	0	0
89	Flower & 8th	163	347	0	0	521	60	0	0	0	0	0	0
90	Hill & 8th	38	98	0	17	199	12	0	73	18	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	285	71	54	42	33	95	334	13
93	Figueroa & Wilshire	0	0	0	198	153	0	41	612	50	0	203	251
94	Lucas & 6th	51	47	10	12	197	7	4	64	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	9	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	78	1,007	0	0	585	152
97	Flower & 6th	0	354	115	0	0	0	0	0	0	167	528	0
98	Grand & 6th	0	217	50	0	0	0	0	0	0	81	552	0
99	Hill & 6th	0	93	29	0	0	0	11	70	0	27	422	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	379	0
101	Main & 6th	0	0	0	0	0	0	29	279	0	0	268	137
102	Figueroa & 5th	0	0	0	129	658	0	0	708	505	0	0	0
103	Grand & 5th	121	165	0	19	584	125	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	361	0	0	156	223	0	0	0
105	Hill & 5th	43	116	0	23	255	0	0	101	14	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	296	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	115	30	60	357	73	125	131	29
109	Beaudry & 1st	55	151	24	26	100	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	155	24	43	110	58	50	145	48
111	Grand & 1st	31	211	12	80	163	21	1	93	9	28	142	41
112	Olive & 1st	0	0	0	0	197	12	97	0	73	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	99	11	13	200	58
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	188	10
115	Main & 1st	0	0	0	15	139	0	28	168	29	0	156	23
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	106	31	19	97	98

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	90	98	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	253	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	120	293	97	0	81
120	Beaudry & Sunset	30	34	21	25	331	46	78	63	90	179	1,204	13
121	Figueroa & Cesar Chavez	34	57	33	33	326	51	111	217	97	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	105	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	81	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	94	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	6	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	178	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	229	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	355	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	150	397	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	339	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	890	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	814	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	734	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	406	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	582	41	29	258	84
138	Western & Wilshire	57	662	93	99	568	126	103	747	62	94	640	118
139	Normandie & Wilshire	58	812	50	60	300	39	44	758	83	74	339	35
140	Vermont & Wilshire	114	600	154	112	771	60	85	515	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	301	37	37	506	15	39	354	106
142	Vermont & 8th	93	900	33	47	249	22	34	840	67	112	267	79
143	Alvarado & 8th	52	378	23	35	241	37	28	425	12	22	150	46
144	Western & Olympic	5	743	96	122	530	69	61	868	108	67	556	75
145	Normandie & Olympic	52	438	67	57	628	44	49	434	39	31	714	62
146	Vermont & Olympic	165	771	85	71	491	77	61	662	57	76	581	148
147	Alvarado & Olympic	85	292	63	69	467	55	38	274	36	31	472	97
148	Union & Olympic	97	215	44	14	383	31	15	153	55	39	485	50
149	Western & Pico	60	805	31	54	206	71	49	728	32	53	218	77
150	Normandie & Pico	19	431	10	35	278	77	76	442	32	50	232	20
151	Vermont & Pico	38	828	55	75	206	46	50	660	55	70	245	60
152	Alvarado & Pico	80	246	58	72	321	29	18	216	12	19	182	64
153	Pico & Union	53	160	35	86	356	27	22	119	16	27	169	36
154	Hoover & Alvarado	0	486	0	6	0	304	206	436	0	0	0	0
155	Western & Venice	50	708	17	28	193	73	27	705	53	49	232	54
156	Normandie & Venice	32	574	19	27	171	26	19	531	58	69	197	37

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Peak Hour Traffic Volumes

157	Vermont & Venice	37	831	51	46	197	51	56	675	32	40	160	42
158	Hoover & Venice	64	696	30	50	117	47	28	536	32	51	98	64
159	Western & Washington	33	903	43	42	185	54	76	809	66	58	196	49
160	Normandie & Washington	34	608	14	23	153	53	52	572	77	64	170	29
161	Vermont & Washington	54	896	31	39	166	71	84	686	55	52	164	46
162	Hoover & Washington	70	612	118	32	68	51	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	329	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	520	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	395	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	0	94	18	1	54	3	6	28	9	7	75	4
167	Broadway & Venice	8	130	6	8	37	5	3	92	10	12	69	3
168	Main & Venice	3	119	4	2	35	2	3	51	8	16	53	8
169	Los Angeles & Venice	2	95	2	2	39	3	2	37	4	24	35	3
170	San Pedro & Venice	40	129	0	58	38	155	0	58	31	28	0	12
171	Central & Venice	49	154	0	31	68	171	0	67	94	0	0	0
172	Central & Washington	13	257	18	40	146	30	9	257	15	19	121	35
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	519	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	518	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	226	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	247	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	234	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	79	2	9	165	664	29	46	22	27	23	588	208
2	Francisco & Olympic	45	4	31	82	796	27	31	5	31	18	591	19
3	Figueroa & Olympic	0	0	0	95	674	48	102	714	216	137	390	108
4	Flower & Olympic	217	575	35	0	612	22	0	0	0	32	451	0
5	Grand & Olympic	173	389	75	0	467	43	0	0	0	59	385	0
6	Olive & Olympic	0	0	0	38	435	0	18	295	59	0	325	132
7	Hill & Olympic	83	229	7	21	333	78	62	124	47	44	253	36
8	Broadway & Olympic	53	187	19	19	340	4	4	154	41	35	228	68
9	Main & Olympic	157	226	9	31	186	13	5	238	16	17	160	73
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	144	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	140	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	128	6
13	Maple & 9th	2	16	1	9	44	13	5	35	3	7	267	4
14	San Pedro & 9th	6	103	3	27	74	13	18	126	1	18	259	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	143	6	38	135	73	8	48	47
16	Figueroa & 11th	50	130	1	118	113	21	6	886	69	76	12	21
17	Flower & 11th	87	559	0	0	168	155	0	0	0	18	0	0
18	Grand & 11th	85	439	0	0	334	157	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	366	222	0	0	0
20	Figueroa & 12th	0	189	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	546	141	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	553	55	0	0	0	0	0	0	86	209	0
23	Olive & 12th	0	0	0	0	0	0	1	474	0	0	137	125
24	LA Live Way & Pico	5	0	11	33	159	0	84	141	389	0	250	70
25	LA Live Way & Bond	0	0	0	0	0	0	0	612	0	0	1	0
26	Figueroa & Pico	31	132	13	39	140	44	33	674	27	66	202	83
27	Flower & Pico	57	524	8	0	200	0	0	0	0	47	217	0
28	Grand & Pico	64	573	12	0	131	27	0	0	0	61	155	0
29	Olive & Pico	0	0	0	9	127	0	38	424	27	0	127	38
30	Hill & Pico	19	165	4	11	105	4	7	133	10	16	142	11
31	Broadway & Pico	23	207	2	5	89	6	32	604	50	13	126	23
32	Main & Pico	18	204	1	2	72	2	1	173	12	31	90	21
33	Blaine & Olympic	1	45	11	8	515	216	88	1	69	164	670	6
34	Blaine & SR 110 SB Off-Ramps	8	433	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	440	58	0	68	155	0	0	0	112	48	0
36	Convention Center Drive & Venice	8	0	3	3	160	0	0	0	0	0	205	1

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	20	165	15	45	91	22	34	673	49	57	93	33
38	Flower & Venice	26	508	10	0	136	28	0	0	0	25	114	0
39	Grand & Venice	39	518	10	0	98	14	0	0	0	78	95	0
40	Olive & Venice	0	0	0	17	74	0	6	465	36	0	65	36
41	Grand & 17th	319	275	0	0	409	23	0	0	0	0	0	0
42	Olive & 17th	0	0	0	150	270	0	0	354	208	0	0	0
43	Hill & 17th	44	136	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	177	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	187	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	104	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	467	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	195	113	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	40	324	0	0	196	238
50	Hill & 18th	0	131	25	0	0	0	14	119	0	4	195	20
51	Broadway & 18th	0	163	29	0	0	0	73	165	0	21	201	18
52	Main & 18th	0	239	39	0	0	0	180	165	0	20	280	16
53	Los Angeles & 18th	0	35	4	0	0	0	0	68	0	10	8	483
54	Figueroa & Washington	36	165	23	143	423	67	65	879	96	74	173	59
55	Flower & Washington	72	334	17	0	565	0	0	0	0	19	248	0
56	Grand & Washington	35	213	29	5	503	19	67	53	33	15	246	0
57	Olive & Washington	0	0	0	22	257	3	32	207	36	5	388	145
58	Hill & Washington	22	136	20	34	192	11	5	89	2	3	374	27
59	Broadway & Washington	8	154	20	31	216	20	18	163	14	18	309	67
60	Main & Washington	12	219	20	28	253	9	20	278	16	22	327	33
61	Los Angeles & Washington	14	20	9	6	212	1	3	12	1	2	305	25
62	San Pedro & Washington	12	232	22	19	163	33	23	247	55	50	271	37
63	Figueroa & Adams	53	440	51	154	306	132	48	761	85	119	142	77
64	Flower & Adams	59	821	16	8	589	57	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	290	0	152	0	218	0	161	0
66	Grand & Adams	36	248	26	8	216	22	12	38	14	8	276	43
67	Hill & Adams	23	134	12	10	228	10	8	110	4	5	286	27
68	Broadway & Adams	12	157	12	6	218	14	8	169	17	13	280	7
69	Main & Adams	13	233	19	9	208	22	24	299	12	24	250	23
70	Flower & Jefferson	46	331	21	0	379	58	0	0	0	304	399	0
71	Figueroa & Exposition	71	394	380	235	237	20	33	542	52	65	287	64
72	Flower & 37th Street	0	287	481	0	0	0	118	0	0	35	660	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	467
74	Hill & 37th Street	10	131	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	390	31	64	9	42	22	437	0	1	0	5

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	26	12	0	53	32	24	0
78	Figueroa & MLK	68	255	96	84	620	129	69	359	52	54	761	78
79	I-110 SB Ramps & MLK	377	5	214	0	522	172	0	0	0	413	565	0
80	I-110 NB Ramps/Hill & MLK	41	68	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	33	350	0	8	569	225
82	Francisco & 9th	0	0	89	0	0	0	0	0	0	0	1,090	166
83	Figueroa & 9th	0	0	0	0	0	0	113	951	0	0	940	228
84	Flower & 9th	0	680	162	0	0	0	0	0	0	279	773	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	82	375	87
86	Bixel & 8th	46	669	0	104	384	483	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,046	168	0	0	323	0	0	0
88	Figueroa & 8th	0	0	0	115	959	0	0	866	349	0	0	0
89	Flower & 8th	201	623	0	0	851	102	0	0	0	0	0	0
90	Hill & 8th	83	256	0	24	436	46	0	158	21	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	383	75	55	52	33	105	399	47
93	Figueroa & Wilshire	0	0	0	200	212	0	41	938	90	0	281	384
94	Lucas & 6th	55	96	40	44	336	12	35	102	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	23	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	112	1,435	0	0	948	222
97	Flower & 6th	0	564	117	0	0	0	0	0	0	342	750	0
98	Grand & 6th	0	379	59	0	0	0	0	0	0	114	751	0
99	Hill & 6th	0	281	48	0	0	0	11	175	0	77	615	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	555	0
101	Main & 6th	0	0	0	0	0	0	48	633	0	0	403	204
102	Figueroa & 5th	0	0	0	138	950	0	0	990	739	0	0	0
103	Grand & 5th	131	267	0	23	925	187	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	674	0	0	366	258	0	0	0
105	Hill & 5th	186	311	0	65	430	12	0	206	15	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	664	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	133	30	66	556	88	130	149	29
109	Beaudry & 1st	60	188	24	26	246	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	297	51	48	141	64	88	259	53
111	Grand & 1st	52	287	53	171	343	29	127	148	31	57	253	41
112	Olive & 1st	0	0	0	0	302	30	220	0	247	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	212	11	27	428	80
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	372	10
115	Main & 1st	0	0	0	18	266	0	41	531	41	0	240	125
116	Hope & Temple/US-101 Ramps	58	80	43	117	201	23	43	193	32	52	141	115

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	253	402	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	573	73
119	Grand & I-110 On-Ramp/US-101 Ramps	309	248	0	0	0	0	0	173	431	167	0	92
120	Beaudry & Sunset	39	75	51	25	404	58	83	83	91	181	1,289	13
121	Figueroa & Cesar Chavez	34	83	33	89	402	52	122	391	106	204	1,115	113
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	129	438	814	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,055	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	401	69	0	680	44
125	Alameda & Cesar Chavez	50	586	60	26	301	83	62	345	63	240	496	43
126	Main & Alpine	35	86	28	32	122	0	12	310	77	1	163	30
127	Alameda & Alpine	12	50	18	37	275	57	30	66	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	299	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	461	8	5	67	26
130	Sunset & Elysian Park	0	545	60	532	0	1,052	77	436	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	199	461	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	430	46	50	170	210
133	Alvarado & US 101 NB Ramps	316	589	0	141	0	200	0	1,052	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	644	169	0	0	0	268	925	0	141	1	389
135	Alvarado & Beverly	100	571	29	46	429	60	48	877	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	527	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	720	41	29	384	88
138	Western & Wilshire	58	742	94	100	634	145	115	803	73	97	695	119
139	Normandie & Wilshire	59	833	58	66	362	45	51	783	84	75	390	35
140	Vermont & Wilshire	131	664	158	115	862	61	86	631	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	366	51	49	619	15	39	410	144
142	Vermont & 8th	106	1,046	40	55	349	22	34	994	73	118	352	87
143	Alvarado & 8th	53	465	23	36	355	37	28	507	12	22	272	47
144	Western & Olympic	5	841	99	133	765	80	64	936	109	68	721	76
145	Normandie & Olympic	60	464	69	60	850	48	52	452	47	76	918	83
146	Vermont & Olympic	169	909	94	80	710	79	63	799	63	91	769	161
147	Alvarado & Olympic	86	371	69	75	695	80	62	350	36	31	668	98
148	Union & Olympic	98	219	45	25	638	31	15	156	56	39	709	51
149	Western & Pico	71	904	31	55	280	72	50	795	32	54	284	80
150	Normandie & Pico	19	497	18	36	352	78	77	469	32	51	298	20
151	Vermont & Pico	39	980	56	76	279	47	51	802	56	71	317	62
152	Alvarado & Pico	84	343	60	74	393	30	31	311	12	19	250	69
153	Pico & Union	54	162	36	88	429	35	22	120	16	27	249	36
154	Hoover & Alvarado	0	563	0	6	0	404	313	482	0	0	0	0
155	Western & Venice	51	806	17	28	225	74	27	772	54	50	265	55
156	Normandie & Venice	32	642	19	27	203	26	19	559	59	70	229	37

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	37	984	52	47	229	52	57	817	32	40	192	43
158	Hoover & Venice	65	871	30	51	148	56	31	688	32	52	129	65
159	Western & Washington	33	1,003	44	43	291	55	77	877	67	59	259	50
160	Normandie & Washington	34	676	14	23	259	54	53	601	78	65	233	29
161	Vermont & Washington	55	1,050	31	39	272	72	85	828	56	53	227	47
162	Hoover & Washington	71	783	130	40	173	52	66	720	37	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	406	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	578	423	0	0	0	153	812	0	211	4	282
165	I-10 EB Ramp & Hoover	0	462	318	0	0	0	246	622	0	164	0	275
166	Hill & Venice	6	218	21	5	71	3	6	129	9	8	82	4
167	Broadway & Venice	10	208	6	8	44	5	3	161	21	15	75	3
168	Main & Venice	5	227	4	2	40	2	3	156	8	16	59	8
169	Los Angeles & Venice	2	119	2	2	44	3	2	53	4	24	35	3
170	San Pedro & Venice	40	131	0	59	43	157	0	59	31	28	0	12
171	Central & Venice	50	201	0	31	74	173	0	99	95	0	0	0
172	Central & Washington	15	358	36	69	197	30	9	349	15	19	209	39
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	578	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	654	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	311	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	280	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	341	90	72	500	45	68	307	57
178													
179													
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181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	80	2	9	165	923	29	155	296	155	23	588	278
2	Francisco & Olympic	121	4	125	82	979	202	31	5	31	18	700	19
3	Figueroa & Olympic	0	0	0	161	980	0	102	782	268	137	501	200
4	Flower & Olympic	379	575	37	0	772	22	0	0	0	32	562	0
5	Grand & Olympic	184	413	75	0	467	46	0	0	0	137	420	0
6	Olive & Olympic	0	0	0	38	435	0	44	362	62	0	360	132
7	Hill & Olympic	83	563	20	21	333	78	76	160	47	61	284	49
8	Broadway & Olympic	53	201	19	19	340	4	4	154	41	51	276	68
9	Main & Olympic	157	226	9	31	186	13	5	261	16	18	201	79
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	185	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	181	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	168	7
13	Maple & 9th	2	16	1	9	44	13	6	35	3	7	294	4
14	San Pedro & 9th	6	103	3	27	74	13	57	126	1	18	287	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	328	0	0	1,062	934	0	0	47
16	Figueroa & 11th	0	130	1	137	0	21	6	1,011	0	0	0	0
17	Flower & 11th	87	674	0	0	55	155	0	0	0	0	0	0
18	Grand & 11th	85	552	0	0	221	350	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	422	354	0	0	0
20	Figueroa & 12th	0	113	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	611	167	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	1,291	82	0	0	0	0	0	0	160	209	0
23	Olive & 12th	0	0	0	0	0	0	5	541	0	0	165	125
24	LA Live Way & Pico	0	0	0	0	164	0	157	370	457	0	670	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	612	0	0	1	254
26	Figueroa & Pico	31	56	13	39	112	63	81	674	27	182	580	83
27	Flower & Pico	57	589	8	0	182	0	0	0	0	290	421	0
28	Grand & Pico	66	1,609	20	0	123	63	0	0	0	168	291	0
29	Olive & Pico	0	0	0	42	139	0	72	441	43	0	257	53
30	Hill & Pico	19	1,568	51	11	105	4	11	136	10	144	249	44
31	Broadway & Pico	23	277	2	5	89	6	32	604	50	61	236	23
32	Main & Pico	18	205	1	2	72	2	1	173	12	31	177	44
33	Blaine & Olympic	1	45	11	8	820	299	88	1	69	164	740	6
34	Blaine & SR 110 SB Off-Ramps	8	516	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	523	58	0	0	1,269	0	0	0	112	0	0
36	Convention Center Drive & Venice	8	0	3	3	455	23	0	0	0	0	229	94

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	38	324	37	45	368	142	34	673	49	57	117	33
38	Flower & Venice	66	785	10	0	493	305	0	0	0	49	136	0
39	Grand & Venice	199	1,451	95	0	286	370	0	0	0	104	100	0
40	Olive & Venice	0	0	0	17	198	0	854	481	456	0	155	36
41	Grand & 17th	600	1,216	0	0	553	94	0	0	0	0	0	0
42	Olive & 17th	0	0	0	172	486	0	0	354	208	0	0	0
43	Hill & 17th	184	1,974	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	376	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	188	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	105	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	807	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	935	420	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	410	324	0	0	503	238
50	Hill & 18th	0	744	1,250	0	0	0	14	119	0	4	872	20
51	Broadway & 18th	0	203	188	0	0	0	73	165	0	21	2,103	18
52	Main & 18th	0	240	39	0	0	0	180	165	0	20	2,341	16
53	Los Angeles & 18th	0	36	4	0	0	0	0	68	0	10	8	2,544
54	Figueroa & Washington	226	217	60	143	817	110	65	879	129	74	173	59
55	Flower & Washington	102	641	20	0	971	39	0	0	0	52	252	0
56	Grand & Washington	266	668	92	5	690	19	67	53	60	15	253	0
57	Olive & Washington	0	0	0	22	353	3	201	551	115	5	471	145
58	Hill & Washington	118	422	252	34	192	11	5	89	2	3	626	27
59	Broadway & Washington	8	193	21	31	216	20	18	163	14	18	792	67
60	Main & Washington	12	219	21	28	253	9	20	278	16	22	812	33
61	Los Angeles & Washington	14	20	10	6	212	1	3	12	1	2	791	25
62	San Pedro & Washington	12	232	22	19	163	33	23	247	55	50	757	37
63	Figueroa & Adams	53	599	51	154	306	132	48	761	85	119	142	77
64	Flower & Adams	59	1,822	16	8	589	207	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	440	0	152	0	218	0	161	0
66	Grand & Adams	87	450	26	8	315	22	12	38	14	8	276	43
67	Hill & Adams	83	245	12	10	267	10	8	110	4	5	286	27
68	Broadway & Adams	51	157	12	6	218	14	8	169	17	13	280	7
69	Main & Adams	13	233	19	9	208	22	24	299	12	24	250	23
70	Flower & Jefferson	46	1,004	21	0	390	91	0	0	0	304	399	0
71	Figueroa & Exposition	71	535	408	235	237	24	33	542	52	65	287	64
72	Flower & 37th Street	0	349	1,120	0	0	0	118	0	0	35	688	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	467
74	Hill & 37th Street	10	242	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	536	31	64	9	42	22	437	0	1	0	5

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	250	12	0	53	94	24	0
78	Figueroa & MLK	68	255	242	84	620	129	69	359	52	54	761	78
79	I-110 SB Ramps & MLK	377	5	214	0	522	216	0	0	0	559	565	0
80	I-110 NB Ramps/Hill & MLK	85	68	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	111	703	0	8	593	225
82	Francisco & 9th	0	0	297	0	0	0	0	0	0	0	1,309	184
83	Figueroa & 9th	0	0	0	0	0	0	130	1,210	0	0	1,084	511
84	Flower & 9th	0	827	215	0	0	0	0	0	0	295	918	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	96	546	87
86	Bixel & 8th	46	669	0	131	543	840	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,680	168	0	0	537	0	0	0
88	Figueroa & 8th	0	0	0	210	1,274	0	0	1,540	668	0	0	0
89	Flower & 8th	423	687	0	0	1,039	102	0	0	0	0	0	0
90	Hill & 8th	89	274	0	24	436	46	0	401	28	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	496	75	65	69	33	105	399	47
93	Figueroa & Wilshire	0	0	0	354	227	0	112	1,975	188	0	281	394
94	Lucas & 6th	55	96	40	44	336	12	35	126	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	40	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	297	2,450	0	0	965	222
97	Flower & 6th	0	591	117	0	0	0	0	0	0	342	953	0
98	Grand & 6th	0	381	59	0	0	0	0	0	0	114	1,254	0
99	Hill & 6th	0	287	58	0	0	0	56	385	0	77	1,050	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	857	0
101	Main & 6th	0	0	0	0	0	0	48	807	0	0	403	506
102	Figueroa & 5th	0	0	0	635	1,970	0	0	1,638	1,106	0	0	0
103	Grand & 5th	131	267	0	23	1,467	189	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	736	0	0	827	740	0	0	0
105	Hill & 5th	224	312	0	253	430	12	0	548	39	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	1,140	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	217	30	66	1,216	567	130	149	29
109	Beaudry & 1st	60	188	24	26	262	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	313	51	97	141	64	88	395	543
111	Grand & 1st	52	287	53	664	359	29	127	148	31	57	253	226
112	Olive & 1st	0	0	0	0	400	30	254	0	658	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	650	109	27	431	111
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	375	10
115	Main & 1st	0	0	0	18	266	0	41	1,159	41	0	240	128
116	Hope & Temple/US-101 Ramps	58	80	43	117	201	23	43	683	32	52	141	115

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	748	539	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	1,068	73
119	Grand & I-110 On-Ramp/US-101 Ramps	309	248	0	0	0	0	0	180	1,104	167	0	92
120	Beaudry & Sunset	39	75	51	25	444	58	83	83	91	181	1,289	13
121	Figueroa & Cesar Chavez	34	83	33	89	409	52	122	391	140	204	1,115	113
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	136	438	814	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,055	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	538	69	0	680	44
125	Alameda & Cesar Chavez	50	586	60	26	301	83	62	345	63	240	496	43
126	Main & Alpine	35	86	28	32	122	0	12	379	77	1	163	30
127	Alameda & Alpine	12	50	18	37	275	57	30	134	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	767	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	929	8	5	67	26
130	Sunset & Elysian Park	0	545	60	532	0	1,052	77	476	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	555	708	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	1,033	46	50	170	210
133	Alvarado & US 101 NB Ramps	316	589	0	141	0	200	0	1,074	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	644	169	0	0	0	268	947	0	141	1	389
135	Alvarado & Beverly	100	571	29	46	429	60	48	899	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	610	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	742	41	29	384	88
138	Western & Wilshire	58	742	94	109	714	150	115	877	73	97	695	119
139	Normandie & Wilshire	59	833	58	68	456	46	51	801	84	75	390	35
140	Vermont & Wilshire	131	664	158	124	959	66	86	705	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	454	76	49	641	44	39	410	144
142	Vermont & 8th	106	1,051	40	55	349	22	34	1,068	73	118	352	87
143	Alvarado & 8th	53	490	23	40	355	168	28	555	12	22	272	47
144	Western & Olympic	5	846	99	164	1,032	96	64	978	109	68	721	76
145	Normandie & Olympic	60	465	69	68	1,164	52	52	463	47	76	918	83
146	Vermont & Olympic	169	914	94	111	1,036	120	63	841	63	91	769	161
147	Alvarado & Olympic	232	380	69	85	888	182	132	388	115	31	668	98
148	Union & Olympic	98	219	45	25	943	31	15	180	56	39	779	51
149	Western & Pico	71	924	31	65	362	77	50	828	32	54	284	80
150	Normandie & Pico	19	502	18	38	449	79	77	477	32	51	298	20
151	Vermont & Pico	39	1,025	56	86	379	163	51	835	56	71	317	62
152	Alvarado & Pico	129	409	60	224	533	287	31	311	59	19	180	139
153	Pico & Union	54	186	36	122	976	35	22	120	16	27	179	36
154	Hoover & Alvarado	0	584	0	6	0	712	313	489	0	0	0	0
155	Western & Venice	51	831	17	45	463	82	27	788	54	50	265	55
156	Normandie & Venice	32	648	19	31	466	28	19	563	59	70	229	37

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Peak Hour Traffic Volumes

157	Vermont & Venice	51	1,131	52	64	485	60	57	833	32	40	192	43
158	Hoover & Venice	148	1,117	30	55	346	133	31	691	32	52	129	65
159	Western & Washington	33	1,037	44	59	498	63	77	877	67	59	259	50
160	Normandie & Washington	34	684	14	27	490	56	53	601	78	65	233	29
161	Vermont & Washington	55	1,206	31	55	509	80	85	828	56	53	227	47
162	Hoover & Washington	141	1,036	130	43	364	78	66	720	37	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	654	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	620	423	0	0	0	153	812	0	211	4	282
165	I-10 EB Ramp & Hoover	0	496	318	0	0	0	246	622	0	164	0	275
166	Hill & Venice	130	1,619	253	5	71	3	6	129	9	586	443	4
167	Broadway & Venice	10	326	6	8	44	5	3	161	21	96	586	3
168	Main & Venice	5	228	4	2	40	2	3	156	8	16	570	8
169	Los Angeles & Venice	2	120	2	2	44	3	2	53	4	24	518	3
170	San Pedro & Venice	45	131	0	59	43	157	0	59	31	511	0	12
171	Central & Venice	50	295	0	31	74	173	0	107	95	0	0	0
172	Central & Washington	15	434	54	69	197	30	9	349	15	36	565	47
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	658	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	921	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	393	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	518	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	548	90	72	500	45	68	307	57
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	20	2	9	103	662	29	99	284	155	23	388	207
2	Francisco & Olympic	120	4	100	24	657	195	31	5	31	18	445	19
3	Figueroa & Olympic	0	0	0	108	708	0	56	340	153	98	283	177
4	Flower & Olympic	329	198	22	0	475	15	0	0	0	22	308	0
5	Grand & Olympic	122	217	29	0	229	40	0	0	0	67	214	0
6	Olive & Olympic	0	0	0	13	219	0	34	176	34	0	182	56
7	Hill & Olympic	40	403	16	12	174	3	19	80	10	27	151	29
8	Broadway & Olympic	34	121	9	16	145	4	4	100	11	30	143	28
9	Main & Olympic	68	79	4	13	78	6	4	101	14	18	104	33
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	87	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	83	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	72	7
13	Maple & 9th	2	16	1	9	43	13	6	31	3	7	158	4
14	San Pedro & 9th	6	102	3	25	73	13	57	119	1	12	157	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	328	0	0	1,057	933	0	0	46
16	Figueroa & 11th	0	69	1	88	0	21	6	457	0	0	0	0
17	Flower & 11th	76	290	0	0	17	8	0	0	0	0	0	0
18	Grand & 11th	68	297	0	0	13	151	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	197	150	0	0	0
20	Figueroa & 12th	0	93	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	228	49	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	852	56	0	0	0	0	0	0	125	33	0
23	Olive & 12th	0	0	0	0	0	0	5	198	0	0	62	26
24	LA Live Way & Pico	0	0	0	0	87	0	122	352	451	0	590	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	554	0	0	1	254
26	Figueroa & Pico	9	86	10	35	60	45	71	343	23	173	521	35
27	Flower & Pico	37	220	0	0	93	7	0	0	0	287	342	0
28	Grand & Pico	26	1,188	8	0	75	47	0	0	0	159	215	0
29	Olive & Pico	0	0	0	39	79	0	37	132	39	0	199	24
30	Hill & Pico	10	1,462	48	3	55	2	5	43	5	133	171	39
31	Broadway & Pico	14	197	2	5	39	6	32	530	49	61	156	15
32	Main & Pico	9	96	1	0	31	2	1	68	12	31	110	33
33	Blaine & Olympic	1	44	11	8	571	223	31	1	60	159	527	6
34	Blaine & SR 110 SB Off-Ramps	8	435	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	442	21	0	0	1,289	0	0	0	111	0	0
36	Convention Center Drive & Venice	8	0	3	26	416	0	0	0	0	0	193	94

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Peak Hour Traffic Volumes

37	Figueroa & Venice	27	354	34	16	340	86	32	367	48	56	92	24
38	Flower & Venice	59	418	7	0	387	299	0	0	0	49	106	0
39	Grand & Venice	123	1,083	92	0	256	370	0	0	0	79	70	0
40	Olive & Venice	0	0	0	8	183	0	854	153	440	0	148	11
41	Grand & 17th	429	1,063	0	0	385	85	0	0	0	0	0	0
42	Olive & 17th	0	0	0	53	411	0	0	129	105	0	0	0
43	Hill & 17th	161	1,887	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	301	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	95	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	84	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	525	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	813	378	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	410	123	0	0	419	112
50	Hill & 18th	0	656	1,238	0	0	0	14	32	0	4	801	8
51	Broadway & 18th	0	130	181	0	0	0	15	94	0	12	2,028	18
52	Main & 18th	0	107	23	0	0	0	55	84	0	16	2,217	5
53	Los Angeles & 18th	0	36	4	0	0	0	0	65	0	10	8	2,278
54	Figueroa & Washington	217	208	60	44	625	89	28	510	124	71	145	43
55	Flower & Washington	84	382	15	0	678	39	0	0	0	48	191	0
56	Grand & Washington	260	542	74	5	403	16	39	52	60	15	186	0
57	Olive & Washington	0	0	0	21	291	3	201	474	112	5	278	22
58	Hill & Washington	109	348	247	22	137	11	5	35	2	3	454	6
59	Broadway & Washington	7	126	7	27	150	16	12	99	14	18	677	6
60	Main & Washington	8	93	13	22	184	9	11	102	16	22	699	10
61	Los Angeles & Washington	14	20	10	6	154	1	3	12	1	2	696	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	667	37
63	Figueroa & Adams	49	501	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	1,550	16	0	528	206	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	398	0	93	0	200	0	144	0
66	Grand & Adams	87	289	26	8	274	22	12	38	14	8	214	28
67	Hill & Adams	79	181	12	10	230	10	8	36	4	5	237	14
68	Broadway & Adams	46	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	782	17	0	305	90	0	0	0	218	236	0
71	Figueroa & Exposition	70	448	315	194	225	20	26	307	51	64	270	63
72	Flower & 37th Street	0	137	1,027	0	0	0	117	0	0	35	570	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	178	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	442	30	63	9	41	22	204	0	1	0	5

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	249	12	0	52	93	24	0
78	Figueroa & MLK	67	201	204	66	611	123	66	145	50	52	751	76
79	I-110 SB Ramps & MLK	370	5	212	0	497	214	0	0	0	554	520	0
80	I-110 NB Ramps/Hill & MLK	84	5	11	12	405	92	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	105	595	0	8	315	208
82	Francisco & 9th	0	0	231	0	0	0	0	0	0	0	860	122
83	Figueroa & 9th	0	0	0	0	0	0	90	709	0	0	636	445
84	Flower & 9th	0	516	207	0	0	0	0	0	0	167	558	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	47	359	42
86	Bixel & 8th	45	576	0	129	439	647	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,287	30	0	0	463	0	0	0
88	Figueroa & 8th	0	0	0	194	922	0	0	1,193	447	0	0	0
89	Flower & 8th	385	411	0	0	676	60	0	0	0	0	0	0
90	Hill & 8th	44	116	0	17	199	12	0	316	25	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	398	71	64	59	33	95	334	13
93	Figueroa & Wilshire	0	0	0	352	168	0	112	1,649	148	0	203	261
94	Lucas & 6th	51	47	10	12	197	7	4	88	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	26	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	263	2,022	0	0	602	152
97	Flower & 6th	0	381	115	0	0	0	0	0	0	167	731	0
98	Grand & 6th	0	219	50	0	0	0	0	0	0	81	1,055	0
99	Hill & 6th	0	99	39	0	0	0	56	280	0	27	857	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	681	0
101	Main & 6th	0	0	0	0	0	0	29	453	0	0	268	439
102	Figueroa & 5th	0	0	0	626	1,678	0	0	1,356	872	0	0	0
103	Grand & 5th	121	165	0	19	1,126	127	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	423	0	0	617	705	0	0	0
105	Hill & 5th	81	117	0	211	255	0	0	443	38	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	772	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	199	30	60	1,017	552	125	131	29
109	Beaudry & 1st	55	151	24	26	116	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	171	24	92	110	58	50	281	538
111	Grand & 1st	31	211	12	573	179	21	1	93	9	28	142	226
112	Olive & 1st	0	0	0	0	295	12	131	0	484	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	537	109	13	203	89
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	191	10
115	Main & 1st	0	0	0	15	139	0	28	796	29	0	156	26
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	596	31	19	97	98

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	585	235	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	748	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	127	966	97	0	81
120	Beaudry & Sunset	30	34	21	25	371	46	78	63	90	179	1,204	13
121	Figueroa & Cesar Chavez	34	57	33	33	333	51	111	217	131	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	112	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	218	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	163	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	74	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	646	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	697	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	395	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	506	644	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	942	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	912	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	836	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	756	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	489	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	604	41	29	258	84
138	Western & Wilshire	57	662	93	108	648	131	103	821	62	94	640	118
139	Normandie & Wilshire	58	812	50	62	394	40	44	776	83	74	339	35
140	Vermont & Wilshire	114	600	154	121	868	65	85	589	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	389	62	37	528	44	39	354	106
142	Vermont & 8th	93	905	33	47	249	22	34	914	67	112	267	79
143	Alvarado & 8th	52	403	23	39	241	168	28	473	12	22	150	46
144	Western & Olympic	5	748	96	153	797	85	61	910	108	67	556	75
145	Normandie & Olympic	52	439	67	65	942	48	49	445	39	31	714	62
146	Vermont & Olympic	165	776	85	102	817	118	61	704	57	76	581	148
147	Alvarado & Olympic	231	301	63	79	660	157	108	312	115	31	472	97
148	Union & Olympic	97	215	44	14	688	31	15	177	55	39	555	50
149	Western & Pico	60	825	31	64	288	76	49	761	32	53	218	77
150	Normandie & Pico	19	436	10	37	375	78	76	450	32	50	232	20
151	Vermont & Pico	38	873	55	85	306	162	50	693	55	70	245	60
152	Alvarado & Pico	125	312	58	222	461	286	18	216	59	19	112	134
153	Pico & Union	53	184	35	120	903	27	22	119	16	27	99	36
154	Hoover & Alvarado	0	507	0	6	0	612	206	443	0	0	0	0
155	Western & Venice	50	733	17	45	431	81	27	721	53	49	232	54
156	Normandie & Venice	32	580	19	31	434	28	19	535	58	69	197	37

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	51	978	51	63	453	59	56	691	32	40	160	42
158	Hoover & Venice	147	942	30	54	315	124	28	539	32	51	98	64
159	Western & Washington	33	937	43	58	392	62	76	809	66	58	196	49
160	Normandie & Washington	34	616	14	27	384	55	52	572	77	64	170	29
161	Vermont & Washington	54	1,052	31	55	403	79	84	686	55	52	164	46
162	Hoover & Washington	140	865	118	35	259	77	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	577	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	562	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	429	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	124	1,495	250	1	54	3	6	28	9	585	436	4
167	Broadway & Venice	8	248	6	8	37	5	3	92	10	93	580	3
168	Main & Venice	3	120	4	2	35	2	3	51	8	16	564	8
169	Los Angeles & Venice	2	96	2	2	39	3	2	37	4	24	518	3
170	San Pedro & Venice	45	129	0	58	38	155	0	58	31	511	0	12
171	Central & Venice	49	248	0	31	68	171	0	75	94	0	0	0
172	Central & Washington	13	333	36	40	146	30	9	257	15	36	477	43
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	599	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	785	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	308	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	485	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	441	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,169	21,690	0	0	72.2	71.2
- South of 1st St.	70	10	45	35	1,719	17,190	0	0	71.2	70.2
- North of 11th St.	70	10	45	35	1,504	15,040	0	0	70.6	69.6
- Between 11th and 12th St.	50	10	35	35	1,526	15,260	0	0	71.8	70.9
- Between 12th St. and Venice Ave.	50	10	35	35	1,579	15,790	0	0	72.0	71.0
- Between Venice Ave. and 17th St.	50	10	35	35	1,672	16,720	0	0	72.2	71.3
- Between 17th St. and Washington Ave.	50	10	35	35	1,053	10,530	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,739	27,390	0	0	73.2	72.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,110	31,100	0	0	73.7	72.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,162	21,620	0	0	72.1	71.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,740	17,400	0	0	71.2	70.2
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,952	19,520	0	0	71.7	70.7
- South of Pico Blvd.	70	10	45	35	2,256	22,560	0	0	72.3	71.4
Flower Street										
- North of 6th St.	70	10	45	35	1,506	15,060	0	0	70.6	69.6
- Between 6th St. and 8th St.	60	10	40	35	1,680	16,800	0	0	71.7	70.7
- Between 8th and Pico Blvd.	60	10	40	35	1,400	14,000	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	35	1,246	12,460	0	0	71.8	70.8
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,295	12,950	0	0	70.5	69.5
- South of 1st St.	70	10	45	35	1,590	15,900	0	0	70.8	69.8
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,953	19,530	0	0	71.3	70.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,550	15,500	0	0	70.3	69.3
- East of Figueroa St.	70	10	45	35	1,109	11,090	0	0	69.2	68.3
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,802	18,020	0	0	73.4	72.4
- East of Bixel St.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- East of Flower St.	40	10	30	35	1,330	13,300	0	0	72.0	71.1
- West of Main St.	40	10	30	35	1,034	10,340	0	0	70.9	70.0
- East of Main St.	40	10	30	35	924	9,240	0	0	70.5	69.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,912	29,120	0	0	73.0	72.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,654	26,540	0	0	72.6	71.7
- Between Union Ave. & Blaine St.	80	10	50	35	2,336	23,360	0	0	72.1	71.1
- Between Blaine St. & Georgia St.	80	10	50	35	2,175	21,750	0	0	71.8	70.8
- Between George St. & Francisco St.	80	10	50	35	2,188	21,880	0	0	71.8	70.8
- Between Francisco St. & Figueroa St.	80	10	50	35	2,224	22,240	0	0	71.9	70.9
- Between Figueroa St. & Flower St.	70	10	45	35	2,086	20,860	0	0	72.0	71.0
- East of Flower St.	70	10	45	35	1,766	17,660	0	0	71.3	70.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	479	4,790	0	0	67.6	66.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	629	6,290	0	0	68.8	67.8
- East of LA Live Wy.	60	10	40	35	333	3,330	0	0	64.6	63.6
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	441	4,410	0	0	67.2	66.3
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,787	17,870	0	0	71.9	70.9
- Between Alvarado St. & Union Ave.	60	10	40	35	1,794	17,940	0	0	71.9	71.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,928	19,280	0	0	72.3	71.3
- Between Figueroa & Flower St.	70	10	45	35	1,765	17,650	0	0	71.3	70.3
- East of Hill St.	50	10	35	35	990	9,900	0	0	70.0	69.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	710	7,100	0	0	69.1	68.1
Venice Boulevard										
- East of Olive St.	40	10	30	35	971	9,710	0	0	70.7	69.7
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	201	2,010	0	0	63.8	62.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,785	17,850	0	0	73.3	72.3
W. 18th Street										
- West of Flower St.	40	10	30	35	78	780	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	100	1,000	0	0	60.8	59.8
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,988	19,880	0	0	71.4	70.4
- Between Flower St. & Grand Ave.	80	10	50	35	1,746	17,460	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,911	19,110	0	0	71.2	70.2
- East of Los Angeles St.	80	10	50	35	2,047	20,470	0	0	71.5	70.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,040	10,400	0	0	69.0	68.0
- East of I-110 Fwy.	50	10	35	35	885	8,850	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,128	21,280	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,086	20,860	0	0	72.6	71.6
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,777	17,770	0	0	71.9	70.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,691	16,910	0	0	71.7	70.7
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,473	14,730	0	0	72.3	71.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,295	12,950	0	0	71.7	70.7
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	960	9,600	0	0	70.4	69.4
- South of 6th St.	40	10	30	30	821	8,210	0	0	69.7	68.8
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,476	24,760	0	0	73.9	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	1,793	17,930	0	0	72.5	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,456	14,560	0	0	71.6	70.7
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,833	18,330	0	0	72.6	71.7
- Between Bixel St. & Figueroa St.	50	10	35	35	1,730	17,300	0	0	72.4	71.4

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,355	13,550	0	0	71.3	70.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,671	26,710	0	0	73.1	72.1
- South of 1st St.	70	10	45	35	2,417	24,170	0	0	72.6	71.7
- North of 11th St.	70	10	45	35	2,122	21,220	0	0	72.1	71.1
- Between 11th and 12th St.	50	10	35	35	2,238	22,380	0	0	73.5	72.5
- Between 12th St. and Venice Ave.	50	10	35	35	2,276	22,760	0	0	73.6	72.6
- Between Venice Ave. and 17th St.	50	10	35	35	2,374	23,740	0	0	73.8	72.8
- Between 17th St. and Washington Ave.	50	10	35	35	1,524	15,240	0	0	71.8	70.9
- South of Washington Ave.	50	10	35	35	1,539	15,390	0	0	71.9	70.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,127	31,270	0	0	73.8	72.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	4,009	40,090	0	0	74.8	73.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,803	28,030	0	0	73.3	72.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,388	23,880	0	0	72.6	71.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,681	26,810	0	0	73.1	72.1
- South of Pico Blvd.	70	10	45	35	2,865	28,650	0	0	73.4	72.4
Flower Street										
- North of 6th St.	70	10	45	35	1,860	18,600	0	0	71.5	70.5
- Between 6th St. and 8th St.	60	10	40	35	2,289	22,890	0	0	73.0	72.0
- Between 8th and Pico Blvd.	60	10	40	35	2,015	20,150	0	0	72.4	71.5
- South of Pico Blvd.	40	10	30	35	1,819	18,190	0	0	73.4	72.4
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,614	16,140	0	0	71.5	70.5
- South of 1st St.	70	10	45	35	1,921	19,210	0	0	71.6	70.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,844	28,440	0	0	72.9	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,674	16,740	0	0	70.6	69.7
- East of Figueroa St.	70	10	45	35	1,210	12,100	0	0	69.6	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,622	26,220	0	0	75.0	74.0
- East of Bixel St.	40	10	30	35	2,543	25,430	0	0	74.9	73.9
- East of Flower St.	40	10	30	35	1,809	18,090	0	0	73.4	72.4
- West of Main St.	40	10	30	35	1,393	13,930	0	0	72.2	71.3
- East of Main St.	40	10	30	35	1,167	11,670	0	0	71.5	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,425	34,250	0	0	73.7	72.8
- Between Alvarado St. & Union Ave.	80	10	50	35	3,306	33,060	0	0	73.6	72.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,985	29,850	0	0	73.1	72.2
- Between Blaine St. & Georgia St.	80	10	50	35	3,002	30,020	0	0	73.2	72.2
- Between George St. & Francisco St.	80	10	50	35	2,756	27,560	0	0	72.8	71.8
- Between Francisco St. & Figueroa St.	80	10	50	35	3,087	30,870	0	0	73.3	72.3
- Between Figueroa St. & Flower St.	70	10	45	35	2,919	29,190	0	0	73.5	72.5
- East of Flower St.	70	10	45	35	2,507	25,070	0	0	72.8	71.8
W. 11th Street										
- West of Blaine St.	40	10	30	35	498	4,980	0	0	67.8	66.8
- Between Blaine St. & LA Live Wy.	40	10	30	35	790	7,900	0	0	69.8	68.8
- East of LA Live Wy.	60	10	40	35	528	5,280	0	0	66.6	65.7
- West of Grand Ave.	40	10	30	35	781	7,810	0	0	69.7	68.8
- East of Grand Ave.	40	10	30	35	931	9,310	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,037	20,370	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	60	10	40	35	2,048	20,480	0	0	72.5	71.5
- Between Union Ave. & Figueroa St.	60	10	40	35	2,209	22,090	0	0	72.8	71.9
- Between Figueroa & Flower St.	70	10	45	35	2,057	20,570	0	0	71.9	71.0
- East of Hill St.	50	10	35	35	1,247	12,470	0	0	71.0	70.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	898	8,980	0	0	70.1	69.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,023	10,230	0	0	70.9	69.9
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	400	4,000	0	0	66.8	65.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,302	23,020	0	0	74.4	73.4
W. 18th Street										
- West of Flower St.	40	10	30	35	109	1,090	0	0	61.2	60.2
- West of Grand Ave.	40	10	30	35	132	1,320	0	0	62.0	61.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,239	22,390	0	0	71.9	70.9
- Between Flower St. & Grand Ave.	80	10	50	35	2,050	20,500	0	0	71.5	70.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,209	22,090	0	0	71.8	70.9
- East of Los Angeles St.	80	10	50	35	2,261	22,610	0	0	71.9	71.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,087	10,870	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	895	8,950	0	0	69.5	68.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,468	24,680	0	0	73.3	72.3
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,412	24,120	0	0	73.2	72.2
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,224	22,240	0	0	72.9	71.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,979	19,790	0	0	72.4	71.4
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
- South of Pico Blvd.	40	10	30	30	1,080	10,800	0	0	70.9	70.0
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,343	13,430	0	0	71.9	70.9
- South of 6th St.	40	10	30	30	1,172	11,720	0	0	71.3	70.3
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,658	26,580	0	0	74.2	73.3
- Between Flower St. & Grand Ave.	50	10	35	35	2,029	20,290	0	0	73.1	72.1
- Between Grand Ave. and Main St.	50	10	35	35	1,684	16,840	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,334	23,340	0	0	73.7	72.7
- Between Bixel St. & Figueroa St.	50	10	35	35	2,345	23,450	0	0	73.7	72.7

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,695	16,950	0	0	72.3	71.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	3,066	30,660	0	0	73.7	72.7
- South of 1st St.	70	10	45	35	2,842	28,420	0	0	73.3	72.4
- North of 11th St.	70	10	45	35	2,178	21,780	0	0	72.2	71.2
- Between 11th and 12th St.	50	10	35	35	2,592	25,920	0	0	74.1	73.2
- Between 12th St. and Venice Ave.	50	10	35	35	2,444	24,440	0	0	73.9	72.9
- Between Venice Ave. and 17th St.	50	10	35	35	2,571	25,710	0	0	74.1	73.1
- Between 17th St. and Washington Ave.	50	10	35	35	2,041	20,410	0	0	73.1	72.1
- South of Washington Ave.	50	10	35	35	2,072	20,720	0	0	73.2	72.2
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	3,305	33,050	0	0	74.0	73.0
- Between 5th St. and Wilshire Blvd.	70	10	45	35	4,138	41,380	0	0	75.0	74.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,168	31,680	0	0	73.8	72.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,691	26,910	0	0	73.1	72.1
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,846	28,460	0	0	73.3	72.4
- South of Pico Blvd.	70	10	45	35	3,055	30,550	0	0	73.7	72.7
Flower Street										
- North of 6th St.	70	10	45	35	2,380	23,800	0	0	72.6	71.6
- Between 6th St. and 8th St.	60	10	40	35	2,999	29,990	0	0	74.2	73.2
- Between 8th and Pico Blvd.	60	10	40	35	2,223	22,230	0	0	72.9	71.9
- South of Pico Blvd.	40	10	30	35	1,840	18,400	0	0	73.4	72.5
- South of 18th St.	40	10	30	35	1,308	13,080	0	0	72.0	71.0
Hope Street										
- North of 1st St.	60	10	40	35	1,970	19,700	0	0	72.3	71.4
- South of 1st St.	70	10	45	35	2,259	22,590	0	0	72.3	71.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,891	28,910	0	0	73.0	72.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,701	17,010	0	0	70.7	69.7
- East of Figueroa St.	70	10	45	35	1,237	12,370	0	0	69.7	68.7
6th Street										
- West of Lucas Ave.	40	10	30	35	2,452	24,520	0	0	74.7	73.7
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,829	28,290	0	0	75.3	74.3
- East of Bixel St.	40	10	30	35	2,750	27,500	0	0	75.2	74.2
- East of Flower St.	40	10	30	35	2,470	24,700	0	0	74.7	73.8
- West of Main St.	40	10	30	35	1,395	13,950	0	0	72.2	71.3
- East of Main St.	40	10	30	35	1,169	11,690	0	0	71.5	70.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,762	37,620	0	0	74.2	73.2
- Between Alvarado St. & Union Ave.	80	10	50	35	3,667	36,670	0	0	74.0	73.1
- Between Union Ave. & Blaine St.	80	10	50	35	3,456	34,560	0	0	73.8	72.8
- Between Blaine St. & Georgia St.	80	10	50	35	3,465	34,650	0	0	73.8	72.8
- Between George St. & Francisco St.	80	10	50	35	3,182	31,820	0	0	73.4	72.5
- Between Francisco St. & Figueroa St.	80	10	50	35	3,871	38,710	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,600	36,000	0	0	74.4	73.4
- East of Flower St.	70	10	45	35	2,926	29,260	0	0	73.5	72.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	237	2,370	0	0	64.5	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	560	5,600	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	251	2,510	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	642	6,420	0	0	68.9	67.9
- East of Grand Ave.	40	10	30	35	1,243	12,430	0	0	71.7	70.8
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,248	22,480	0	0	72.9	71.9
- Between Alvarado St. & Union Ave.	60	10	40	35	2,501	25,010	0	0	73.4	72.4
- Between Union Ave. & Figueroa St.	60	10	40	35	2,543	25,430	0	0	73.5	72.5
- Between Figueroa & Flower St.	70	10	45	35	2,344	23,440	0	0	72.5	71.5
- East of Hill St.	50	10	35	35	1,383	13,830	0	0	71.4	70.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	941	9,410	0	0	70.3	69.4
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,814	18,140	0	0	73.2	72.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,391	13,910	0	0	72.2	71.3
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	390	3,900	0	0	66.7	65.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,433	24,330	0	0	74.7	73.7
W. 18th Street										
- West of Flower St.	40	10	30	35	213	2,130	0	0	64.1	63.1
- West of Grand Ave.	40	10	30	35	236	2,360	0	0	64.5	63.6
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,548	25,480	0	0	72.5	71.5
- Between Flower St. & Grand Ave.	80	10	50	35	2,232	22,320	0	0	71.9	70.9
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,378	23,780	0	0	72.2	71.2
- East of Los Angeles St.	80	10	50	35	2,405	24,050	0	0	72.2	71.2
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,411	14,110	0	0	70.3	69.3
- East of I-110 Fwy.	50	10	35	35	1,060	10,600	0	0	70.3	69.3
Alvarado Street										
- North of 8th St.	60	10	40	35	2,548	25,480	0	0	73.5	72.5
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,492	24,920	0	0	73.4	72.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,581	25,810	0	0	73.5	72.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	2,213	22,130	0	0	72.8	71.9
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,528	15,280	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,493	14,930	0	0	72.3	71.4
- South of Pico Blvd.	40	10	30	30	1,147	11,470	0	0	71.2	70.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,649	16,490	0	0	72.8	71.8
- South of 6th St.	40	10	30	30	1,271	12,710	0	0	71.6	70.7
Bixel Street										
- North of 8th St.	40	10	30	30	737	7,370	0	0	69.3	68.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	894	8,940	0	0	70.1	69.1
- Between Wilshire Blvd. & 6th St.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	3,074	30,740	0	0	74.9	73.9
- Between Flower St. & Grand Ave.	50	10	35	35	2,418	24,180	0	0	73.8	72.9
- Between Grand Ave. and Main St.	50	10	35	35	1,948	19,480	0	0	72.9	71.9
- East of Main St.	50	10	35	35	1,495	14,950	0	0	71.7	70.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,504	25,040	0	0	74.0	73.0
- Between Bixel St. & Figueroa St.	50	10	35	35	2,515	25,150	0	0	74.0	73.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,937	19,370	0	0	72.9	71.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	2,564	25,640	0	0	72.9	71.9
- South of 1st St.	70	10	45	35	2,144	21,440	0	0	72.1	71.1
- North of 11th St.	70	10	45	35	1,560	15,600	0	0	70.7	69.8
- Between 11th and 12th St.	50	10	35	35	1,844	18,440	0	0	72.7	71.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,711	17,110	0	0	72.3	71.4
- Between Venice Ave. and 17th St.	50	10	35	35	1,758	17,580	0	0	72.5	71.5
- Between 17th St. and Washington Ave.	50	10	35	35	1,145	11,450	0	0	70.6	69.6
- South of Washington Ave.	50	10	35	35	1,204	12,040	0	0	70.8	69.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,917	29,170	0	0	73.4	72.5
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,239	32,390	0	0	73.9	72.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,507	25,070	0	0	72.8	71.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,996	19,960	0	0	71.8	70.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,092	20,920	0	0	72.0	71.0
- South of Pico Blvd.	70	10	45	35	2,497	24,970	0	0	72.8	71.8
Flower Street										
- North of 6th St.	70	10	45	35	2,026	20,260	0	0	71.9	70.9
- Between 6th St. and 8th St.	60	10	40	35	2,390	23,900	0	0	73.2	72.2
- Between 8th and Pico Blvd.	60	10	40	35	1,616	16,160	0	0	71.5	70.5
- South of Pico Blvd.	40	10	30	35	1,283	12,830	0	0	71.9	70.9
- South of 18th St.	40	10	30	35	788	7,880	0	0	69.8	68.8
Hope Street										
- North of 1st St.	60	10	40	35	1,651	16,510	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,928	19,280	0	0	71.7	70.7
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,000	20,000	0	0	71.4	70.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,577	15,770	0	0	70.4	69.4
- East of Figueroa St.	70	10	45	35	1,136	11,360	0	0	69.4	68.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,811	18,110	0	0	73.4	72.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,009	20,090	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	1,898	18,980	0	0	73.6	72.6
- East of Flower St.	40	10	30	35	1,991	19,910	0	0	73.8	72.8
- West of Main St.	40	10	30	35	1,036	10,360	0	0	71.0	70.0
- East of Main St.	40	10	30	35	926	9,260	0	0	70.5	69.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,192	31,920	0	0	73.4	72.5
- Between Alvarado St. & Union Ave.	80	10	50	35	3,015	30,150	0	0	73.2	72.2
- Between Union Ave. & Blaine St.	80	10	50	35	2,808	28,080	0	0	72.9	71.9
- Between Blaine St. & Georgia St.	80	10	50	35	2,638	26,380	0	0	72.6	71.6
- Between George St. & Francisco St.	80	10	50	35	2,586	25,860	0	0	72.5	71.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,944	29,440	0	0	73.1	72.1
- Between Figueroa St. & Flower St.	70	10	45	35	2,753	27,530	0	0	73.2	72.2
- East of Flower St.	70	10	45	35	2,155	21,550	0	0	72.1	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	239	2,390	0	0	64.6	63.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	506	5,060	0	0	67.8	66.9
- East of LA Live Wy.	60	10	40	35	261	2,610	0	0	63.6	62.6
- West of Grand Ave.	40	10	30	35	299	2,990	0	0	65.6	64.6
- East of Grand Ave.	40	10	30	35	736	7,360	0	0	69.5	68.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,941	19,410	0	0	72.3	71.3
- Between Alvarado St. & Union Ave.	60	10	40	35	2,247	22,470	0	0	72.9	71.9
- Between Union Ave. & Figueroa St.	60	10	40	35	2,237	22,370	0	0	72.9	71.9
- Between Figueroa & Flower St.	70	10	45	35	2,043	20,430	0	0	71.9	70.9
- East of Hill St.	50	10	35	35	1,126	11,260	0	0	70.5	69.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	690	6,900	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,626	16,260	0	0	72.7	71.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,246	12,460	0	0	71.8	70.8
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	191	1,910	0	0	63.6	62.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,916	19,160	0	0	73.6	72.6
W. 18th Street										
- West of Flower St.	40	10	30	35	182	1,820	0	0	63.4	62.4
- West of Grand Ave.	40	10	30	35	204	2,040	0	0	63.9	62.9
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,297	22,970	0	0	72.0	71.0
- Between Flower St. & Grand Ave.	80	10	50	35	1,928	19,280	0	0	71.3	70.3
- Between Grand Ave. & Los Angeles St.	80	10	50	35	2,020	20,200	0	0	71.5	70.5
- East of Los Angeles St.	80	10	50	35	2,132	21,320	0	0	71.7	70.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,085	10,850	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	1,050	10,500	0	0	70.2	69.2
Alvarado Street										
- North of 8th St.	60	10	40	35	2,149	21,490	0	0	72.7	71.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,107	21,070	0	0	72.6	71.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,018	20,180	0	0	72.4	71.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,839	18,390	0	0	72.0	71.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,504	15,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,445	14,450	0	0	72.2	71.2
- South of Pico Blvd.	40	10	30	30	1,059	10,590	0	0	70.8	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,266	12,660	0	0	71.6	70.6
- South of 6th St.	40	10	30	30	920	9,200	0	0	70.2	69.3
Bixel Street										
- North of 8th St.	40	10	30	30	648	6,480	0	0	68.7	67.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	771	7,710	0	0	69.5	68.5
- Between Wilshire Blvd. & 6th St.	40	10	30	30	791	7,910	0	0	69.6	68.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,502	25,020	0	0	74.0	73.0
- Between Flower St. & Grand Ave.	50	10	35	35	2,182	21,820	0	0	73.4	72.4
- Between Grand Ave. and Main St.	50	10	35	35	1,721	17,210	0	0	72.4	71.4
- East of Main St.	50	10	35	35	1,372	13,720	0	0	71.4	70.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	2,003	20,030	0	0	73.0	72.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,900	19,000	0	0	72.8	71.8

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,597	15,970	0	0	72.0	71.1

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	107	1,144	51	41	58	17	19	779	153
2	Francisco & Olympic	35	6	11	23	1,285	21	15	2	26	20	841	19
3	Figueroa & Olympic	0	0	0	154	1,062	46	113	1,439	234	130	713	113
4	Flower & Olympic	347	1,187	56	0	940	28	0	0	0	55	742	0
5	Grand & Olympic	224	1,234	99	0	936	93	0	0	0	87	748	0
6	Olive & Olympic	0	0	0	81	890	0	38	831	116	0	721	129
7	Hill & Olympic	172	683	30	42	756	50	54	445	50	64	629	52
8	Broadway & Olympic	90	446	21	68	712	51	68	553	44	60	621	57
9	Main & Olympic	198	686	36	133	581	72	80	917	60	67	447	188
10	Los Angeles & Olympic	143	391	39	67	477	49	69	275	53	102	406	109
11	Santee & Olympic	192	69	19	31	343	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	222	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	693	19
14	San Pedro & 9th	62	496	44	129	414	76	137	594	96	78	765	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	210	15	53	966	298	32	31	54
16	Figueroa & 11th	16	159	2	160	205	140	13	1,633	33	55	16	33
17	Flower & 11th	207	1,203	0	0	313	62	0	0	0	24	0	0
18	Grand & 11th	116	1,388	0	0	303	138	0	0	0	0	0	0
19	Olive & 11th	0	0	0	98	529	0	0	829	105	0	0	0
20	Figueroa & 12th	0	353	13	11	0	42	25	1,479	0	18	13	102
21	Flower & 12th	49	1,163	58	0	0	0	0	0	0	5	46	0
22	Grand & 12th	0	1,431	95	0	0	0	0	0	0	77	124	0
23	Olive & 12th	0	0	0	0	0	0	59	843	0	0	178	83
24	LA Live Way & Pico	27	0	136	90	489	0	125	815	687	0	534	108
25	LA Live Way & Bond	0	0	0	161	0	0	0	1,563	0	0	0	0
26	Figueroa & Pico	20	358	15	70	550	205	65	1,268	98	262	837	211
27	Flower & Pico	254	942	0	0	602	45	0	0	0	259	672	0
28	Grand & Pico	114	1,437	45	0	523	61	0	0	0	100	520	0
29	Olive & Pico	0	0	0	68	465	0	70	733	85	0	482	62
30	Hill & Pico	88	718	29	26	373	61	31	363	34	39	470	34
31	Broadway & Pico	55	579	13	29	345	57	32	530	49	89	406	63
32	Main & Pico	63	776	20	74	329	0	46	676	45	40	311	113
33	Blaine & Olympic	27	165	20	41	960	236	32	1	61	206	927	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	76	0	0	0	0	0	0
35	Blaine & 11th	24	661	53	0	209	316	0	0	0	191	55	0
36	Convention Center Drive & Venice	32	0	64	54	626	0	0	0	0	0	686	3

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Peak Hour Traffic Volumes

37	Figueroa & Venice	92	646	18	52	504	181	63	1,166	156	257	407	88
38	Flower & Venice	246	894	74	0	484	20	0	0	0	82	428	0
39	Grand & Venice	67	1,460	123	0	389	57	0	0	0	145	379	0
40	Olive & Venice	0	0	0	60	387	0	70	673	55	0	454	58
41	Grand & 17th	811	870	0	0	974	134	0	0	0	0	0	0
42	Olive & 17th	0	0	0	143	835	0	0	614	187	0	0	0
43	Hill & 17th	194	672	0	64	706	58	0	410	79	0	0	0
44	Broadway & 17th	126	717	0	57	604	89	0	584	82	0	0	0
45	Main & 17th	158	733	0	44	511	149	0	666	58	0	0	0
46	Los Angeles & 17th	138	620	0	101	527	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	55	0
48	Grand & 18th	0	798	192	0	0	0	192	0	0	124	703	0
49	Olive & 18th	0	0	0	0	0	0	64	548	0	0	834	252
50	Hill & 18th	0	677	48	0	0	0	87	460	0	43	578	28
51	Broadway & 18th	0	731	70	0	0	0	66	598	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	139	769	102	97	723	123	105	1,466	179	128	679	140
55	Flower & Washington	196	1,033	66	0	889	0	0	0	0	61	821	0
56	Grand & Washington	80	742	89	11	715	57	69	180	55	52	813	0
57	Olive & Washington	0	0	0	93	731	58	49	389	49	41	851	83
58	Hill & Washington	51	669	70	49	766	60	141	520	39	24	827	18
59	Broadway & Washington	40	787	41	48	804	117	74	644	43	55	953	37
60	Main & Washington	77	776	74	64	832	100	98	677	57	51	924	58
61	Los Angeles & Washington	95	168	118	75	895	11	21	247	5	18	927	127
62	San Pedro & Washington	106	651	46	52	752	108	50	598	54	83	969	149
63	Figueroa & Adams	127	979	141	306	722	137	71	1,339	198	215	507	129
64	Flower & Adams	105	1,368	40	0	1,317	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	139	0	345	0	511	0	254	0	313	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	302	46	50	782	156
67	Hill & Adams	67	623	67	62	465	42	87	506	20	36	749	135
68	Broadway & Adams	47	812	39	19	516	54	55	519	51	71	796	93
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	492	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	809	249	340	596	24	33	847	156	232	539	250
72	Flower & 37th Street	0	296	828	0	0	0	169	0	0	49	763	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	227	886	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	294	19	54	90	117
75	Broadway & 37th	14	1,047	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,252	177	272	22	437	105	618	25	17	30	97

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	120	0	218	284	116	0
78	Figueroa & MLK	347	1,100	171	75	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,174	350	0	0	0	552	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	82	339	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	314	0	26	825	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,356	330
83	Figueroa & 9th	0	0	0	0	0	0	179	1,595	0	0	1,111	375
84	Flower & 9th	0	1,279	159	0	0	0	0	0	0	210	942	0
85	Broadway & 9th	0	495	63	0	0	0	77	536	0	75	1,088	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,780	77	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	291	1,554	0	0	1,913	279	0	0	0
89	Flower & 8th	338	1,473	0	0	1,359	131	0	0	0	0	0	0
90	Hill & 8th	143	762	0	72	754	74	0	482	64	0	0	0
91	Broadway & 8th	63	503	0	78	755	60	0	598	76	0	0	0
92	Bixel & Wilshire	90	272	77	57	742	72	119	181	62	78	793	68
93	Figueroa & Wilshire	0	0	0	330	347	0	62	2,149	143	0	616	493
94	Lucas & 6th	107	242	39	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	731	75
96	Figueroa & 6th	0	0	0	0	0	0	174	2,930	0	0	1,065	370
97	Flower & 6th	0	1,211	295	0	0	0	0	0	0	338	1,035	0
98	Grand & 6th	0	1,078	153	0	0	0	0	0	0	132	1,299	0
99	Hill & 6th	0	694	63	0	0	0	93	562	0	143	997	0
100	Spring & 6th	0	844	170	0	0	0	0	0	0	138	898	0
101	Main & 6th	0	0	0	0	0	0	141	1,303	0	0	783	251
102	Figueroa & 5th	0	0	0	376	1,558	0	0	2,214	1,034	0	0	0
103	Grand & 5th	230	723	0	155	1,260	327	0	0	0	0	0	0
104	Olive & 5th	341	0	0	35	967	0	0	1,191	497	0	0	0
105	Hill & 5th	75	825	0	64	852	40	0	623	62	0	0	0
106	Spring & 5th	136	823	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,220	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	348	276	326	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	579	93
110	Hope & 1st	28	323	66	140	762	169	110	553	202	233	749	185
111	Grand & 1st	75	667	48	475	871	215	61	650	31	95	583	254
112	Olive & 1st	0	0	0	0	1,054	50	684	0	473	36	752	0
113	Hill & 1st	243	755	109	106	673	15	67	568	38	55	918	303
114	Spring & 1st	133	457	48	0	513	40	0	0	0	25	852	85
115	Main & 1st	0	0	0	72	549	0	170	1,409	100	0	856	188
116	Hope & Temple/US-101 Ramps	20	44	44	145	645	163	174	546	226	78	522	378

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	402	1,057	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	714	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	466	0	0	0	0	0	716	684	142	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	805	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	812	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	216	956	32
123	Spring & Cesar Chavez	71	92	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	660	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	83	250	139	139	502	0	39	403	4	9	144	112
127	Alameda & Alpine	47	59	26	30	401	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,038	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,065	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	843	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,001	110	176	0	272	318	1,746	0	0	0	0
132	Glendale & Temple	178	728	75	223	514	22	21	1,446	58	73	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,086	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96
138	Western & Wilshire	64	809	136	104	970	151	93	732	68	113	987	142
139	Normandie & Wilshire	104	1,236	56	67	557	79	65	1,281	111	135	605	50
140	Vermont & Wilshire	151	1,004	154	103	1,029	103	98	1,058	128	83	1,117	118
141	Alvarado & Wilshire	102	933	0	125	864	84	73	1,020	0	41	850	94
142	Vermont & 8th	102	1,114	46	77	554	0	49	1,202	62	102	699	0
143	Alvarado & 8th	81	930	0	82	653	66	65	973	0	51	467	62
144	Western & Olympic	3	1,230	136	114	1,058	106	68	1,030	138	66	1,427	78
145	Normandie & Olympic	90	801	85	84	1,438	63	55	595	68	56	1,619	73
146	Vermont & Olympic	107	948	106	68	1,316	76	86	1,076	101	80	1,492	138
147	Alvarado & Olympic	193	768	144	66	1,129	83	59	696	106	53	1,212	219
148	Union & Olympic	168	599	78	53	1,045	53	36	492	62	66	1,190	83
149	Western & Pico	80	1,024	58	52	520	73	68	878	69	106	708	114
150	Normandie & Pico	44	811	0	33	569	86	109	699	30	92	639	31
151	Vermont & Pico	50	1,072	55	109	670	69	90	1,109	70	112	663	94
152	Alvarado & Pico	179	617	106	122	829	102	59	615	0	34	595	150
153	Pico & Union	86	481	85	177	946	54	43	382	40	59	573	71
154	Hoover & Alvarado	0	975	2	8	0	711	640	970	0	0	0	0
155	Western & Venice	122	913	58	62	690	75	105	892	80	134	823	71
156	Normandie & Venice	60	970	59	43	587	32	48	825	109	167	750	78

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157	Vermont & Venice	79	1,105	67	91	617	76	100	1,107	66	102	691	82
158	Hoover & Venice	135	1,455	74	108	542	127	60	1,404	96	148	496	112
159	Western & Washington	47	1,146	66	95	614	106	99	970	90	107	717	59
160	Normandie & Washington	50	1,015	111	72	571	140	139	919	139	132	643	58
161	Vermont & Washington	68	1,081	77	88	820	190	213	1,103	97	83	748	83
162	Hoover & Washington	221	1,399	134	139	775	90	91	1,119	72	108	862	104
163	I-10 WB Ramp & 20th	0	0	0	0	39	727	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,090	0	345	35	370
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,169	0	341	0	509
166	Hill & Venice	24	782	48	25	369	35	23	340	34	52	430	19
167	Broadway & Venice	29	677	34	35	361	79	34	457	24	83	378	21
168	Main & Venice	38	754	34	46	403	43	42	598	25	92	325	60
169	Los Angeles & Venice	38	616	15	29	451	41	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	212	483	328	0	430	80	234	0	97
171	Central & Venice	270	856	0	136	411	265	0	448	163	0	0	0
172	Central & Washington	51	690	43	105	991	174	67	675	73	103	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	963	124	76	921	73	51	1,170	188
174	Arlington & Olympic	130	942	136	79	1,172	73	61	725	54	128	1,494	106
175	Arlington & Pico	98	992	117	76	508	41	57	782	100	71	754	117
176	Arlington & Venice	74	935	0	50	736	50	53	868	0	235	1,050	62
177	Arlington & Washington	50	1,274	0	56	562	98	152	781	0	96	685	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	178	4	28	171	1,338	64	65	99	109	29	1,052	264
2	Francisco & Olympic	35	6	222	106	1,555	21	15	2	26	20	1,139	19
3	Figueroa & Olympic	0	0	0	238	1,305	85	163	1,971	344	194	1,130	142
4	Flower & Olympic	413	1,877	75	0	1,239	38	0	0	0	110	1,155	0
5	Grand & Olympic	274	1,713	158	0	1,190	103	0	0	0	215	1,045	0
6	Olive & Olympic	0	0	0	136	1,109	0	51	1,170	161	0	1,003	204
7	Hill & Olympic	211	984	37	59	954	202	145	574	87	142	830	69
8	Broadway & Olympic	133	582	55	74	977	52	69	633	105	94	835	108
9	Main & Olympic	279	920	58	170	766	82	90	1,148	64	68	651	232
10	Los Angeles & Olympic	145	413	39	68	650	50	70	308	68	117	610	110
11	Santee & Olympic	194	70	20	33	514	21	71	55	46	56	585	73
12	Maple & Olympic	102	175	20	27	392	13	58	170	69	123	499	61
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	920	19
14	San Pedro & 9th	63	502	45	134	419	77	139	620	97	100	970	38
15	LA Live Way & Chick Hearn Ct	0	0	0	39	294	15	78	990	302	32	102	55
16	Figueroa & 11th	16	261	2	199	267	142	13	2,287	79	152	16	33
17	Flower & 11th	222	1,944	0	0	401	292	0	0	0	24	0	0
18	Grand & 11th	147	1,975	0	0	634	297	0	0	0	0	0	0
19	Olive & 11th	0	0	0	99	775	0	0	1,225	427	0	0	0
20	Figueroa & 12th	0	463	25	11	0	43	60	2,018	0	18	13	103
21	Flower & 12th	50	1,826	182	0	0	0	0	0	0	5	94	0
22	Grand & 12th	0	2,080	123	0	0	0	0	0	0	111	289	0
23	Olive & 12th	0	0	0	0	0	0	60	1,484	0	0	269	186
24	LA Live Way & Pico	27	0	138	91	589	0	183	861	696	0	675	109
25	LA Live Way & Bond	0	0	0	163	0	0	0	1,675	0	0	0	0
26	Figueroa & Pico	40	402	19	77	627	235	75	1,773	102	278	945	294
27	Flower & Pico	300	1,553	9	0	768	0	0	0	0	266	802	0
28	Grand & Pico	154	2,072	54	0	604	126	0	0	0	110	642	0
29	Olive & Pico	0	0	0	75	603	0	97	1,320	93	0	565	110
30	Hill & Pico	98	954	34	41	499	66	54	529	41	56	553	44
31	Broadway & Pico	72	712	13	29	473	58	32	656	50	90	507	73
32	Main & Pico	75	942	20	81	446	0	47	853	46	40	391	134
33	Blaine & Olympic	27	167	20	41	1,294	350	131	1	90	211	1,198	36
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	141	0	0	0	0	0	0
35	Blaine & 11th	24	784	118	0	217	396	0	0	0	193	64	0
36	Convention Center Drive & Venice	32	0	65	55	670	0	0	0	0	0	749	3

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	105	677	20	96	534	184	67	1,642	158	260	452	105
38	Flower & Venice	260	1,494	78	0	547	25	0	0	0	83	478	0
39	Grand & Venice	87	2,144	129	0	434	58	0	0	0	163	424	0
40	Olive & Venice	0	0	0	77	410	0	71	1,260	79	0	465	98
41	Grand & 17th	1,149	1,233	0	0	1,153	199	0	0	0	0	0	0
42	Olive & 17th	0	0	0	349	1,022	0	0	1,019	243	0	0	0
43	Hill & 17th	263	845	0	81	1,021	86	0	584	88	0	0	0
44	Broadway & 17th	135	844	0	71	953	101	0	713	83	0	0	0
45	Main & 17th	174	882	0	68	865	225	0	820	63	0	0	0
46	Los Angeles & 17th	144	653	0	139	973	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	86	0
48	Grand & 18th	0	1,120	298	0	0	0	194	0	0	314	1,042	0
49	Olive & 18th	0	0	0	0	0	0	65	767	0	0	1,040	494
50	Hill & 18th	0	864	62	0	0	0	88	608	0	44	746	63
51	Broadway & 18th	0	856	84	0	0	0	98	727	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	148	784	103	148	845	154	135	1,991	187	134	760	165
55	Flower & Washington	218	1,520	82	0	1,072	0	0	0	0	69	926	0
56	Grand & Washington	127	1,103	193	11	850	62	83	182	56	53	933	0
57	Olive & Washington	0	0	0	96	890	59	50	539	174	41	995	150
58	Hill & Washington	83	817	79	67	895	61	143	634	39	24	954	35
59	Broadway & Washington	46	897	70	53	945	123	86	771	44	56	1,059	66
60	Main & Washington	102	959	88	72	958	101	118	880	58	52	1,057	72
61	Los Angeles & Washington	96	170	119	76	1,019	11	21	250	5	18	1,015	133
62	San Pedro & Washington	107	659	47	53	857	109	57	605	70	93	1,051	151
63	Figueroa & Adams	134	1,123	151	364	742	201	78	1,886	210	225	526	136
64	Flower & Adams	133	1,922	40	15	1,432	141	0	0	0	457	636	0
65	I-110 NB Off General & Adams	256	0	364	0	585	0	334	0	348	0	562	0
66	Grand & Adams	52	870	74	72	476	81	81	306	47	51	1,010	158
67	Hill & Adams	75	752	68	63	533	43	88	708	20	36	850	264
68	Broadway & Adams	60	915	39	19	569	55	56	654	55	73	891	100
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	916	90	0	1,099	150	0	0	0	353	766	0
71	Figueroa & Exposition	215	909	333	378	628	31	40	1,301	158	235	562	253
72	Flower & 37th Street	0	708	876	0	0	0	171	0	0	50	877	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	230	944	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	494	19	55	92	118
75	Broadway & 37th	14	1,163	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	4	1,343	198	291	22	442	106	1,059	25	17	30	98

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	121	0	237	306	117	0
78	Figueroa & MLK	352	1,161	199	100	1,390	288	119	830	124	124	1,141	164
79	I-110 SB Ramps & MLK	597	91	236	0	1,218	354	0	0	0	559	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	279	343	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	532	0	26	1,361	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,276	423
83	Figueroa & 9th	0	0	0	0	0	0	244	2,181	0	0	2,165	505
84	Flower & 9th	0	1,826	173	0	0	0	0	0	0	471	1,799	0
85	Broadway & 9th	0	609	68	0	0	0	78	669	0	175	1,433	216
86	Bixel & 8th	53	848	0	336	1,070	888	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,209	225	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	312	1,950	0	0	2,395	515	0	0	0
89	Flower & 8th	378	1,982	0	0	1,732	186	0	0	0	0	0	0
90	Hill & 8th	222	1,021	0	85	1,139	138	0	604	70	0	0	0
91	Broadway & 8th	110	621	0	85	1,110	61	0	759	136	0	0	0
92	Bixel & Wilshire	107	314	78	94	971	79	120	201	63	134	946	113
93	Figueroa & Wilshire	0	0	0	334	491	0	63	2,633	223	0	807	881
94	Lucas & 6th	112	364	98	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,164	88
96	Figueroa & 6th	0	0	0	0	0	0	278	3,703	0	0	1,754	509
97	Flower & 6th	0	1,559	301	0	0	0	0	0	0	659	1,508	0
98	Grand & 6th	0	1,370	170	0	0	0	0	0	0	183	1,745	0
99	Hill & 6th	0	1,009	91	0	0	0	94	722	0	182	1,323	0
100	Spring & 6th	0	1,383	210	0	0	0	0	0	0	162	1,218	0
101	Main & 6th	0	0	0	0	0	0	173	1,762	0	0	994	399
102	Figueroa & 5th	0	0	0	397	2,021	0	0	2,635	1,535	0	0	0
103	Grand & 5th	249	899	0	162	1,800	444	0	0	0	0	0	0
104	Olive & 5th	492	0	0	49	1,456	0	0	1,576	522	0	0	0
105	Hill & 5th	295	1,150	0	118	1,134	59	0	783	64	0	0	0
106	Spring & 5th	292	1,372	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,794	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	379	285	360	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	875	109
110	Hope & 1st	28	436	122	222	1,154	200	119	615	220	331	1,071	191
111	Grand & 1st	88	821	117	635	1,308	237	344	753	84	178	884	257
112	Olive & 1st	0	0	0	0	1,345	97	879	0	801	215	1,084	0
113	Hill & 1st	248	995	110	110	1,002	131	104	733	38	103	1,359	341
114	Spring & 1st	264	1,177	88	0	818	57	0	0	0	60	1,225	86
115	Main & 1st	0	0	0	74	835	0	197	2,016	138	0	1,069	388
116	Hope & Temple/US-101 Ramps	20	142	89	179	706	168	176	689	231	143	602	406

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	677	1,587	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,283	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	599	0	0	0	0	0	815	909	282	0	58
120	Beaudry & Sunset	97	207	93	39	1,360	111	195	378	579	96	931	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,140	108	372	1,372	345	108	1,011	137
122	Grand & Cesar Chavez	21	214	23	43	1,075	577	167	341	323	265	1,102	32
123	Spring & Cesar Chavez	140	541	15	48	1,296	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,305	0	401	1,144	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,027	138	166	1,140	169	202	1,150	103
126	Main & Alpine	115	253	141	141	567	0	39	786	142	9	274	143
127	Alameda & Alpine	48	136	50	83	739	121	110	135	108	72	362	23
128	Hill & Alpine	47	1,251	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,410	197	302	208	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	969	274	93	0	116	913	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,146	111	178	0	299	428	1,918	0	0	0	0
132	Glendale & Temple	208	924	82	255	557	22	21	1,690	65	102	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,533	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,580	0	143	6	345
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	149
136	Vermont & 6th	91	1,361	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99
138	Western & Wilshire	65	898	138	105	1,077	172	119	847	79	122	1,077	144
139	Normandie & Wilshire	105	1,288	69	75	654	87	77	1,343	117	139	688	51
140	Vermont & Wilshire	220	1,225	160	107	1,138	133	99	1,266	219	136	1,205	158
141	Alvarado & Wilshire	103	1,041	0	129	974	139	116	1,164	0	41	913	95
142	Vermont & 8th	115	1,321	54	91	731	0	50	1,454	84	110	872	16
143	Alvarado & 8th	90	1,081	0	86	859	67	66	1,145	0	52	672	66
144	Western & Olympic	3	1,343	146	125	1,256	117	77	1,174	140	67	1,637	79
145	Normandie & Olympic	109	845	95	102	1,656	86	68	643	108	101	1,852	97
146	Vermont & Olympic	121	1,132	120	110	1,530	78	88	1,285	132	129	1,737	161
147	Alvarado & Olympic	197	907	151	72	1,379	191	93	859	108	54	1,461	226
148	Union & Olympic	170	607	79	65	1,405	54	36	499	63	67	1,475	84
149	Western & Pico	91	1,134	59	53	641	74	69	1,021	70	107	839	123
150	Normandie & Pico	50	908	8	40	677	87	110	790	39	101	758	33
151	Vermont & Pico	52	1,304	58	111	785	71	91	1,347	71	113	788	96
152	Alvarado & Pico	201	840	109	132	928	114	80	796	0	34	716	158
153	Pico & Union	87	487	87	180	1,044	62	44	387	40	60	714	72
154	Hoover & Alvarado	0	1,008	2	8	0	946	842	1,075	0	0	0	0
155	Western & Venice	123	1,022	59	63	739	76	106	1,035	81	136	894	72
156	Normandie & Venice	61	1,078	60	44	622	32	49	927	123	182	808	79

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	80	1,338	68	92	652	77	101	1,345	67	103	748	83
158	Hoover & Venice	138	1,718	76	109	576	138	67	1,707	97	150	551	113
159	Western & Washington	48	1,258	67	96	737	107	100	1,114	91	108	873	60
160	Normandie & Washington	51	1,114	133	95	694	142	141	1,013	141	134	798	59
161	Vermont & Washington	69	1,314	78	89	924	192	216	1,341	98	84	883	84
162	Hoover & Washington	224	1,656	150	156	878	91	92	1,409	73	109	998	105
163	I-10 WB Ramp & 20th	0	0	0	0	39	877	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,092	329	0	0	0	100	1,228	0	391	35	463
165	I-10 EB Ramp & Hoover	0	1,152	214	0	0	0	221	1,324	0	358	0	601
166	Hill & Venice	35	1,023	54	32	396	35	23	528	34	53	441	19
167	Broadway & Venice	33	807	34	35	376	80	34	583	38	88	390	21
168	Main & Venice	41	917	34	47	416	44	43	774	25	93	336	61
169	Los Angeles & Venice	38	654	15	29	464	41	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	215	497	332	0	435	81	237	0	98
171	Central & Venice	273	965	0	138	424	268	0	515	165	0	0	0
172	Central & Washington	56	927	70	119	1,095	176	68	881	74	104	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,080	125	77	932	74	52	1,271	190
174	Arlington & Olympic	132	953	138	80	1,371	74	62	734	55	130	1,705	107
175	Arlington & Pico	99	1,004	118	77	638	41	58	791	101	72	893	118
176	Arlington & Venice	75	946	0	51	786	51	54	878	0	238	1,124	63
177	Arlington & Washington	51	1,289	0	57	685	99	154	790	0	97	840	64
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	178	4	28	210	1,375	89	166	60	109	112	1,276	374
2	Francisco & Olympic	35	6	222	255	1,656	270	15	2	26	20	1,424	59
3	Figueroa & Olympic	0	0	0	388	1,764	125	163	2,032	384	295	1,189	267
4	Flower & Olympic	672	1,938	75	0	1,573	89	0	0	0	136	1,189	0
5	Grand & Olympic	326	1,757	158	0	1,293	103	0	0	0	227	1,029	0
6	Olive & Olympic	0	0	0	136	1,168	0	51	1,320	206	0	987	204
7	Hill & Olympic	235	984	37	73	983	212	145	796	92	142	814	69
8	Broadway & Olympic	133	582	55	74	1,019	52	69	634	121	94	819	108
9	Main & Olympic	296	949	58	170	791	82	90	1,176	64	68	651	216
10	Los Angeles & Olympic	145	403	39	68	675	50	70	298	68	117	610	110
11	Santee & Olympic	194	70	20	33	539	21	71	55	46	56	585	73
12	Maple & Olympic	102	175	20	27	417	13	58	170	69	123	499	61
13	Maple & 9th	39	156	28	56	300	74	88	167	25	55	932	19
14	San Pedro & 9th	63	502	45	134	419	104	139	620	97	100	982	38
15	LA Live Way & Chick Hearn Ct	0	0	0	4	64	0	0	257	0	227	183	55
16	Figueroa & 11th	0	418	2	202	0	142	13	2,418	0	0	0	0
17	Flower & 11th	225	1,996	0	0	134	292	0	0	0	8	0	0
18	Grand & 11th	147	2,031	0	0	495	748	0	0	0	0	0	0
19	Olive & 11th	0	0	0	135	781	0	0	1,304	715	0	0	0
20	Figueroa & 12th	0	456	25	11	0	43	60	2,171	0	3	3	1
21	Flower & 12th	50	1,862	182	0	0	0	0	0	0	5	84	0
22	Grand & 12th	0	2,281	123	0	0	0	0	0	0	111	279	0
23	Olive & 12th	0	0	0	0	0	0	61	2,023	0	0	259	186
24	LA Live Way & Pico	162	0	0	86	654	0	349	829	1,018	0	888	0
25	LA Live Way & Bond	0	0	0	47	0	0	0	1,911	74	0	0	0
26	Figueroa & Pico	40	336	19	77	575	292	173	1,866	131	257	1,133	354
27	Flower & Pico	301	1,588	9	0	777	0	0	0	0	252	1,088	0
28	Grand & Pico	185	2,238	54	0	623	126	0	0	0	79	674	0
29	Olive & Pico	0	0	0	186	576	0	161	1,888	139	0	581	126
30	Hill & Pico	98	956	34	100	585	75	54	1,414	71	56	535	74
31	Broadway & Pico	72	712	13	29	545	58	32	705	132	82	497	73
32	Main & Pico	96	951	20	81	497	0	47	862	46	40	362	153
33	Blaine & Olympic	27	167	20	41	1,331	350	131	1	90	211	1,632	36
34	Blaine & SR 110 SB Off-Ramps	0	728	0	213	0	1,057	0	0	0	0	0	0
35	Blaine & 11th	24	1,322	496	0	10	74	0	0	0	193	10	0
36	Convention Center Drive & Venice	91	0	364	123	672	0	0	0	0	0	979	3

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	107	937	49	111	602	184	67	1,809	158	549	665	133
38	Flower & Venice	307	1,464	78	0	583	25	0	0	0	99	704	0
39	Grand & Venice	100	2,266	129	0	457	177	0	0	0	195	614	0
40	Olive & Venice	0	0	0	187	541	0	71	1,800	91	0	592	160
41	Grand & 17th	1,151	1,352	0	0	1,282	591	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,154	1,429	0	0	1,607	357	0	0	0
43	Hill & 17th	283	845	0	523	2,241	86	0	897	125	0	0	0
44	Broadway & 17th	135	899	0	145	2,575	229	0	780	123	0	0	0
45	Main & 17th	175	882	0	68	2,688	225	0	820	63	0	0	0
46	Los Angeles & 17th	320	653	0	139	2,620	104	0	122	27	0	0	0
47	Flower & 18th	0	1,285	46	0	0	0	0	0	0	23	190	0
48	Grand & 18th	0	1,631	298	0	0	0	225	0	0	314	1,257	0
49	Olive & 18th	0	0	0	0	0	0	65	1,302	0	0	1,118	661
50	Hill & 18th	0	864	62	0	0	0	88	879	0	44	746	141
51	Broadway & 18th	0	1,039	84	0	0	0	98	834	0	98	759	55
52	Main & 18th	0	1,022	60	0	0	0	217	823	0	155	933	83
53	Los Angeles & 18th	0	316	14	0	0	0	11	442	0	87	117	1,007
54	Figueroa & Washington	314	766	176	151	845	156	162	2,116	187	134	864	204
55	Flower & Washington	218	1,520	82	0	1,077	64	0	0	0	159	1,040	0
56	Grand & Washington	188	1,528	193	11	857	121	96	218	56	53	1,047	0
57	Olive & Washington	0	0	0	132	956	251	50	961	176	45	1,032	234
58	Hill & Washington	83	817	79	85	1,188	61	143	866	40	24	970	57
59	Broadway & Washington	229	897	70	53	1,073	123	86	878	44	56	1,075	66
60	Main & Washington	102	959	88	72	1,086	101	118	880	58	52	1,073	72
61	Los Angeles & Washington	96	170	119	76	1,147	11	21	250	5	18	1,031	133
62	San Pedro & Washington	107	787	47	53	985	109	57	605	70	93	1,067	151
63	Figueroa & Adams	272	1,980	541	390	742	201	78	1,930	210	225	526	136
64	Flower & Adams	133	1,980	40	166	1,458	141	0	0	0	847	636	0
65	I-110 NB Off General & Adams	669	0	515	0	585	0	522	0	374	0	562	0
66	Grand & Adams	52	1,354	74	72	476	81	81	343	47	51	1,539	230
67	Hill & Adams	75	752	68	63	533	43	88	1,005	20	36	957	686
68	Broadway & Adams	60	915	39	19	569	55	56	654	55	73	891	207
69	Main & Adams	64	1,158	71	38	483	87	88	960	49	64	728	185
70	Flower & Jefferson	83	1,328	90	0	1,099	150	0	0	0	458	766	0
71	Figueroa & Exposition	215	1,204	308	389	628	31	40	1,334	158	235	562	253
72	Flower & 37th Street	0	1,206	876	0	0	0	171	0	0	50	852	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	196	0	0	314	955	0	0	209	517
74	Hill & 37th Street	35	679	25	21	27	6	14	719	19	55	92	190
75	Broadway & 37th	14	1,163	4	10	4	3	8	660	21	72	30	62
76	Figueroa & 39th	292	1,350	198	314	301	442	106	1,070	173	17	30	98

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	427	230	286	0	539	328	117	0
78	Figueroa & MLK	352	1,161	206	259	2,026	288	119	947	124	124	1,141	164
79	I-110 SB Ramps & MLK	745	91	236	0	1,865	354	0	0	0	566	895	0
80	I-110 NB Ramps/Hill & MLK	295	134	165	65	956	22	251	364	990	151	901	102
81	Georgia & James Wood	0	0	0	0	0	0	77	602	0	26	1,680	222
82	Francisco & 9th	0	0	408	0	0	0	0	0	0	0	2,783	473
83	Figueroa & 9th	0	0	0	0	0	0	252	2,443	0	0	2,306	871
84	Flower & 9th	0	2,036	173	0	0	0	0	0	0	528	1,891	0
85	Broadway & 9th	0	609	68	0	0	0	78	670	0	175	1,449	216
86	Bixel & 8th	53	848	0	336	1,070	928	0	0	0	0	0	0
87	Francisco & 8th	197	97	0	55	2,559	445	0	0	745	0	0	0
88	Figueroa & 8th	0	0	0	536	2,285	0	0	2,566	750	0	0	0
89	Flower & 8th	617	2,324	0	0	2,052	223	0	0	0	0	0	0
90	Hill & 8th	313	1,145	0	86	1,214	190	0	615	70	0	0	0
91	Broadway & 8th	110	621	0	85	1,236	61	0	759	137	0	0	0
92	Bixel & Wilshire	107	314	78	94	976	79	120	201	63	134	1,111	113
93	Figueroa & Wilshire	0	0	0	334	491	0	140	2,653	228	0	972	881
94	Lucas & 6th	112	463	305	138	984	68	162	496	38	44	1,139	135
95	Bixel & 6th	105	296	86	55	1,029	97	112	107	115	154	1,371	88
96	Figueroa & 6th	0	0	0	0	0	0	280	3,721	0	0	2,730	563
97	Flower & 6th	0	2,050	330	0	0	0	0	0	0	1,006	2,140	0
98	Grand & 6th	0	1,686	170	0	0	0	0	0	0	265	2,016	0
99	Hill & 6th	0	1,182	91	0	0	0	94	722	0	294	1,325	0
100	Spring & 6th	0	1,553	210	0	0	0	0	0	0	162	1,220	0
101	Main & 6th	0	0	0	0	0	0	173	1,778	0	0	996	399
102	Figueroa & 5th	0	0	0	516	2,021	0	0	2,872	1,535	0	0	0
103	Grand & 5th	410	1,164	0	166	2,009	490	0	0	0	0	0	0
104	Olive & 5th	492	0	0	50	1,716	0	0	1,604	522	0	0	0
105	Hill & 5th	403	1,394	0	118	1,287	107	0	783	64	0	0	0
106	Spring & 5th	493	1,542	0	0	723	141	0	0	0	0	0	0
107	Main & 5th	0	0	0	84	673	0	0	1,810	173	0	0	0
108	Figueroa & 2nd	85	292	101	52	496	65	136	2,065	379	285	387	69
109	Beaudry & 1st	151	728	66	25	769	119	193	339	90	217	904	109
110	Hope & 1st	28	774	140	222	1,154	200	119	615	220	331	1,100	191
111	Grand & 1st	88	1,216	117	635	1,308	238	344	753	84	207	902	257
112	Olive & 1st	0	0	0	0	1,346	97	881	0	801	215	1,102	0
113	Hill & 1st	249	1,332	110	110	1,002	131	104	733	38	121	1,361	341
114	Spring & 1st	264	1,573	88	0	818	57	0	0	0	60	1,227	86
115	Main & 1st	0	0	0	74	835	0	197	2,018	138	0	1,069	390
116	Hope & Temple/US-101 Ramps	20	498	160	179	792	168	176	689	231	143	602	406

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	681	1,587	0	0	1,025	100
118	Los Angeles & Aliso	0	230	0	0	0	0	469	692	0	94	1,287	127
119	Grand & I-110 On-Ramp/US-101 Ramps	482	641	0	0	0	0	0	815	909	693	0	58
120	Beaudry & Sunset	97	207	93	39	1,502	111	195	378	579	96	973	26
121	Figueroa & Cesar Chavez	62	214	43	160	1,196	108	372	1,372	431	108	1,053	137
122	Grand & Cesar Chavez	21	214	23	43	1,131	577	167	341	323	307	1,102	32
123	Spring & Cesar Chavez	140	628	15	48	1,352	198	43	2	0	127	1,077	1
124	Main & Cesar Chavez	0	0	0	142	1,361	0	401	1,144	284	0	1,048	94
125	Alameda & Cesar Chavez	163	995	94	87	1,083	138	166	1,181	169	202	1,150	103
126	Main & Alpine	158	253	141	141	567	0	39	786	142	9	274	143
127	Alameda & Alpine	91	136	50	83	782	121	110	176	108	72	362	23
128	Hill & Alpine	47	1,546	203	313	140	32	43	1,349	17	21	218	143
129	Hill & College	49	1,705	197	302	274	37	70	1,750	34	45	225	91
130	Sunset & Elysian Park	0	1,011	749	93	0	116	1,055	1,092	0	0	0	0
131	Glendale & Bellevue	0	1,297	111	178	0	299	428	1,918	0	0	0	0
132	Glendale & Temple	208	1,086	82	255	557	22	21	1,690	65	302	583	329
133	Alvarado & US 101 NB Ramps	377	1,049	0	110	2	228	0	1,771	380	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,174	133	0	0	0	325	1,599	0	143	6	564
135	Alvarado & Beverly	116	1,140	0	87	1,167	92	102	1,505	0	60	958	168
136	Vermont & 6th	91	1,417	116	96	1,300	95	166	1,224	105	129	1,366	80
137	Alvarado & 6th	180	986	0	106	1,012	95	130	1,277	0	62	946	99
138	Western & Wilshire	65	947	144	105	1,077	172	122	847	79	122	1,130	144
139	Normandie & Wilshire	105	1,300	71	75	659	87	78	1,343	117	139	750	51
140	Vermont & Wilshire	220	1,333	166	107	1,143	133	102	1,266	219	136	1,270	158
141	Alvarado & Wilshire	103	1,100	0	129	979	139	117	1,164	0	61	977	95
142	Vermont & 8th	115	1,429	54	91	731	0	50	1,457	84	110	872	16
143	Alvarado & 8th	90	1,160	0	86	859	67	66	1,146	0	52	672	66
144	Western & Olympic	3	1,371	167	125	1,256	117	87	1,177	140	67	1,872	79
145	Normandie & Olympic	109	852	100	102	1,656	86	71	644	108	101	2,119	97
146	Vermont & Olympic	121	1,219	141	110	1,530	78	116	1,288	132	129	2,011	161
147	Alvarado & Olympic	197	982	155	72	1,379	191	222	860	108	163	1,689	226
148	Union & Olympic	170	607	79	65	1,405	91	109	523	63	67	1,836	84
149	Western & Pico	91	1,156	65	53	641	74	72	1,035	70	107	950	123
150	Normandie & Pico	50	913	10	40	677	87	111	793	39	101	879	33
151	Vermont & Pico	52	1,385	64	111	785	71	168	1,379	71	113	911	96
152	Alvarado & Pico	201	956	177	217	928	80	325	861	0	91	805	223
153	Pico & Union	87	554	87	265	1,095	62	44	387	40	60	1,043	145
154	Hoover & Alvarado	0	1,013	2	8	0	1,086	1,153	1,089	0	0	0	0
155	Western & Venice	123	1,033	70	63	739	76	111	1,052	81	136	1,100	72
156	Normandie & Venice	61	1,081	63	44	622	32	50	931	123	182	1,031	79

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Peak Hour Traffic Volumes

157	Vermont & Venice	80	1,408	79	92	652	77	106	1,444	67	103	965	93
158	Hoover & Venice	138	1,860	78	109	576	199	103	1,986	97	207	681	159
159	Western & Washington	48	1,258	78	96	772	107	105	1,136	91	108	1,069	60
160	Normandie & Washington	51	1,114	136	95	729	142	142	1,019	141	134	1,011	59
161	Vermont & Washington	69	1,373	89	89	959	192	221	1,445	98	84	1,100	84
162	Hoover & Washington	224	1,914	152	156	913	91	97	1,677	73	166	1,128	151
163	I-10 WB Ramp & 20th	0	0	0	0	39	904	284	0	45	64	27	0
164	Vermont & I-10 EB Ramps	0	1,151	329	0	0	0	100	1,256	0	779	35	545
165	I-10 EB Ramp & Hoover	0	1,440	214	0	0	0	221	1,347	0	463	0	845
166	Hill & Venice	35	1,023	54	250	636	35	23	1,283	34	73	464	104
167	Broadway & Venice	33	799	34	35	824	135	34	714	48	96	405	21
168	Main & Venice	50	917	34	47	911	45	43	774	25	93	342	70
169	Los Angeles & Venice	38	654	15	29	959	217	14	251	17	113	271	37
170	San Pedro & Venice	375	839	0	218	1,168	460	0	435	81	237	0	98
171	Central & Venice	284	953	0	138	608	379	0	579	171	0	0	0
172	Central & Washington	59	1,023	70	131	1,193	176	68	939	101	120	987	95
173	Wilton Place (ext. of Arlington) & Wilshire	134	1,121	65	65	1,080	125	77	932	74	52	1,324	190
174	Arlington & Olympic	132	953	138	80	1,371	74	62	734	55	130	1,940	107
175	Arlington & Pico	99	1,004	118	77	638	41	58	791	101	72	1,004	118
176	Arlington & Venice	75	946	0	51	786	51	54	878	0	238	1,330	63
177	Arlington & Washington	51	1,289	0	57	720	99	154	790	0	97	1,036	64
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	21	4	28	146	1,183	76	112	19	17	102	1,003	262
2	Francisco & Olympic	35	6	11	172	1,388	237	15	2	26	20	1,096	59
3	Figueroa & Olympic	0	0	0	304	1,491	86	113	1,453	267	185	788	238
4	Flower & Olympic	606	1,248	56	0	1,244	79	0	0	0	97	776	0
5	Grand & Olympic	276	1,278	99	0	1,039	93	0	0	0	99	732	0
6	Olive & Olympic	0	0	0	81	949	0	38	945	195	0	705	129
7	Hill & Olympic	196	683	30	56	785	60	54	667	55	64	613	52
8	Broadway & Olympic	90	446	21	68	754	51	68	554	60	60	605	57
9	Main & Olympic	215	715	36	133	606	72	80	945	60	67	447	172
10	Los Angeles & Olympic	143	381	39	67	502	49	69	265	53	102	406	109
11	Santee & Olympic	192	69	19	31	368	21	70	54	45	55	381	72
12	Maple & Olympic	101	173	20	27	247	13	57	157	66	118	298	60
13	Maple & 9th	39	154	28	55	296	73	87	154	25	54	705	19
14	San Pedro & 9th	62	496	44	129	414	103	137	594	96	78	777	37
15	LA Live Way & Chick Hearn Ct	0	0	0	24	54	0	0	256	0	195	183	54
16	Figueroa & 11th	0	270	2	163	0	140	13	1,717	0	0	0	0
17	Flower & 11th	210	1,271	0	0	123	62	0	0	0	8	0	0
18	Grand & 11th	116	1,444	0	0	183	553	0	0	0	0	0	0
19	Olive & 11th	0	0	0	133	536	0	0	998	393	0	0	0
20	Figueroa & 12th	0	397	13	11	0	42	25	1,632	0	3	3	0
21	Flower & 12th	49	1,215	58	0	0	0	0	0	0	5	36	0
22	Grand & 12th	0	1,596	95	0	0	0	0	0	0	77	114	0
23	Olive & 12th	0	0	0	0	0	0	60	1,381	0	0	168	83
24	LA Live Way & Pico	150	0	0	86	539	0	252	829	1,009	0	643	0
25	LA Live Way & Bond	0	0	0	45	0	0	0	1,845	74	0	0	0
26	Figueroa & Pico	20	343	15	70	484	262	163	1,361	127	241	986	271
27	Flower & Pico	255	993	0	0	687	45	0	0	0	245	919	0
28	Grand & Pico	145	1,567	45	0	543	61	0	0	0	69	552	0
29	Olive & Pico	0	0	0	178	439	0	134	1,301	131	0	498	78
30	Hill & Pico	88	720	29	85	459	70	31	1,248	64	39	452	64
31	Broadway & Pico	55	579	13	29	417	57	32	579	131	81	396	63
32	Main & Pico	84	785	20	74	380	0	46	685	45	40	282	132
33	Blaine & Olympic	27	165	20	41	999	236	32	1	61	206	1,360	36
34	Blaine & SR 110 SB Off-Ramps	0	606	0	84	0	992	0	0	0	0	0	0
35	Blaine & 11th	24	1,199	431	0	0	70	0	0	0	191	24	0
36	Convention Center Drive & Venice	91	0	363	122	628	0	0	0	0	0	849	3

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Peak Hour Traffic Volumes

37	Figueroa & Venice	94	957	47	67	572	181	63	1,333	156	495	604	116
38	Flower & Venice	293	880	74	0	520	20	0	0	0	82	654	0
39	Grand & Venice	80	1,546	123	0	412	83	0	0	0	177	569	0
40	Olive & Venice	0	0	0	170	425	0	70	1,213	67	0	581	120
41	Grand & 17th	813	896	0	0	1,103	194	0	0	0	0	0	0
42	Olive & 17th	0	0	0	948	910	0	0	1,202	301	0	0	0
43	Hill & 17th	214	672	0	506	1,594	58	0	723	116	0	0	0
44	Broadway & 17th	126	772	0	131	1,894	217	0	651	122	0	0	0
45	Main & 17th	159	733	0	44	2,002	149	0	666	58	0	0	0
46	Los Angeles & 17th	314	620	0	101	1,842	103	0	115	27	0	0	0
47	Flower & 18th	0	765	45	0	0	0	0	0	0	23	159	0
48	Grand & 18th	0	884	192	0	0	0	223	0	0	124	918	0
49	Olive & 18th	0	0	0	0	0	0	64	1,083	0	0	912	419
50	Hill & 18th	0	677	48	0	0	0	87	731	0	43	578	106
51	Broadway & 18th	0	914	70	0	0	0	66	705	0	78	596	54
52	Main & 18th	0	810	48	0	0	0	130	685	0	144	753	62
53	Los Angeles & 18th	0	312	14	0	0	0	11	433	0	86	116	731
54	Figueroa & Washington	305	751	175	100	723	125	132	1,591	179	128	783	179
55	Flower & Washington	196	1,033	66	0	894	64	0	0	0	151	935	0
56	Grand & Washington	141	742	89	11	722	57	82	216	55	52	927	0
57	Olive & Washington	0	0	0	129	738	250	49	811	51	45	888	167
58	Hill & Washington	51	669	70	67	1,000	60	141	752	40	24	843	40
59	Broadway & Washington	223	787	41	48	873	117	74	751	43	55	969	37
60	Main & Washington	77	776	74	64	901	100	98	677	57	51	940	58
61	Los Angeles & Washington	95	168	118	75	964	11	21	247	5	18	943	127
62	San Pedro & Washington	106	651	46	52	821	108	50	598	54	83	985	149
63	Figueroa & Adams	127	961	141	332	722	137	71	1,383	198	215	507	129
64	Flower & Adams	105	1,426	40	151	1,343	139	0	0	0	452	602	0
65	I-110 NB Off General & Adams	552	0	496	0	511	0	442	0	339	0	415	0
66	Grand & Adams	51	657	73	71	403	80	80	339	46	50	1,311	228
67	Hill & Adams	67	623	67	62	465	42	87	803	20	36	856	557
68	Broadway & Adams	47	812	39	19	516	54	55	519	51	71	796	200
69	Main & Adams	59	979	70	38	435	86	87	761	48	63	656	162
70	Flower & Jefferson	30	514	83	0	968	148	0	0	0	311	638	0
71	Figueroa & Exposition	212	816	224	351	596	24	33	880	156	232	539	250
72	Flower & 37th Street	0	318	828	0	0	0	169	0	0	49	738	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	192	0	0	311	897	0	0	206	456
74	Hill & 37th Street	35	552	25	21	25	6	14	519	19	54	90	189
75	Broadway & 37th	14	1,047	4	10	4	3	8	519	19	70	30	61
76	Figueroa & 39th	4	1,259	177	295	22	437	105	629	25	17	30	97

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	422	227	285	0	241	306	116	0
78	Figueroa & MLK	347	1,100	178	86	1,369	274	116	417	121	121	1,125	160
79	I-110 SB Ramps & MLK	581	90	233	0	1,185	350	0	0	0	559	855	0
80	I-110 NB Ramps/Hill & MLK	291	14	163	64	915	22	248	167	350	149	861	101
81	Georgia & James Wood	0	0	0	0	0	0	51	383	0	26	1,151	196
82	Francisco & 9th	0	0	145	0	0	0	0	0	0	0	1,870	380
83	Figueroa & 9th	0	0	0	0	0	0	187	1,810	0	0	1,252	748
84	Flower & 9th	0	1,489	159	0	0	0	0	0	0	267	1,034	0
85	Broadway & 9th	0	495	63	0	0	0	77	537	0	75	1,104	128
86	Bixel & 8th	52	414	0	331	869	744	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	2,054	297	0	0	620	0	0	0
88	Figueroa & 8th	0	0	0	515	1,853	0	0	2,084	474	0	0	0
89	Flower & 8th	577	1,815	0	0	1,643	168	0	0	0	0	0	0
90	Hill & 8th	234	886	0	73	829	126	0	493	64	0	0	0
91	Broadway & 8th	63	503	0	78	881	60	0	598	77	0	0	0
92	Bixel & Wilshire	90	272	77	57	747	72	119	181	62	78	958	68
93	Figueroa & Wilshire	0	0	0	330	347	0	139	2,169	148	0	781	493
94	Lucas & 6th	107	341	246	87	721	62	96	358	28	35	793	127
95	Bixel & 6th	82	271	78	48	660	81	93	94	110	147	938	75
96	Figueroa & 6th	0	0	0	0	0	0	176	2,948	0	0	2,041	424
97	Flower & 6th	0	1,702	324	0	0	0	0	0	0	685	1,667	0
98	Grand & 6th	0	1,394	153	0	0	0	0	0	0	214	1,570	0
99	Hill & 6th	0	867	63	0	0	0	93	562	0	255	999	0
100	Spring & 6th	0	1,014	170	0	0	0	0	0	0	138	900	0
101	Main & 6th	0	0	0	0	0	0	141	1,319	0	0	785	251
102	Figueroa & 5th	0	0	0	495	1,558	0	0	2,451	1,034	0	0	0
103	Grand & 5th	391	988	0	159	1,469	373	0	0	0	0	0	0
104	Olive & 5th	341	0	0	36	1,227	0	0	1,219	497	0	0	0
105	Hill & 5th	183	1,069	0	64	1,005	88	0	623	62	0	0	0
106	Spring & 5th	337	993	0	0	516	113	0	0	0	0	0	0
107	Main & 5th	0	0	0	71	468	0	0	1,236	142	0	0	0
108	Figueroa & 2nd	84	289	95	51	448	64	125	1,786	348	276	353	68
109	Beaudry & 1st	134	634	65	25	361	114	113	263	85	214	608	93
110	Hope & 1st	28	661	84	140	762	169	110	553	202	233	778	185
111	Grand & 1st	75	1,062	48	475	871	216	61	650	31	124	601	254
112	Olive & 1st	0	0	0	0	1,055	50	686	0	473	36	770	0
113	Hill & 1st	244	1,092	109	106	673	15	67	568	38	73	920	303
114	Spring & 1st	133	853	48	0	513	40	0	0	0	25	854	85
115	Main & 1st	0	0	0	72	549	0	170	1,411	100	0	856	190
116	Hope & Temple/US-101 Ramps	20	400	115	145	645	163	174	546	226	78	522	378

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	406	1,057	0	0	560	52
118	Los Angeles & Aliso	0	181	0	0	0	0	345	676	0	19	718	33
119	Grand & I-110 On-Ramp/US-101 Ramps	298	508	0	0	0	0	0	716	684	467	0	32
120	Beaudry & Sunset	86	111	29	39	1,239	88	172	321	572	95	847	26
121	Figueroa & Cesar Chavez	61	158	42	79	1,015	107	352	1,158	326	101	854	129
122	Grand & Cesar Chavez	21	124	23	42	928	401	151	276	281	258	956	32
123	Spring & Cesar Chavez	71	179	15	47	1,139	181	42	2	0	108	974	1
124	Main & Cesar Chavez	0	0	0	32	1,157	0	378	660	257	0	946	93
125	Alameda & Cesar Chavez	161	711	83	86	867	136	164	891	167	200	1,028	102
126	Main & Alpine	126	250	139	139	502	0	39	403	4	9	144	112
127	Alameda & Alpine	90	59	26	30	444	26	70	26	36	21	303	23
128	Hill & Alpine	46	1,333	70	123	138	32	42	1,149	17	21	215	141
129	Hill & College	48	1,360	94	158	206	37	69	1,359	34	44	222	90
130	Sunset & Elysian Park	0	885	271	92	0	115	902	964	0	0	0	0
131	Glendale & Bellevue	0	1,152	110	176	0	272	318	1,746	0	0	0	0
132	Glendale & Temple	178	890	75	223	514	22	21	1,446	58	273	515	323
133	Alvarado & US 101 NB Ramps	262	972	0	94	2	197	0	1,320	365	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,052	116	0	0	0	305	1,455	0	131	6	218
135	Alvarado & Beverly	115	1,029	0	86	764	86	90	1,371	0	59	662	147
136	Vermont & 6th	82	1,142	115	95	1,035	84	156	999	88	120	1,126	75
137	Alvarado & 6th	153	890	0	105	759	82	109	1,149	0	61	721	96
138	Western & Wilshire	64	858	142	104	970	151	96	732	68	113	1,040	142
139	Normandie & Wilshire	104	1,248	58	67	562	79	66	1,281	111	135	667	50
140	Vermont & Wilshire	151	1,053	160	103	1,034	103	101	1,058	128	83	1,182	118
141	Alvarado & Wilshire	102	933	0	125	869	84	74	1,020	0	61	914	94
142	Vermont & 8th	102	1,163	46	77	554	0	49	1,205	62	102	699	0
143	Alvarado & 8th	81	950	0	82	653	66	65	974	0	51	467	62
144	Western & Olympic	3	1,258	157	114	1,058	106	78	1,033	138	66	1,605	78
145	Normandie & Olympic	90	808	90	84	1,438	63	58	596	68	56	1,829	73
146	Vermont & Olympic	107	976	127	68	1,316	76	114	1,079	101	80	1,709	138
147	Alvarado & Olympic	193	784	148	66	1,129	83	188	697	106	105	1,440	219
148	Union & Olympic	168	599	78	53	1,045	92	108	523	62	66	1,551	83
149	Western & Pico	80	1,046	64	52	520	73	71	892	69	106	762	114
150	Normandie & Pico	44	816	2	33	569	86	110	702	30	92	703	31
151	Vermont & Pico	50	1,094	61	109	670	69	167	1,141	70	112	729	94
152	Alvarado & Pico	179	617	174	207	829	68	304	680	0	34	684	215
153	Pico & Union	86	481	85	262	997	54	43	382	40	59	903	143
154	Hoover & Alvarado	0	980	2	8	0	677	951	984	0	0	0	0
155	Western & Venice	122	924	69	62	690	75	110	909	80	134	972	71
156	Normandie & Venice	60	973	62	43	587	32	49	829	109	167	916	78

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	79	1,116	78	91	617	76	105	1,206	66	102	851	92
158	Hoover & Venice	135	1,423	76	108	542	188	96	1,683	96	148	626	158
159	Western & Washington	47	1,146	77	95	649	106	104	992	90	107	856	59
160	Normandie & Washington	50	1,015	114	72	606	140	140	925	139	132	799	58
161	Vermont & Washington	68	1,081	88	88	855	190	218	1,207	97	83	908	83
162	Hoover & Washington	221	1,426	136	139	810	90	96	1,387	72	108	992	150
163	I-10 WB Ramp & 20th	0	0	0	0	39	754	209	0	44	63	27	0
164	Vermont & I-10 EB Ramps	0	1,007	273	0	0	0	99	1,118	0	345	35	452
165	I-10 EB Ramp & Hoover	0	1,029	202	0	0	0	218	1,192	0	341	0	753
166	Hill & Venice	24	782	48	243	516	35	23	1,095	34	72	453	104
167	Broadway & Venice	29	669	34	35	716	134	34	588	34	91	393	21
168	Main & Venice	47	754	34	46	805	44	42	598	25	92	331	69
169	Los Angeles & Venice	38	616	15	29	853	217	14	206	17	112	268	37
170	San Pedro & Venice	371	829	0	215	1,061	328	0	430	80	234	0	97
171	Central & Venice	281	844	0	136	595	265	0	512	169	0	0	0
172	Central & Washington	54	675	43	117	1,030	174	67	733	100	119	908	86
173	Wilton Place (ext. of Arlington) & Wilshire	132	1,108	64	64	963	124	76	921	73	51	1,223	188
174	Arlington & Olympic	130	942	136	79	1,172	73	61	725	54	128	1,672	106
175	Arlington & Pico	98	992	117	76	508	41	57	782	100	71	808	117
176	Arlington & Venice	74	935	0	50	736	50	53	868	0	235	1,199	62
177	Arlington & Washington	50	1,274	0	56	597	98	152	781	0	96	824	63
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	468	4,680	0	0	65.5	64.5
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	307	3,070	0	0	63.7	62.7
- Between 11th and 12th St.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between 12th St. and Venice Ave.	50	10	35	35	266	2,660	0	0	64.2	63.3
- Between Venice Ave. and 17th St.	50	10	35	35	278	2,780	0	0	64.4	63.5
- Between 17th St. and Washington Ave.	50	10	35	35	160	1,600	0	0	62.0	61.1
- South of Washington Ave.	50	10	35	35	242	2,420	0	0	63.8	62.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	837	8,370	0	0	68.0	67.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,137	11,370	0	0	69.4	68.4
- Between Wilshire Blvd. and 9th St.	70	10	45	35	676	6,760	0	0	67.1	66.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	497	4,970	0	0	65.8	64.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	568	5,680	0	0	66.3	65.4
- South of Pico Blvd.	70	10	45	35	579	5,790	0	0	66.4	65.5
Flower Street										
- North of 6th St.	70	10	45	35	469	4,690	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	516	5,160	0	0	66.5	65.6
- Between 8th and Pico Blvd.	60	10	40	35	300	3,000	0	0	64.2	63.2
- South of Pico Blvd.	40	10	30	35	206	2,060	0	0	63.9	63.0
- South of 18th St.	40	10	30	35	197	1,970	0	0	63.7	62.8
Hope Street										
- North of 1st St.	60	10	40	35	264	2,640	0	0	63.6	62.6
- South of 1st St.	70	10	45	35	339	3,390	0	0	64.1	63.1
1st Street										

EXISTING CONDITIONS (2011)

EXISTING CONDITIONS (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	409	4,090	0	0	64.5	63.5
2nd Street										
- West of Figueroa St.	80	10	50	35	501	5,010	0	0	65.4	64.4
- East of Figueroa St.	70	10	45	35	370	3,700	0	0	64.5	63.5
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	486	4,860	0	0	67.7	66.7
- East of Flower St.	40	10	30	35	643	6,430	0	0	68.9	67.9
- West of Main St.	40	10	30	35	405	4,050	0	0	66.9	65.9
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,188	11,880	0	0	69.1	68.2
- Between Alvarado St. & Union Ave.	80	10	50	35	1,137	11,370	0	0	69.0	68.0
- Between Union Ave. & Blaine St.	80	10	50	35	961	9,610	0	0	68.2	67.3
- Between Blaine St. & Georgia St.	80	10	50	35	955	9,550	0	0	68.2	67.2
- Between George St. & Francisco St.	80	10	50	35	977	9,770	0	0	68.3	67.3
- Between Francisco St. & Figueroa St.	80	10	50	35	937	9,370	0	0	68.1	67.1
- Between Figueroa St. & Flower St.	70	10	45	35	755	7,550	0	0	67.6	66.6
- East of Flower St.	70	10	45	35	602	6,020	0	0	66.6	65.6
W. 11th Street										
- West of Blaine St.	40	10	30	35	245	2,450	0	0	64.7	63.7
- Between Blaine St. & LA Live Wy.	40	10	30	35	191	1,910	0	0	63.6	62.6
- East of LA Live Wy.	60	10	40	35	118	1,180	0	0	60.1	59.1
- West of Grand Ave.	40	10	30	35	126	1,260	0	0	61.8	60.8
- East of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	678	6,780	0	0	67.7	66.7
- Between Alvarado St.& Union Ave.	60	10	40	35	669	6,690	0	0	67.7	66.7
- Between Union Ave. & Figueroa St.	60	10	40	35	525	5,250	0	0	66.6	65.6
- Between Figueroa & Flower St.	70	10	45	35	328	3,280	0	0	64.0	63.0
- East of Hill St.	50	10	35	35	126	1,260	0	0	61.0	60.0
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	464	4,640	0	0	67.3	66.3
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	406	4,060	0	0	66.7	65.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	131	1,310	0	0	62.0	61.0
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	84	840	0	0	60.0	59.1
E. 17th Street										
- West of Grand Ave.	40	10	30	35	389	3,890	0	0	66.7	65.7
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	608	6,080	0	0	66.2	65.3
- Between Flower St. & Grand Ave.	80	10	50	35	472	4,720	0	0	65.1	64.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	435	4,350	0	0	64.8	63.8
- East of Los Angeles St.	80	10	50	35	383	3,830	0	0	64.2	63.3
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	133	1,330	0	0	60.0	59.1
- East of I-110 Fwy.	50	10	35	35	87	870	0	0	59.4	58.4
Alvarado Street										
- North of 8th St.	60	10	40	35	959	9,590	0	0	69.2	68.2
- Between 8th St. & Olympic Blvd.	60	10	40	35	891	8,910	0	0	68.9	67.9
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	731	7,310	0	0	68.0	67.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	734	7,340	0	0	68.1	67.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	573	5,730	0	0	68.2	67.2
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	499	4,990	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	30	371	3,710	0	0	66.3	65.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	251	2,510	0	0	64.6	63.6
- South of 6th St.	40	10	30	30	144	1,440	0	0	62.2	61.2
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	255	2,550	0	0	64.7	63.7
- Between Wilshire Blvd. & 6th St.	40	10	30	30	594	5,940	0	0	68.3	67.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	658	6,580	0	0	68.2	67.2
- Between Grand Ave. and Main St.	50	10	35	35	456	4,560	0	0	66.6	65.6
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	771	7,710	0	0	68.9	67.9
- Between Bixel St. & Figueroa St.	50	10	35	35	711	7,110	0	0	68.5	67.5

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	595	5,950	0	0	67.7	66.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	752	7,520	0	0	67.6	66.6
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	524	5,240	0	0	66.0	65.0
- Between 11th and 12th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 12th St. and Venice Ave.	50	10	35	35	603	6,030	0	0	67.8	66.8
- Between Venice Ave. and 17th St.	50	10	35	35	602	6,020	0	0	67.8	66.8
- Between 17th St. and Washington Ave.	50	10	35	35	317	3,170	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	400	4,000	0	0	66.0	65.0
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,096	10,960	0	0	69.2	68.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,626	16,260	0	0	70.9	69.9
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,124	11,240	0	0	69.3	68.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	991	9,910	0	0	68.8	67.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,095	10,950	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	976	9,760	0	0	68.7	67.7
Flower Street										
- North of 6th St.	70	10	45	35	681	6,810	0	0	67.1	66.2
- Between 6th St. and 8th St.	60	10	40	35	865	8,650	0	0	68.8	67.8
- Between 8th and Pico Blvd.	60	10	40	35	657	6,570	0	0	67.6	66.6
- South of Pico Blvd.	40	10	30	35	571	5,710	0	0	68.4	67.4
- South of 18th St.	40	10	30	35	479	4,790	0	0	67.6	66.6
Hope Street										
- North of 1st St.	60	10	40	35	432	4,320	0	0	65.8	64.8
- South of 1st St.	70	10	45	35	503	5,030	0	0	65.8	64.8
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	772	7,720	0	0	67.3	66.3
2nd Street										
- West of Figueroa St.	80	10	50	35	557	5,570	0	0	65.9	64.9
- East of Figueroa St.	70	10	45	35	415	4,150	0	0	65.0	64.0
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Flower St.	40	10	30	35	867	8,670	0	0	70.2	69.2
- West of Main St.	40	10	30	35	607	6,070	0	0	68.6	67.7
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,614	16,140	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,620	16,200	0	0	70.5	69.5
- Between Union Ave. & Blaine St.	80	10	50	35	1,444	14,440	0	0	70.0	69.0
- Between Blaine St. & Georgia St.	80	10	50	35	1,549	15,490	0	0	70.3	69.3
- Between George St. & Francisco St.	80	10	50	35	1,501	15,010	0	0	70.2	69.2
- Between Francisco St. & Figueroa St.	80	10	50	35	1,542	15,420	0	0	70.3	69.3
- Between Figueroa St. & Flower St.	70	10	45	35	1,311	13,110	0	0	70.0	69.0
- East of Flower St.	70	10	45	35	1,120	11,200	0	0	69.3	68.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	259	2,590	0	0	64.9	64.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	324	3,240	0	0	65.9	64.9
- East of LA Live Wy.	60	10	40	35	271	2,710	0	0	63.7	62.8
- West of Grand Ave.	40	10	30	35	419	4,190	0	0	67.0	66.0
- East of Grand Ave.	40	10	30	35	491	4,910	0	0	67.7	66.7
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	827	8,270	0	0	68.6	67.6
- Between Alvarado St. & Union Ave.	60	10	40	35	825	8,250	0	0	68.6	67.6
- Between Union Ave. & Figueroa St.	60	10	40	35	704	7,040	0	0	67.9	66.9
- Between Figueroa & Flower St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- East of Hill St.	50	10	35	35	273	2,730	0	0	64.4	63.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	611	6,110	0	0	68.5	67.5
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	524	5,240	0	0	67.8	66.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	162	1,620	0	0	62.9	61.9
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	295	2,950	0	0	65.5	64.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	728	7,280	0	0	69.4	68.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	861	8,610	0	0	67.8	66.8
- Between Flower St. & Grand Ave.	80	10	50	35	831	8,310	0	0	67.6	66.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	714	7,140	0	0	66.9	66.0
- East of Los Angeles St.	80	10	50	35	536	5,360	0	0	65.7	64.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	136	1,360	0	0	60.1	59.2
- East of I-110 Fwy.	50	10	35	35	89	890	0	0	59.5	58.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,131	11,310	0	0	69.9	69.0
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,060	10,600	0	0	69.7	68.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	936	9,360	0	0	69.1	68.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	899	8,990	0	0	68.9	68.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	594	5,940	0	0	68.3	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	506	5,060	0	0	67.6	66.7
- South of Pico Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
Lucas Ave.										
- North of 6th St.	40	10	30	30	408	4,080	0	0	66.7	65.7
- South of 6th St.	40	10	30	30	276	2,760	0	0	65.0	64.0
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	328	3,280	0	0	65.8	64.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	761	7,610	0	0	68.8	67.8
- Between Grand Ave. and Main St.	50	10	35	35	545	5,450	0	0	67.4	66.4
- East of Main St.	50	10	35	35	532	5,320	0	0	67.3	66.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	990	9,900	0	0	70.0	69.0
- Between Bixel St. & Figueroa St.	50	10	35	35	959	9,590	0	0	69.8	68.8

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	734	7,340	0	0	68.7	67.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,430	14,300	0	0	70.4	69.4
- South of 1st St.	70	10	45	35	679	6,790	0	0	67.1	66.1
- North of 11th St.	70	10	45	35	637	6,370	0	0	66.8	65.9
- Between 11th and 12th St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between 12th St. and Venice Ave.	50	10	35	35	1,598	15,980	0	0	72.0	71.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,871	18,710	0	0	72.7	71.7
- Between 17th St. and Washington Ave.	50	10	35	35	1,197	11,970	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	882	8,820	0	0	69.5	68.5
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,238	22,380	0	0	72.3	71.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,734	27,340	0	0	73.2	72.2
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,998	19,980	0	0	71.8	70.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,242	12,420	0	0	69.7	68.8
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,093	10,930	0	0	69.2	68.2
- South of Pico Blvd.	70	10	45	35	1,083	10,830	0	0	69.1	68.2
Flower Street										
- North of 6th St.	70	10	45	35	708	7,080	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	1,022	10,220	0	0	69.5	68.5
- Between 8th and Pico Blvd.	60	10	40	35	722	7,220	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	35	879	8,790	0	0	70.2	69.3
- South of 18th St.	40	10	30	35	819	8,190	0	0	69.9	69.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	552	5,520	0	0	66.2	65.2
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	973	9,730	0	0	68.3	67.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,120	11,200	0	0	68.9	67.9
- East of Figueroa St.	70	10	45	35	499	4,990	0	0	65.8	64.8
6th Street										
- West of Lucas Ave.	40	10	30	35	987	9,870	0	0	70.7	69.8
- Between Lucas Ave. & Bixel St.	40	10	30	35	970	9,700	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	926	9,260	0	0	70.5	69.5
- East of Flower St.	40	10	30	35	1,070	10,700	0	0	71.1	70.1
- West of Main St.	40	10	30	35	909	9,090	0	0	70.4	69.4
- East of Main St.	40	10	30	35	451	4,510	0	0	67.3	66.4
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,203	22,030	0	0	71.8	70.9
- Between Alvarado St. & Union Ave.	80	10	50	35	1,995	19,950	0	0	71.4	70.4
- Between Union Ave. & Blaine St.	80	10	50	35	1,819	18,190	0	0	71.0	70.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,007	20,070	0	0	71.4	70.4
- Between George St. & Francisco St.	80	10	50	35	1,869	18,690	0	0	71.1	70.1
- Between Francisco St. & Figueroa St.	80	10	50	35	2,103	21,030	0	0	71.6	70.7
- Between Figueroa St. & Flower St.	70	10	45	35	1,745	17,450	0	0	71.2	70.2
- East of Flower St.	70	10	45	35	1,393	13,930	0	0	70.2	69.3
W. 11th Street										
- West of Blaine St.	40	10	30	35	143	1,430	0	0	62.4	61.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	364	3,640	0	0	65.0	64.0
- West of Grand Ave.	40	10	30	35	306	3,060	0	0	65.7	64.7
- East of Grand Ave.	40	10	30	35	571	5,710	0	0	68.4	67.4
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,230	12,300	0	0	70.3	69.3
- Between Alvarado St. & Union Ave.	60	10	40	35	1,302	13,020	0	0	70.5	69.6
- Between Union Ave. & Figueroa St.	60	10	40	35	1,193	11,930	0	0	70.2	69.2
- Between Figueroa & Flower St.	70	10	45	35	919	9,190	0	0	68.4	67.5
- East of Hill St.	50	10	35	35	431	4,310	0	0	66.3	65.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	694	6,940	0	0	69.0	68.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	607	6,070	0	0	68.4	67.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,224	12,240	0	0	71.7	70.7
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
	PHV	ADT								
- West of Grand Ave.	40	10	30	35	369	3,690	0	0	66.5	65.5
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,153	11,530	0	0	71.4	70.4
W. 18th Street										
- West of Flower St.	40	10	30	35	48	480	0	0	57.6	56.6
- West of Grand Ave.	40	10	30	35	39	390	0	0	56.7	55.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,478	14,780	0	0	70.1	69.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,283	12,830	0	0	69.5	68.5
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,086	10,860	0	0	68.8	67.8
- East of Los Angeles St.	80	10	50	35	1,023	10,230	0	0	68.5	67.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,483	14,830	0	0	70.5	69.5
- East of I-110 Fwy.	50	10	35	35	759	7,590	0	0	68.8	67.8
Alvarado Street										
- North of 8th St.	60	10	40	35	1,385	13,850	0	0	70.8	69.8
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,441	14,410	0	0	71.0	70.0
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,598	15,980	0	0	71.4	70.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,357	13,570	0	0	70.7	69.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	618	6,180	0	0	68.5	67.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	547	5,470	0	0	68.0	67.0
- South of Pico Blvd.	40	10	30	30	406	4,060	0	0	66.7	65.7
Lucas Ave.										
- North of 6th St.	40	10	30	30	432	4,320	0	0	67.0	66.0
- South of 6th St.	40	10	30	30	300	3,000	0	0	65.4	64.4
Bixel Street										
- North of 8th St.	40	10	30	30	230	2,300	0	0	64.2	63.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	345	3,450	0	0	66.0	65.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	693	6,930	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,090	10,900	0	0	70.4	69.4
- Between Flower St. & Grand Ave.	50	10	35	35	911	9,110	0	0	69.6	68.6
- Between Grand Ave. and Main St.	50	10	35	35	844	8,440	0	0	69.3	68.3
- East of Main St.	50	10	35	35	864	8,640	0	0	69.4	68.4
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,103	11,030	0	0	70.4	69.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,082	10,820	0	0	70.3	69.4

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	974	9,740	0	0	69.9	68.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Weekday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,146	11,460	0	0	69.4	68.4
- South of 1st St.	70	10	45	35	363	3,630	0	0	64.4	63.4
- North of 11th St.	70	10	45	35	365	3,650	0	0	64.4	63.4
- Between 11th and 12th St.	50	10	35	35	678	6,780	0	0	68.3	67.3
- Between 12th St. and Venice Ave.	50	10	35	35	1,138	11,380	0	0	70.6	69.6
- Between Venice Ave. and 17th St.	50	10	35	35	1,512	15,120	0	0	71.8	70.8
- Between 17th St. and Washington Ave.	50	10	35	35	1,041	10,410	0	0	70.2	69.2
- South of Washington Ave.	50	10	35	35	724	7,240	0	0	68.6	67.6
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,979	19,790	0	0	71.8	70.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,245	22,450	0	0	72.3	71.3
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,532	15,320	0	0	70.7	69.7
- Between 9th St. and Olympic Blvd.	70	10	45	35	712	7,120	0	0	67.3	66.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	583	5,830	0	0	66.5	65.5
- South of Pico Blvd.	70	10	45	35	741	7,410	0	0	67.5	66.5
Flower Street										
- North of 6th St.	70	10	45	35	496	4,960	0	0	65.8	64.8
- Between 6th St. and 8th St.	60	10	40	35	672	6,720	0	0	67.7	66.7
- Between 8th and Pico Blvd.	60	10	40	35	364	3,640	0	0	65.0	64.0
- South of Pico Blvd.	40	10	30	35	514	5,140	0	0	67.9	66.9
- South of 18th St.	40	10	30	35	537	5,370	0	0	68.1	67.1
Hope Street										
- North of 1st St.	60	10	40	35	754	7,540	0	0	68.2	67.2
- South of 1st St.	70	10	45	35	388	3,880	0	0	64.7	63.7
1st Street										

EXISTING PLUS PROJECT (2011)

EXISTING PLUS PROJECT (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	610	6,100	0	0	66.3	65.3
2nd Street										
- West of Figueroa St.	80	10	50	35	1,064	10,640	0	0	68.7	67.7
- East of Figueroa St.	70	10	45	35	454	4,540	0	0	65.4	64.4
6th Street										
- West of Lucas Ave.	40	10	30	35	686	6,860	0	0	69.2	68.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	569	5,690	0	0	68.4	67.4
- East of Bixel St.	40	10	30	35	503	5,030	0	0	67.8	66.8
- East of Flower St.	40	10	30	35	846	8,460	0	0	70.1	69.1
- West of Main St.	40	10	30	35	707	7,070	0	0	69.3	68.3
- East of Main St.	40	10	30	35	297	2,970	0	0	65.5	64.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,606	16,060	0	0	70.5	69.5
- Between Alvarado St. & Union Ave.	80	10	50	35	1,512	15,120	0	0	70.2	69.2
- Between Union Ave. & Blaine St.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
- Beween Blanine St. & Georgia St.	80	10	50	35	1,413	14,130	0	0	69.9	68.9
- Between George St. & Francisco St.	80	10	50	35	1,290	12,900	0	0	69.5	68.5
- Between Francisco St. & Figueroa St.	80	10	50	35	1,436	14,360	0	0	70.0	69.0
- Between Figueroa St. & Flower St.	70	10	45	35	1,145	11,450	0	0	69.4	68.4
- East of Flower St.	70	10	45	35	820	8,200	0	0	67.9	67.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	142	1,420	0	0	62.3	61.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,309	13,090	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	356	3,560	0	0	64.9	63.9
- West of Grand Ave.	40	10	30	35	81	810	0	0	59.9	58.9
- East of Grand Ave.	40	10	30	35	164	1,640	0	0	62.9	62.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	910	9,100	0	0	69.0	68.0
- Between Alvarado St.& Union Ave.	60	10	40	35	1,146	11,460	0	0	70.0	69.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,014	10,140	0	0	69.5	68.5
- Between Figueroa & Flower St.	70	10	45	35	751	7,510	0	0	67.6	66.6
- East of Hill St.	50	10	35	35	284	2,840	0	0	64.5	63.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	547	5,470	0	0	68.0	67.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	489	4,890	0	0	67.5	66.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,193	11,930	0	0	71.6	70.6
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	158	1,580	0	0	62.8	61.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	814	8,140	0	0	69.9	68.9
W. 18th Street										
- West of Flower St.	40	10	30	35	23	230	0	0	54.4	53.4
- West of Grand Ave.	40	10	30	35	14	140	0	0	52.3	51.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,225	12,250	0	0	69.3	68.3
- Between Flower St. & Grand Ave.	80	10	50	35	924	9,240	0	0	68.1	67.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	807	8,070	0	0	67.5	66.5
- East of Los Angeles St.	80	10	50	35	870	8,700	0	0	67.8	66.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	195	1,950	0	0	61.7	60.7
- East of I-110 Fwy.	50	10	35	35	311	3,110	0	0	64.9	64.0
Alvarado Street										
- North of 8th St.	60	10	40	35	1,036	10,360	0	0	69.6	68.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,095	10,950	0	0	69.8	68.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,046	10,460	0	0	69.6	68.6
- Between Pico Blvd. & Hoover St.	60	10	40	35	933	9,330	0	0	69.1	68.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	597	5,970	0	0	68.4	67.4
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- South of Pico Blvd.	40	10	30	30	395	3,950	0	0	66.6	65.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	275	2,750	0	0	65.0	64.0
- South of 6th St.	40	10	30	30	168	1,680	0	0	62.9	61.9
Bixel Street										
- North of 8th St.	40	10	30	30	184	1,840	0	0	63.2	62.3
- Between 8th St. & Wilshire Blvd.	40	10	30	30	272	2,720	0	0	64.9	64.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	621	6,210	0	0	68.5	67.6
Adams Boulevard										
- West of Flower St.	50	10	35	35	992	9,920	0	0	70.0	69.0
- Between Flower St. & Grand Ave.	50	10	35	35	808	8,080	0	0	69.1	68.1
- Between Grand Ave. and Main St.	50	10	35	35	505	5,050	0	0	67.0	66.1
- East of Main St.	50	10	35	35	469	4,690	0	0	66.7	65.7
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	884	8,840	0	0	69.5	68.5
- Between Bixel St. & Figueroa St.	50	10	35	35	834	8,340	0	0	69.2	68.2

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	835	8,350	0	0	69.2	68.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	19	2	9	103	403	29	45	10	27	23	388	137
2	Francisco & Olympic	44	4	6	24	474	27	31	5	31	18	391	19
3	Figueroa & Olympic	0	0	0	42	402	26	56	308	108	98	227	85
4	Flower & Olympic	167	198	20	0	315	15	0	0	0	22	252	0
5	Grand & Olympic	111	193	29	0	229	37	0	0	0	44	179	0
6	Olive & Olympic	0	0	0	13	219	0	8	109	31	0	147	56
7	Hill & Olympic	40	69	3	12	174	3	5	44	10	10	120	16
8	Broadway & Olympic	34	107	9	16	145	4	4	100	11	14	95	28
9	Main & Olympic	68	79	4	13	78	6	4	78	14	17	63	27
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	46	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	42	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	32	6
13	Maple & 9th	2	16	1	9	43	13	5	31	3	7	131	4
14	San Pedro & 9th	6	102	3	25	73	13	18	119	1	12	129	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	53	6	24	130	72	8	7	46
16	Figueroa & 11th	49	69	1	69	45	21	6	375	26	21	12	21
17	Flower & 11th	76	175	0	0	62	8	0	0	0	18	0	0
18	Grand & 11th	68	239	0	0	58	26	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	141	18	0	0	0
20	Figueroa & 12th	0	114	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	163	23	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	237	29	0	0	0	0	0	0	51	33	0
23	Olive & 12th	0	0	0	0	0	0	1	131	0	0	34	26
24	LA Live Way & Pico	5	0	11	33	82	0	49	123	383	0	170	69
25	LA Live Way & Bond	0	0	0	0	0	0	0	554	0	0	1	0
26	Figueroa & Pico	9	107	10	35	88	26	23	343	23	57	143	35
27	Flower & Pico	37	155	0	0	111	7	0	0	0	44	138	0
28	Grand & Pico	24	275	0	0	83	11	0	0	0	52	79	0
29	Olive & Pico	0	0	0	6	67	0	3	115	23	0	69	9
30	Hill & Pico	10	59	1	3	55	2	1	40	5	5	64	6
31	Broadway & Pico	14	127	2	5	39	6	32	530	49	13	46	15
32	Main & Pico	9	95	1	0	31	2	1	68	12	31	23	10
33	Blaine & Olympic	1	44	11	8	266	140	31	1	60	159	457	6
34	Blaine & SR 110 SB Off-Ramps	8	352	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	359	21	0	60	71	0	0	0	111	43	0
36	Convention Center Drive & Venice	8	0	3	3	121	0	0	0	0	0	169	1

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Peak Hour Traffic Volumes

37	Figueroa & Venice	9	140	12	16	63	21	32	367	48	56	68	24
38	Flower & Venice	19	141	7	0	85	22	0	0	0	25	84	0
39	Grand & Venice	18	218	7	0	68	14	0	0	0	53	65	0
40	Olive & Venice	0	0	0	8	59	0	6	137	20	0	58	11
41	Grand & 17th	148	122	0	0	241	14	0	0	0	0	0	0
42	Olive & 17th	0	0	0	31	195	0	0	129	105	0	0	0
43	Hill & 17th	21	49	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	102	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	94	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	83	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	185	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	73	71	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	40	123	0	0	112	112
50	Hill & 18th	0	43	13	0	0	0	14	32	0	4	124	8
51	Broadway & 18th	0	90	22	0	0	0	15	94	0	12	126	18
52	Main & 18th	0	106	23	0	0	0	55	84	0	16	156	5
53	Los Angeles & 18th	0	35	4	0	0	0	0	65	0	10	8	217
54	Figueroa & Washington	27	156	23	44	231	46	28	510	91	71	145	43
55	Flower & Washington	54	75	12	0	272	0	0	0	0	15	187	0
56	Grand & Washington	29	87	11	5	216	16	39	52	33	15	179	0
57	Olive & Washington	0	0	0	21	195	3	32	130	33	5	195	22
58	Hill & Washington	13	62	15	22	137	11	5	35	2	3	202	6
59	Broadway & Washington	7	87	6	27	150	16	12	99	14	18	194	6
60	Main & Washington	8	93	12	22	184	9	11	102	16	22	214	10
61	Los Angeles & Washington	14	20	9	6	154	1	3	12	1	2	210	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	181	37
63	Figueroa & Adams	49	342	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	549	16	0	528	56	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	248	0	93	0	200	0	144	0
66	Grand & Adams	36	87	26	8	175	22	12	38	14	8	214	28
67	Hill & Adams	19	70	12	10	191	10	8	36	4	5	237	14
68	Broadway & Adams	7	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	109	17	0	294	57	0	0	0	218	236	0
71	Figueroa & Exposition	70	307	287	194	225	16	26	307	51	64	270	63
72	Flower & 37th Street	0	75	388	0	0	0	117	0	0	35	542	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	67	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	296	30	63	9	41	22	204	0	1	0	5

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	25	12	0	52	31	24	0
78	Figueroa & MLK	67	201	58	66	611	123	66	145	50	52	751	76
79	I-110 SB Ramps & MLK	370	5	212	0	497	170	0	0	0	408	520	0
80	I-110 NB Ramps/Hill & MLK	40	5	11	12	405	92	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	27	242	0	8	291	208
82	Francisco & 9th	0	0	23	0	0	0	0	0	0	0	641	104
83	Figueroa & 9th	0	0	0	0	0	0	73	486	0	0	492	162
84	Flower & 9th	0	369	154	0	0	0	0	0	0	151	413	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	33	188	42
86	Bixel & 8th	45	576	0	102	280	326	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	689	30	0	0	249	0	0	0
88	Figueroa & 8th	0	0	0	99	607	0	0	519	164	0	0	0
89	Flower & 8th	163	347	0	0	521	60	0	0	0	0	0	0
90	Hill & 8th	38	98	0	17	199	12	0	73	18	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	285	71	54	42	33	95	334	13
93	Figueroa & Wilshire	0	0	0	198	153	0	41	612	50	0	203	251
94	Lucas & 6th	51	47	10	12	197	7	4	64	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	9	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	78	1,007	0	0	585	152
97	Flower & 6th	0	354	115	0	0	0	0	0	0	167	528	0
98	Grand & 6th	0	217	50	0	0	0	0	0	0	81	552	0
99	Hill & 6th	0	93	29	0	0	0	11	70	0	27	422	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	379	0
101	Main & 6th	0	0	0	0	0	0	29	279	0	0	268	137
102	Figueroa & 5th	0	0	0	129	658	0	0	708	505	0	0	0
103	Grand & 5th	121	165	0	19	584	125	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	361	0	0	156	223	0	0	0
105	Hill & 5th	43	116	0	23	255	0	0	101	14	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	296	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	115	30	60	357	73	125	131	29
109	Beaudry & 1st	55	151	24	26	100	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	155	24	43	110	58	50	145	48
111	Grand & 1st	31	211	12	80	163	21	1	93	9	28	142	41
112	Olive & 1st	0	0	0	0	197	12	97	0	73	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	99	11	13	200	58
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	188	10
115	Main & 1st	0	0	0	15	139	0	28	168	29	0	156	23
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	106	31	19	97	98

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	90	98	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	253	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	120	293	97	0	81
120	Beaudry & Sunset	30	34	21	25	331	46	78	63	90	179	1,204	13
121	Figueroa & Cesar Chavez	34	57	33	33	326	51	111	217	97	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	105	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	81	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	94	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	6	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	178	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	229	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	355	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	150	397	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	339	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	890	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	814	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	734	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	406	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	582	41	29	258	84
138	Western & Wilshire	57	662	93	99	568	126	103	747	62	94	640	118
139	Normandie & Wilshire	58	812	50	60	300	39	44	758	83	74	339	35
140	Vermont & Wilshire	114	600	154	112	771	60	85	515	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	301	37	37	506	15	39	354	106
142	Vermont & 8th	93	900	33	47	249	22	34	840	67	112	267	79
143	Alvarado & 8th	52	378	23	35	241	37	28	425	12	22	150	46
144	Western & Olympic	5	743	96	122	530	69	61	868	108	67	556	75
145	Normandie & Olympic	52	438	67	57	628	44	49	434	39	31	714	62
146	Vermont & Olympic	165	771	85	71	491	77	61	662	57	76	581	148
147	Alvarado & Olympic	85	292	63	69	467	55	38	274	36	31	472	97
148	Union & Olympic	97	215	44	14	383	31	15	153	55	39	485	50
149	Western & Pico	60	805	31	54	206	71	49	728	32	53	218	77
150	Normandie & Pico	19	431	10	35	278	77	76	442	32	50	232	20
151	Vermont & Pico	38	828	55	75	206	46	50	660	55	70	245	60
152	Alvarado & Pico	80	246	58	72	321	29	18	216	12	19	182	64
153	Pico & Union	53	160	35	86	356	27	22	119	16	27	169	36
154	Hoover & Alvarado	0	486	0	6	0	304	206	436	0	0	0	0
155	Western & Venice	50	708	17	28	193	73	27	705	53	49	232	54
156	Normandie & Venice	32	574	19	27	171	26	19	531	58	69	197	37

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157	Vermont & Venice	37	831	51	46	197	51	56	675	32	40	160	42
158	Hoover & Venice	64	696	30	50	117	47	28	536	32	51	98	64
159	Western & Washington	33	903	43	42	185	54	76	809	66	58	196	49
160	Normandie & Washington	34	608	14	23	153	53	52	572	77	64	170	29
161	Vermont & Washington	54	896	31	39	166	71	84	686	55	52	164	46
162	Hoover & Washington	70	612	118	32	68	51	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	329	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	520	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	395	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	0	94	18	1	54	3	6	28	9	7	75	4
167	Broadway & Venice	8	130	6	8	37	5	3	92	10	12	69	3
168	Main & Venice	3	119	4	2	35	2	3	51	8	16	53	8
169	Los Angeles & Venice	2	95	2	2	39	3	2	37	4	24	35	3
170	San Pedro & Venice	40	129	0	58	38	155	0	58	31	28	0	12
171	Central & Venice	49	154	0	31	68	171	0	67	94	0	0	0
172	Central & Washington	13	257	18	40	146	30	9	257	15	19	121	35
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	519	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	518	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	226	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	247	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	234	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	79	2	9	165	664	29	46	22	27	23	588	208
2	Francisco & Olympic	45	4	31	82	796	27	31	5	31	18	591	19
3	Figueroa & Olympic	0	0	0	95	674	48	102	714	216	137	390	108
4	Flower & Olympic	217	575	35	0	612	22	0	0	0	32	451	0
5	Grand & Olympic	173	389	75	0	467	43	0	0	0	59	385	0
6	Olive & Olympic	0	0	0	38	435	0	18	295	59	0	325	132
7	Hill & Olympic	83	229	7	21	333	78	62	124	47	44	253	36
8	Broadway & Olympic	53	187	19	19	340	4	4	154	41	35	228	68
9	Main & Olympic	157	226	9	31	186	13	5	238	16	17	160	73
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	144	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	140	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	128	6
13	Maple & 9th	2	16	1	9	44	13	5	35	3	7	267	4
14	San Pedro & 9th	6	103	3	27	74	13	18	126	1	18	259	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	143	6	38	135	73	8	48	47
16	Figueroa & 11th	50	130	1	118	113	21	6	886	69	76	12	21
17	Flower & 11th	87	559	0	0	168	155	0	0	0	18	0	0
18	Grand & 11th	85	439	0	0	334	157	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	366	222	0	0	0
20	Figueroa & 12th	0	189	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	546	141	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	553	55	0	0	0	0	0	0	86	209	0
23	Olive & 12th	0	0	0	0	0	0	1	474	0	0	137	125
24	LA Live Way & Pico	5	0	11	33	159	0	84	141	389	0	250	70
25	LA Live Way & Bond	0	0	0	0	0	0	0	612	0	0	1	0
26	Figueroa & Pico	31	132	13	39	140	44	33	674	27	66	202	83
27	Flower & Pico	57	524	8	0	200	0	0	0	0	47	217	0
28	Grand & Pico	64	573	12	0	131	27	0	0	0	61	155	0
29	Olive & Pico	0	0	0	9	127	0	38	424	27	0	127	38
30	Hill & Pico	19	165	4	11	105	4	7	133	10	16	142	11
31	Broadway & Pico	23	207	2	5	89	6	32	604	50	13	126	23
32	Main & Pico	18	204	1	2	72	2	1	173	12	31	90	21
33	Blaine & Olympic	1	45	11	8	515	216	88	1	69	164	670	6
34	Blaine & SR 110 SB Off-Ramps	8	433	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	440	58	0	68	155	0	0	0	112	48	0
36	Convention Center Drive & Venice	8	0	3	3	160	0	0	0	0	0	205	1

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	20	165	15	45	91	22	34	673	49	57	93	33
38	Flower & Venice	26	508	10	0	136	28	0	0	0	25	114	0
39	Grand & Venice	39	518	10	0	98	14	0	0	0	78	95	0
40	Olive & Venice	0	0	0	17	74	0	6	465	36	0	65	36
41	Grand & 17th	319	275	0	0	409	23	0	0	0	0	0	0
42	Olive & 17th	0	0	0	150	270	0	0	354	208	0	0	0
43	Hill & 17th	44	136	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	177	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	187	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	104	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	467	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	195	113	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	40	324	0	0	196	238
50	Hill & 18th	0	131	25	0	0	0	14	119	0	4	195	20
51	Broadway & 18th	0	163	29	0	0	0	73	165	0	21	201	18
52	Main & 18th	0	239	39	0	0	0	180	165	0	20	280	16
53	Los Angeles & 18th	0	35	4	0	0	0	0	68	0	10	8	483
54	Figueroa & Washington	36	165	23	143	423	67	65	879	96	74	173	59
55	Flower & Washington	72	334	17	0	565	0	0	0	0	19	248	0
56	Grand & Washington	35	213	29	5	503	19	67	53	33	15	246	0
57	Olive & Washington	0	0	0	22	257	3	32	207	36	5	388	145
58	Hill & Washington	22	136	20	34	192	11	5	89	2	3	374	27
59	Broadway & Washington	8	154	20	31	216	20	18	163	14	18	309	67
60	Main & Washington	12	219	20	28	253	9	20	278	16	22	327	33
61	Los Angeles & Washington	14	20	9	6	212	1	3	12	1	2	305	25
62	San Pedro & Washington	12	232	22	19	163	33	23	247	55	50	271	37
63	Figueroa & Adams	53	440	51	154	306	132	48	761	85	119	142	77
64	Flower & Adams	59	821	16	8	589	57	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	290	0	152	0	218	0	161	0
66	Grand & Adams	36	248	26	8	216	22	12	38	14	8	276	43
67	Hill & Adams	23	134	12	10	228	10	8	110	4	5	286	27
68	Broadway & Adams	12	157	12	6	218	14	8	169	17	13	280	7
69	Main & Adams	13	233	19	9	208	22	24	299	12	24	250	23
70	Flower & Jefferson	46	331	21	0	379	58	0	0	0	304	399	0
71	Figueroa & Exposition	71	394	380	235	237	20	33	542	52	65	287	64
72	Flower & 37th Street	0	287	481	0	0	0	118	0	0	35	660	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	467
74	Hill & 37th Street	10	131	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	390	31	64	9	42	22	437	0	1	0	5

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	26	12	0	53	32	24	0
78	Figueroa & MLK	68	255	96	84	620	129	69	359	52	54	761	78
79	I-110 SB Ramps & MLK	377	5	214	0	522	172	0	0	0	413	565	0
80	I-110 NB Ramps/Hill & MLK	41	68	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	33	350	0	8	569	225
82	Francisco & 9th	0	0	89	0	0	0	0	0	0	0	1,090	166
83	Figueroa & 9th	0	0	0	0	0	0	113	951	0	0	940	228
84	Flower & 9th	0	680	162	0	0	0	0	0	0	279	773	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	82	375	87
86	Bixel & 8th	46	669	0	104	384	483	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,046	168	0	0	323	0	0	0
88	Figueroa & 8th	0	0	0	115	959	0	0	866	349	0	0	0
89	Flower & 8th	201	623	0	0	851	102	0	0	0	0	0	0
90	Hill & 8th	83	256	0	24	436	46	0	158	21	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	383	75	55	52	33	105	399	47
93	Figueroa & Wilshire	0	0	0	200	212	0	41	938	90	0	281	384
94	Lucas & 6th	55	96	40	44	336	12	35	102	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	23	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	112	1,435	0	0	948	222
97	Flower & 6th	0	564	117	0	0	0	0	0	0	342	750	0
98	Grand & 6th	0	379	59	0	0	0	0	0	0	114	751	0
99	Hill & 6th	0	281	48	0	0	0	11	175	0	77	615	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	555	0
101	Main & 6th	0	0	0	0	0	0	48	633	0	0	403	204
102	Figueroa & 5th	0	0	0	138	950	0	0	990	739	0	0	0
103	Grand & 5th	131	267	0	23	925	187	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	674	0	0	366	258	0	0	0
105	Hill & 5th	186	311	0	65	430	12	0	206	15	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	664	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	133	30	66	556	88	130	149	29
109	Beaudry & 1st	60	188	24	26	246	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	297	51	48	141	64	88	259	53
111	Grand & 1st	52	287	53	171	343	29	127	148	31	57	253	41
112	Olive & 1st	0	0	0	0	302	30	220	0	247	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	212	11	27	428	80
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	372	10
115	Main & 1st	0	0	0	18	266	0	41	531	41	0	240	125
116	Hope & Temple/US-101 Ramps	58	80	43	117	201	23	43	193	32	52	141	115

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	253	402	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	573	73
119	Grand & I-110 On-Ramp/US-101 Ramps	309	248	0	0	0	0	0	173	431	167	0	92
120	Beaudry & Sunset	39	75	51	25	404	58	83	83	91	181	1,289	13
121	Figueroa & Cesar Chavez	34	83	33	89	402	52	122	391	106	204	1,115	113
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	129	438	814	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,055	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	401	69	0	680	44
125	Alameda & Cesar Chavez	50	586	60	26	301	83	62	345	63	240	496	43
126	Main & Alpine	35	86	28	32	122	0	12	310	77	1	163	30
127	Alameda & Alpine	12	50	18	37	275	57	30	66	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	299	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	461	8	5	67	26
130	Sunset & Elysian Park	0	545	60	532	0	1,052	77	436	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	199	461	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	430	46	50	170	210
133	Alvarado & US 101 NB Ramps	316	589	0	141	0	200	0	1,052	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	644	169	0	0	0	268	925	0	141	1	389
135	Alvarado & Beverly	100	571	29	46	429	60	48	877	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	527	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	720	41	29	384	88
138	Western & Wilshire	58	742	94	100	634	145	115	803	73	97	695	119
139	Normandie & Wilshire	59	833	58	66	362	45	51	783	84	75	390	35
140	Vermont & Wilshire	131	664	158	115	862	61	86	631	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	366	51	49	619	15	39	410	144
142	Vermont & 8th	106	1,046	40	55	349	22	34	994	73	118	352	87
143	Alvarado & 8th	53	465	23	36	355	37	28	507	12	22	272	47
144	Western & Olympic	5	841	99	133	765	80	64	936	109	68	721	76
145	Normandie & Olympic	60	464	69	60	850	48	52	452	47	76	918	83
146	Vermont & Olympic	169	909	94	80	710	79	63	799	63	91	769	161
147	Alvarado & Olympic	86	371	69	75	695	80	62	350	36	31	668	98
148	Union & Olympic	98	219	45	25	638	31	15	156	56	39	709	51
149	Western & Pico	71	904	31	55	280	72	50	795	32	54	284	80
150	Normandie & Pico	19	497	18	36	352	78	77	469	32	51	298	20
151	Vermont & Pico	39	980	56	76	279	47	51	802	56	71	317	62
152	Alvarado & Pico	84	343	60	74	393	30	31	311	12	19	250	69
153	Pico & Union	54	162	36	88	429	35	22	120	16	27	249	36
154	Hoover & Alvarado	0	563	0	6	0	404	313	482	0	0	0	0
155	Western & Venice	51	806	17	28	225	74	27	772	54	50	265	55
156	Normandie & Venice	32	642	19	27	203	26	19	559	59	70	229	37

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	37	984	52	47	229	52	57	817	32	40	192	43
158	Hoover & Venice	65	871	30	51	148	56	31	688	32	52	129	65
159	Western & Washington	33	1,003	44	43	291	55	77	877	67	59	259	50
160	Normandie & Washington	34	676	14	23	259	54	53	601	78	65	233	29
161	Vermont & Washington	55	1,050	31	39	272	72	85	828	56	53	227	47
162	Hoover & Washington	71	783	130	40	173	52	66	720	37	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	406	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	578	423	0	0	0	153	812	0	211	4	282
165	I-10 EB Ramp & Hoover	0	462	318	0	0	0	246	622	0	164	0	275
166	Hill & Venice	6	218	21	5	71	3	6	129	9	8	82	4
167	Broadway & Venice	10	208	6	8	44	5	3	161	21	15	75	3
168	Main & Venice	5	227	4	2	40	2	3	156	8	16	59	8
169	Los Angeles & Venice	2	119	2	2	44	3	2	53	4	24	35	3
170	San Pedro & Venice	40	131	0	59	43	157	0	59	31	28	0	12
171	Central & Venice	50	201	0	31	74	173	0	99	95	0	0	0
172	Central & Washington	15	358	36	69	197	30	9	349	15	19	209	39
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	578	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	654	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	311	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	280	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	341	90	72	500	45	68	307	57
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	80	2	9	165	923	29	155	296	155	23	588	278
2	Francisco & Olympic	121	4	125	82	979	202	31	5	31	18	700	19
3	Figueroa & Olympic	0	0	0	161	980	0	102	782	268	137	501	200
4	Flower & Olympic	379	575	37	0	772	22	0	0	0	32	562	0
5	Grand & Olympic	184	413	75	0	467	46	0	0	0	137	420	0
6	Olive & Olympic	0	0	0	38	435	0	44	362	62	0	360	132
7	Hill & Olympic	83	563	20	21	333	78	76	160	47	61	284	49
8	Broadway & Olympic	53	201	19	19	340	4	4	154	41	51	276	68
9	Main & Olympic	157	226	9	31	186	13	5	261	16	18	201	79
10	Los Angeles & Olympic	41	69	2	2	137	0	1	48	43	30	185	10
11	Santee & Olympic	16	0	1	2	122	0	1	3	0	4	181	3
12	Maple & Olympic	15	21	2	0	100	1	2	41	9	8	168	7
13	Maple & 9th	2	16	1	9	44	13	6	35	3	7	294	4
14	San Pedro & 9th	6	103	3	27	74	13	57	126	1	18	287	10
15	LA Live Way & Chick Hearn Ct	0	0	0	36	328	0	0	1,062	934	0	0	47
16	Figueroa & 11th	0	130	1	137	0	21	6	1,011	0	0	0	0
17	Flower & 11th	87	674	0	0	55	155	0	0	0	0	0	0
18	Grand & 11th	85	552	0	0	221	350	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	235	0	0	422	354	0	0	0
20	Figueroa & 12th	0	113	9	13	0	4	29	680	0	0	0	0
21	Flower & 12th	17	611	167	0	0	0	0	0	0	3	33	0
22	Grand & 12th	0	1,291	82	0	0	0	0	0	0	160	209	0
23	Olive & 12th	0	0	0	0	0	0	5	541	0	0	165	125
24	LA Live Way & Pico	0	0	0	0	164	0	157	370	457	0	670	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	612	0	0	1	254
26	Figueroa & Pico	31	56	13	39	112	63	81	674	27	182	580	83
27	Flower & Pico	57	589	8	0	182	0	0	0	0	290	421	0
28	Grand & Pico	66	1,609	20	0	123	63	0	0	0	168	291	0
29	Olive & Pico	0	0	0	42	139	0	72	441	43	0	257	53
30	Hill & Pico	19	1,568	51	11	105	4	11	136	10	144	249	44
31	Broadway & Pico	23	277	2	5	89	6	32	604	50	61	236	23
32	Main & Pico	18	205	1	2	72	2	1	173	12	31	177	44
33	Blaine & Olympic	1	45	11	8	820	299	88	1	69	164	740	6
34	Blaine & SR 110 SB Off-Ramps	8	516	0	170	0	86	0	0	0	0	0	0
35	Blaine & 11th	31	523	58	0	0	1,269	0	0	0	112	0	0
36	Convention Center Drive & Venice	8	0	3	3	455	23	0	0	0	0	229	94

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	38	324	37	45	368	142	34	673	49	57	117	33
38	Flower & Venice	66	785	10	0	493	305	0	0	0	49	136	0
39	Grand & Venice	199	1,451	95	0	286	370	0	0	0	104	100	0
40	Olive & Venice	0	0	0	17	198	0	854	481	456	0	155	36
41	Grand & 17th	600	1,216	0	0	553	94	0	0	0	0	0	0
42	Olive & 17th	0	0	0	172	486	0	0	354	208	0	0	0
43	Hill & 17th	184	1,974	0	23	343	21	0	121	16	0	0	0
44	Broadway & 17th	50	376	0	32	318	12	0	168	17	0	0	0
45	Main & 17th	40	188	0	24	285	83	0	148	25	0	0	0
46	Los Angeles & 17th	17	105	0	38	368	30	0	12	6	0	0	0
47	Flower & 18th	0	807	3	0	0	0	0	0	0	12	36	0
48	Grand & 18th	0	935	420	0	0	0	44	0	0	92	272	0
49	Olive & 18th	0	0	0	0	0	0	410	324	0	0	503	238
50	Hill & 18th	0	744	1,250	0	0	0	14	119	0	4	872	20
51	Broadway & 18th	0	203	188	0	0	0	73	165	0	21	2,103	18
52	Main & 18th	0	240	39	0	0	0	1,174	165	0	20	2,341	16
53	Los Angeles & 18th	0	36	4	0	0	0	0	68	0	10	8	3,538
54	Figueroa & Washington	226	217	60	143	817	110	65	3,061	129	74	173	59
55	Flower & Washington	102	641	20	0	971	39	0	0	0	52	252	0
56	Grand & Washington	266	668	92	5	690	19	67	53	60	15	253	0
57	Olive & Washington	0	0	0	22	353	3	201	551	115	5	471	145
58	Hill & Washington	118	422	252	34	192	11	5	89	2	3	626	27
59	Broadway & Washington	8	193	21	31	216	20	18	163	14	18	792	67
60	Main & Washington	12	219	21	28	253	9	20	1,272	16	22	812	33
61	Los Angeles & Washington	14	20	10	6	212	1	3	12	1	2	791	25
62	San Pedro & Washington	12	232	22	19	163	33	371	738	55	50	757	37
63	Figueroa & Adams	53	599	51	154	306	132	48	2,397	85	119	142	623
64	Flower & Adams	59	1,822	16	8	589	207	0	0	0	183	259	0
65	I-110 NB Off General & Adams	36	0	79	0	440	0	152	0	218	0	161	0
66	Grand & Adams	87	450	26	8	315	22	178	38	14	8	276	43
67	Hill & Adams	83	245	12	10	267	10	174	110	4	5	452	27
68	Broadway & Adams	51	157	12	6	218	14	8	169	17	13	612	7
69	Main & Adams	13	233	19	9	208	22	24	1,293	12	24	582	23
70	Flower & Jefferson	46	1,004	21	0	390	91	0	0	0	304	399	0
71	Figueroa & Exposition	71	535	408	549	237	24	899	542	52	65	287	64
72	Flower & 37th Street	0	349	1,890	0	0	0	1,551	0	0	35	1,554	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	72	0	0	13	289	0	0	45	3,536
74	Hill & 37th Street	10	242	1	1	2	0	1	96	1	9	11	7
75	Broadway & 37th	2	241	0	0	2	0	2	181	5	3	4	11
76	Figueroa & 39th	1	536	31	64	9	42	22	437	0	1	1,286	871

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	27	250	12	0	53	933	470	0
78	Figueroa & MLK	68	607	242	84	620	129	69	359	52	54	2,666	78
79	I-110 SB Ramps & MLK	377	5	214	0	522	216	0	0	0	2,464	565	0
80	I-110 NB Ramps/Hill & MLK	85	514	11	13	429	94	83	91	220	227	433	23
81	Georgia & James Wood	0	0	0	0	0	0	111	703	0	8	593	225
82	Francisco & 9th	0	0	297	0	0	0	0	0	0	0	1,309	184
83	Figueroa & 9th	0	0	0	0	0	0	130	1,210	0	0	1,084	511
84	Flower & 9th	0	827	215	0	0	0	0	0	0	295	918	0
85	Broadway & 9th	0	177	14	0	0	0	17	242	0	96	546	87
86	Bixel & 8th	46	669	0	131	543	840	0	0	0	0	0	0
87	Francisco & 8th	28	16	0	40	1,680	168	0	0	537	0	0	0
88	Figueroa & 8th	0	0	0	210	1,274	0	0	1,540	668	0	0	0
89	Flower & 8th	423	687	0	0	1,039	102	0	0	0	0	0	0
90	Hill & 8th	89	274	0	24	436	46	0	401	28	0	0	0
91	Broadway & 8th	49	179	0	35	401	13	0	283	49	0	0	0
92	Bixel & Wilshire	23	193	12	27	496	75	65	69	33	105	399	47
93	Figueroa & Wilshire	0	0	0	354	227	0	112	1,975	188	0	281	394
94	Lucas & 6th	55	96	40	44	336	12	35	126	16	15	494	71
95	Bixel & 6th	33	95	23	19	354	32	40	39	30	82	458	21
96	Figueroa & 6th	0	0	0	0	0	0	297	2,450	0	0	965	222
97	Flower & 6th	0	591	117	0	0	0	0	0	0	342	953	0
98	Grand & 6th	0	381	59	0	0	0	0	0	0	114	1,254	0
99	Hill & 6th	0	287	58	0	0	0	56	385	0	77	1,050	37
100	Spring & 6th	0	648	110	0	0	0	0	0	0	124	857	0
101	Main & 6th	0	0	0	0	0	0	48	807	0	0	403	506
102	Figueroa & 5th	0	0	0	635	1,970	0	0	1,638	1,106	0	0	0
103	Grand & 5th	131	267	0	23	1,467	189	0	0	0	0	0	0
104	Olive & 5th	185	0	0	20	736	0	0	827	740	0	0	0
105	Hill & 5th	224	312	0	253	430	12	0	548	39	0	0	0
106	Spring & 5th	192	625	0	0	333	123	0	0	0	0	0	0
107	Main & 5th	0	0	0	37	294	0	0	1,140	153	0	0	0
108	Figueroa & 2nd	28	194	24	13	217	30	66	1,216	567	130	149	29
109	Beaudry & 1st	60	188	24	26	262	27	67	112	23	41	241	17
110	Hope & 1st	16	111	38	73	313	51	97	141	64	88	395	543
111	Grand & 1st	52	287	53	664	359	29	127	148	31	57	253	226
112	Olive & 1st	0	0	0	0	400	30	254	0	658	108	281	0
113	Hill & 1st	22	235	33	13	301	59	20	650	109	27	431	111
114	Spring & 1st	79	589	14	0	300	34	0	0	0	29	375	10
115	Main & 1st	0	0	0	18	266	0	41	1,159	41	0	240	128
116	Hope & Temple/US-101 Ramps	58	80	43	265	201	23	43	683	32	52	141	115

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	748	539	0	0	437	73
118	Los Angeles & Aliso	0	75	1	0	0	0	94	150	0	48	1,068	73
119	Grand & I-110 On-Ramp/US-101 Ramps	394	396	0	0	0	0	0	180	1,104	167	0	92
120	Beaudry & Sunset	39	75	51	25	444	58	83	83	91	181	1,712	13
121	Figueroa & Cesar Chavez	34	83	33	89	409	52	122	391	140	204	1,432	219
122	Grand & Cesar Chavez	9	137	9	8	354	219	41	72	136	671	899	13
123	Spring & Cesar Chavez	55	241	5	12	396	81	8	1	1	121	1,140	1
124	Main & Cesar Chavez	0	0	0	74	394	0	97	538	69	0	765	44
125	Alameda & Cesar Chavez	50	671	60	26	301	83	62	345	63	240	581	43
126	Main & Alpine	35	86	28	32	122	0	12	379	77	1	163	30
127	Alameda & Alpine	12	135	18	37	275	57	30	134	58	34	124	5
128	Hill & Alpine	17	300	117	173	52	7	8	767	11	13	48	11
129	Hill & College	33	425	119	111	75	4	12	929	8	5	194	26
130	Sunset & Elysian Park	0	545	60	1,167	0	1,475	77	476	0	0	0	0
131	Glendale & Bellevue	0	517	86	149	0	263	555	708	0	0	0	0
132	Glendale & Temple	110	335	55	93	202	16	12	1,033	46	50	170	210
133	Alvarado & US 101 NB Ramps	406	631	0	141	0	200	0	1,074	243	0	0	0
134	Alvarado & US 101 SB Ramps	0	686	169	0	0	0	268	947	0	141	1	389
135	Alvarado & Beverly	142	571	29	46	429	60	48	899	31	17	254	62
136	Vermont & 6th	125	573	111	118	904	75	72	610	85	101	1,074	142
137	Alvarado & 6th	73	480	35	68	375	65	61	742	41	29	384	88
138	Western & Wilshire	58	742	94	109	714	150	115	877	73	97	695	119
139	Normandie & Wilshire	59	833	58	68	456	46	51	801	84	75	390	35
140	Vermont & Wilshire	131	664	158	124	959	66	86	882	154	133	1,006	118
141	Alvarado & Wilshire	77	468	25	51	454	76	49	818	44	39	410	144
142	Vermont & 8th	106	1,051	40	55	349	22	34	1,245	73	118	352	87
143	Alvarado & 8th	53	490	23	40	355	168	28	732	12	22	272	47
144	Western & Olympic	5	846	99	164	1,203	96	64	978	109	68	721	76
145	Normandie & Olympic	60	465	69	68	1,335	52	52	463	47	76	918	83
146	Vermont & Olympic	169	914	94	111	1,207	120	63	1,018	63	91	769	161
147	Alvarado & Olympic	232	380	69	85	888	182	132	565	286	31	668	98
148	Union & Olympic	98	219	45	25	943	31	15	180	56	39	779	51
149	Western & Pico	71	924	31	65	533	77	50	828	32	54	284	80
150	Normandie & Pico	19	502	18	38	620	79	77	477	32	51	298	20
151	Vermont & Pico	39	1,025	56	86	550	163	51	1,012	56	71	317	62
152	Alvarado & Pico	129	409	60	224	533	287	31	659	230	19	180	139
153	Pico & Union	54	186	36	122	976	35	22	120	16	27	179	36
154	Hoover & Alvarado	0	584	0	6	0	712	833	489	0	0	0	0
155	Western & Venice	51	831	17	45	634	82	27	788	54	50	265	55
156	Normandie & Venice	32	648	19	31	637	28	19	563	59	70	229	37

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Peak Hour Traffic Volumes

157	Vermont & Venice	51	1,131	52	64	656	60	57	1,010	32	40	192	43
158	Hoover & Venice	148	1,117	30	55	346	133	31	1,211	203	52	129	65
159	Western & Washington	33	1,037	44	59	669	63	77	877	67	59	259	50
160	Normandie & Washington	34	684	14	27	661	56	53	601	78	65	233	29
161	Vermont & Washington	55	1,206	31	55	680	80	85	1,005	56	53	227	47
162	Hoover & Washington	141	1,036	130	43	364	78	66	1,411	208	50	210	70
163	I-10 WB Ramp & 20th	0	0	0	0	20	968	202	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	620	423	0	0	0	153	2,155	0	211	4	282
165	I-10 EB Ramp & Hoover	0	496	318	0	0	0	246	1,799	0	164	0	275
166	Hill & Venice	130	1,619	253	5	71	3	6	129	9	586	443	4
167	Broadway & Venice	10	326	6	8	44	5	3	161	21	96	586	3
168	Main & Venice	5	228	4	2	40	2	3	156	8	16	570	8
169	Los Angeles & Venice	2	120	2	2	44	3	2	53	4	24	518	3
170	San Pedro & Venice	45	131	0	59	43	157	0	59	31	511	0	12
171	Central & Venice	50	295	0	31	74	173	0	107	95	0	0	0
172	Central & Washington	15	434	54	69	197	30	9	681	15	36	741	47
173	Wilton Place (ext. of Arlington) & Wilshire	69	419	24	35	658	96	79	582	53	43	712	125
174	Arlington & Olympic	88	374	51	71	1,092	52	24	453	54	52	652	96
175	Arlington & Pico	54	409	45	32	564	31	29	452	44	60	327	59
176	Arlington & Venice	39	544	23	33	689	44	40	562	54	92	321	29
177	Arlington & Washington	33	589	15	33	719	90	72	500	45	68	307	57
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	20	2	9	103	662	29	99	284	155	23	388	207
2	Francisco & Olympic	120	4	100	24	657	195	31	5	31	18	445	19
3	Figueroa & Olympic	0	0	0	108	708	0	56	340	153	98	283	177
4	Flower & Olympic	329	198	22	0	475	15	0	0	0	22	308	0
5	Grand & Olympic	122	217	29	0	229	40	0	0	0	67	214	0
6	Olive & Olympic	0	0	0	13	219	0	34	176	34	0	182	56
7	Hill & Olympic	40	403	16	12	174	3	19	80	10	27	151	29
8	Broadway & Olympic	34	121	9	16	145	4	4	100	11	30	143	28
9	Main & Olympic	68	79	4	13	78	6	4	101	14	18	104	33
10	Los Angeles & Olympic	41	55	2	2	52	0	1	34	41	20	87	10
11	Santee & Olympic	16	0	0	1	38	0	1	3	0	4	83	3
12	Maple & Olympic	15	21	2	0	19	1	2	37	5	5	72	7
13	Maple & 9th	2	16	1	9	43	13	6	31	3	7	158	4
14	San Pedro & 9th	6	102	3	25	73	13	57	119	1	12	157	9
15	LA Live Way & Chick Hearn Ct	0	0	0	28	328	0	0	1,057	933	0	0	46
16	Figueroa & 11th	0	69	1	88	0	21	6	457	0	0	0	0
17	Flower & 11th	76	290	0	0	17	8	0	0	0	0	0	0
18	Grand & 11th	68	297	0	0	13	151	0	0	0	0	0	0
19	Olive & 11th	0	0	0	17	92	0	0	197	150	0	0	0
20	Figueroa & 12th	0	93	2	13	0	4	8	317	0	0	0	0
21	Flower & 12th	17	228	49	0	0	0	0	0	0	3	6	0
22	Grand & 12th	0	852	56	0	0	0	0	0	0	125	33	0
23	Olive & 12th	0	0	0	0	0	0	5	198	0	0	62	26
24	LA Live Way & Pico	0	0	0	0	87	0	122	352	451	0	590	0
25	LA Live Way & Bond	0	0	0	116	0	0	0	554	0	0	1	254
26	Figueroa & Pico	9	86	10	35	60	45	71	343	23	173	521	35
27	Flower & Pico	37	220	0	0	93	7	0	0	0	287	342	0
28	Grand & Pico	26	1,188	8	0	75	47	0	0	0	159	215	0
29	Olive & Pico	0	0	0	39	79	0	37	132	39	0	199	24
30	Hill & Pico	10	1,462	48	3	55	2	5	43	5	133	171	39
31	Broadway & Pico	14	197	2	5	39	6	32	530	49	61	156	15
32	Main & Pico	9	96	1	0	31	2	1	68	12	31	110	33
33	Blaine & Olympic	1	44	11	8	571	223	31	1	60	159	527	6
34	Blaine & SR 110 SB Off-Ramps	8	435	0	104	0	48	0	0	0	0	0	0
35	Blaine & 11th	31	442	21	0	0	1,289	0	0	0	111	0	0
36	Convention Center Drive & Venice	8	0	3	26	416	0	0	0	0	0	193	94

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Peak Hour Traffic Volumes

37	Figueroa & Venice	27	354	34	16	340	86	32	367	48	56	92	24
38	Flower & Venice	59	418	7	0	387	299	0	0	0	49	106	0
39	Grand & Venice	123	1,083	92	0	256	370	0	0	0	79	70	0
40	Olive & Venice	0	0	0	8	183	0	854	153	440	0	148	11
41	Grand & 17th	429	1,063	0	0	385	85	0	0	0	0	0	0
42	Olive & 17th	0	0	0	53	411	0	0	129	105	0	0	0
43	Hill & 17th	161	1,887	0	15	179	8	0	28	9	0	0	0
44	Broadway & 17th	44	301	0	24	138	7	0	97	17	0	0	0
45	Main & 17th	25	95	0	8	111	26	0	59	22	0	0	0
46	Los Angeles & 17th	14	84	0	25	124	30	0	9	6	0	0	0
47	Flower & 18th	0	525	3	0	0	0	0	0	0	12	11	0
48	Grand & 18th	0	813	378	0	0	0	43	0	0	63	104	0
49	Olive & 18th	0	0	0	0	0	0	410	123	0	0	419	112
50	Hill & 18th	0	656	1,238	0	0	0	14	32	0	4	801	8
51	Broadway & 18th	0	130	181	0	0	0	15	94	0	12	2,028	18
52	Main & 18th	0	107	23	0	0	0	55	84	0	16	2,217	5
53	Los Angeles & 18th	0	36	4	0	0	0	0	65	0	10	8	2,278
54	Figueroa & Washington	217	208	60	44	625	89	28	510	124	71	145	43
55	Flower & Washington	84	382	15	0	678	39	0	0	0	48	191	0
56	Grand & Washington	260	542	74	5	403	16	39	52	60	15	186	0
57	Olive & Washington	0	0	0	21	291	3	201	474	112	5	278	22
58	Hill & Washington	109	348	247	22	137	11	5	35	2	3	454	6
59	Broadway & Washington	7	126	7	27	150	16	12	99	14	18	677	6
60	Main & Washington	8	93	13	22	184	9	11	102	16	22	699	10
61	Los Angeles & Washington	14	20	10	6	154	1	3	12	1	2	696	23
62	San Pedro & Washington	12	229	22	19	111	33	20	244	46	43	667	37
63	Figueroa & Adams	49	501	46	122	296	98	42	361	76	115	134	73
64	Flower & Adams	42	1,550	16	0	528	206	0	0	0	181	241	0
65	I-110 NB Off General & Adams	21	0	70	0	398	0	93	0	200	0	144	0
66	Grand & Adams	87	289	26	8	274	22	12	38	14	8	214	28
67	Hill & Adams	79	181	12	10	230	10	8	36	4	5	237	14
68	Broadway & Adams	46	92	11	6	188	14	8	100	16	12	235	4
69	Main & Adams	11	110	19	9	179	22	24	125	12	24	216	12
70	Flower & Jefferson	6	782	17	0	305	90	0	0	0	218	236	0
71	Figueroa & Exposition	70	448	315	194	225	20	26	307	51	64	270	63
72	Flower & 37th Street	0	137	1,027	0	0	0	117	0	0	35	570	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	70	0	0	13	242	0	0	43	388
74	Hill & 37th Street	10	178	1	1	1	0	1	22	1	9	10	7
75	Broadway & 37th	2	164	0	0	2	0	2	108	4	2	4	11
76	Figueroa & 39th	1	442	30	63	9	41	22	204	0	1	0	5

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	26	249	12	0	52	93	24	0
78	Figueroa & MLK	67	201	204	66	611	123	66	145	50	52	751	76
79	I-110 SB Ramps & MLK	370	5	212	0	497	214	0	0	0	554	520	0
80	I-110 NB Ramps/Hill & MLK	84	5	11	12	405	92	82	17	218	224	390	22
81	Georgia & James Wood	0	0	0	0	0	0	105	595	0	8	315	208
82	Francisco & 9th	0	0	231	0	0	0	0	0	0	0	860	122
83	Figueroa & 9th	0	0	0	0	0	0	90	709	0	0	636	445
84	Flower & 9th	0	516	207	0	0	0	0	0	0	167	558	0
85	Broadway & 9th	0	118	12	0	0	0	17	144	0	47	359	42
86	Bixel & 8th	45	576	0	129	439	647	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,287	30	0	0	463	0	0	0
88	Figueroa & 8th	0	0	0	194	922	0	0	1,193	447	0	0	0
89	Flower & 8th	385	411	0	0	676	60	0	0	0	0	0	0
90	Hill & 8th	44	116	0	17	199	12	0	316	25	0	0	0
91	Broadway & 8th	28	118	0	31	175	13	0	172	19	0	0	0
92	Bixel & Wilshire	11	169	12	9	398	71	64	59	33	95	334	13
93	Figueroa & Wilshire	0	0	0	352	168	0	112	1,649	148	0	203	261
94	Lucas & 6th	51	47	10	12	197	7	4	88	11	11	349	67
95	Bixel & 6th	22	83	19	16	159	25	26	31	28	78	258	13
96	Figueroa & 6th	0	0	0	0	0	0	263	2,022	0	0	602	152
97	Flower & 6th	0	381	115	0	0	0	0	0	0	167	731	0
98	Grand & 6th	0	219	50	0	0	0	0	0	0	81	1,055	0
99	Hill & 6th	0	99	39	0	0	0	56	280	0	27	857	37
100	Spring & 6th	0	246	83	0	0	0	0	0	0	108	681	0
101	Main & 6th	0	0	0	0	0	0	29	453	0	0	268	439
102	Figueroa & 5th	0	0	0	626	1,678	0	0	1,356	872	0	0	0
103	Grand & 5th	121	165	0	19	1,126	127	0	0	0	0	0	0
104	Olive & 5th	127	0	0	14	423	0	0	617	705	0	0	0
105	Hill & 5th	81	117	0	211	255	0	0	443	38	0	0	0
106	Spring & 5th	66	247	0	0	202	72	0	0	0	0	0	0
107	Main & 5th	0	0	0	24	165	0	0	772	100	0	0	0
108	Figueroa & 2nd	28	192	21	13	199	30	60	1,017	552	125	131	29
109	Beaudry & 1st	55	151	24	26	116	25	36	89	21	41	140	15
110	Hope & 1st	16	54	16	20	171	24	92	110	58	50	281	538
111	Grand & 1st	31	211	12	573	179	21	1	93	9	28	142	226
112	Olive & 1st	0	0	0	0	295	12	131	0	484	14	140	0
113	Hill & 1st	21	123	33	13	179	12	10	537	109	13	203	89
114	Spring & 1st	33	134	12	0	171	24	0	0	0	14	191	10
115	Main & 1st	0	0	0	15	139	0	28	796	29	0	156	26
116	Hope & Temple/US-101 Ramps	57	37	22	89	168	21	42	596	31	19	97	98

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	585	235	0	0	188	15
118	Los Angeles & Aliso	0	52	1	0	0	0	48	143	0	7	748	22
119	Grand & I-110 On-Ramp/US-101 Ramps	193	147	0	0	0	0	0	127	966	97	0	81
120	Beaudry & Sunset	30	34	21	25	371	46	78	63	90	179	1,204	13
121	Figueroa & Cesar Chavez	34	57	33	33	333	51	111	217	131	199	1,013	102
122	Grand & Cesar Chavez	9	47	9	8	282	119	27	46	112	408	710	13
123	Spring & Cesar Chavez	14	15	5	12	310	49	8	1	1	108	974	1
124	Main & Cesar Chavez	0	0	0	14	289	0	69	218	57	0	604	43
125	Alameda & Cesar Chavez	49	429	58	26	188	82	61	209	62	237	395	42
126	Main & Alpine	18	85	28	32	89	0	12	163	2	1	90	13
127	Alameda & Alpine	12	9	5	7	83	8	9	74	17	6	93	5
128	Hill & Alpine	17	204	36	62	51	7	8	646	11	13	47	11
129	Hill & College	33	246	62	31	74	4	12	697	8	5	66	26
130	Sunset & Elysian Park	0	469	59	526	0	1,039	76	395	0	0	0	0
131	Glendale & Bellevue	0	450	85	147	0	249	506	644	0	0	0	0
132	Glendale & Temple	97	248	52	75	173	16	12	942	43	36	139	207
133	Alvarado & US 101 NB Ramps	218	493	0	125	0	166	0	912	237	0	0	0
134	Alvarado & US 101 SB Ramps	0	527	138	0	0	0	224	836	0	136	1	310
135	Alvarado & Beverly	99	462	29	45	282	59	44	756	31	17	154	61
136	Vermont & 6th	119	501	110	117	753	69	67	489	79	96	931	134
137	Alvarado & 6th	63	378	35	67	241	53	46	604	41	29	258	84
138	Western & Wilshire	57	662	93	108	648	131	103	821	62	94	640	118
139	Normandie & Wilshire	58	812	50	62	394	40	44	776	83	74	339	35
140	Vermont & Wilshire	114	600	154	121	868	65	85	589	101	85	931	105
141	Alvarado & Wilshire	52	379	25	48	389	62	37	528	44	39	354	106
142	Vermont & 8th	93	905	33	47	249	22	34	914	67	112	267	79
143	Alvarado & 8th	52	403	23	39	241	168	28	473	12	22	150	46
144	Western & Olympic	5	748	96	153	797	85	61	910	108	67	556	75
145	Normandie & Olympic	52	439	67	65	942	48	49	445	39	31	714	62
146	Vermont & Olympic	165	776	85	102	817	118	61	704	57	76	581	148
147	Alvarado & Olympic	231	301	63	79	660	157	108	312	115	31	472	97
148	Union & Olympic	97	215	44	14	688	31	15	177	55	39	555	50
149	Western & Pico	60	825	31	64	288	76	49	761	32	53	218	77
150	Normandie & Pico	19	436	10	37	375	78	76	450	32	50	232	20
151	Vermont & Pico	38	873	55	85	306	162	50	693	55	70	245	60
152	Alvarado & Pico	125	312	58	222	461	286	18	216	59	19	112	134
153	Pico & Union	53	184	35	120	903	27	22	119	16	27	99	36
154	Hoover & Alvarado	0	507	0	6	0	612	206	443	0	0	0	0
155	Western & Venice	50	733	17	45	431	81	27	721	53	49	232	54
156	Normandie & Venice	32	580	19	31	434	28	19	535	58	69	197	37

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	51	978	51	63	453	59	56	691	32	40	160	42
158	Hoover & Venice	147	942	30	54	315	124	28	539	32	51	98	64
159	Western & Washington	33	937	43	58	392	62	76	809	66	58	196	49
160	Normandie & Washington	34	616	14	27	384	55	52	572	77	64	170	29
161	Vermont & Washington	54	1,052	31	55	403	79	84	686	55	52	164	46
162	Hoover & Washington	140	865	118	35	259	77	65	572	37	49	147	69
163	I-10 WB Ramp & 20th	0	0	0	0	20	577	168	0	17	23	17	0
164	Vermont & I-10 EB Ramps	0	562	392	0	0	0	151	673	0	179	4	236
165	I-10 EB Ramp & Hoover	0	429	261	0	0	0	243	534	0	152	0	219
166	Hill & Venice	124	1,495	250	1	54	3	6	28	9	585	436	4
167	Broadway & Venice	8	248	6	8	37	5	3	92	10	93	580	3
168	Main & Venice	3	120	4	2	35	2	3	51	8	16	564	8
169	Los Angeles & Venice	2	96	2	2	39	3	2	37	4	24	518	3
170	San Pedro & Venice	45	129	0	58	38	155	0	58	31	511	0	12
171	Central & Venice	49	248	0	31	68	171	0	75	94	0	0	0
172	Central & Washington	13	333	36	40	146	30	9	257	15	36	477	43
173	Wilton Place (ext. of Arlington) & Wilshire	68	414	24	35	599	95	78	575	52	42	667	124
174	Arlington & Olympic	87	370	50	70	785	51	24	448	53	51	544	95
175	Arlington & Pico	53	404	44	32	308	31	29	447	43	59	259	58
176	Arlington & Venice	39	538	23	33	485	43	40	555	53	91	288	29
177	Arlington & Washington	33	582	15	33	441	89	71	494	44	67	243	56
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	586	5,860	0	0	66.5	65.5
- South of 1st St.	70	10	45	35	526	5,260	0	0	66.0	65.0
- North of 11th St.	70	10	45	35	446	4,460	0	0	65.3	64.3
- Between 11th and 12th St.	50	10	35	35	423	4,230	0	0	66.3	65.3
- Between 12th St. and Venice Ave.	50	10	35	35	455	4,550	0	0	66.6	65.6
- Between Venice Ave. and 17th St.	50	10	35	35	459	4,590	0	0	66.6	65.6
- Between 17th St. and Washington Ave.	50	10	35	35	361	3,610	0	0	65.6	64.6
- South of Washington Ave.	50	10	35	35	482	4,820	0	0	66.8	65.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	818	8,180	0	0	67.9	67.0
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,358	13,580	0	0	70.1	69.2
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,089	10,890	0	0	69.2	68.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,182	11,820	0	0	69.5	68.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,416	14,160	0	0	70.3	69.3
- South of Pico Blvd.	70	10	45	35	1,558	15,580	0	0	70.7	69.8
Flower Street										
- North of 6th St.	70	10	45	35	466	4,660	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	644	6,440	0	0	67.5	66.5
- Between 8th and Pico Blvd.	60	10	40	35	560	5,600	0	0	66.9	65.9
- South of Pico Blvd.	40	10	30	35	428	4,280	0	0	67.1	66.1
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	336	3,360	0	0	64.7	63.7
- South of 1st St.	70	10	45	35	406	4,060	0	0	64.9	63.9
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	787	7,870	0	0	67.4	66.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,162	11,620	0	0	69.1	68.1
- East of Figueroa St.	70	10	45	35	854	8,540	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,139	11,390	0	0	71.4	70.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,041	10,410	0	0	71.0	70.0
- East of Bixel St.	40	10	30	35	1,065	10,650	0	0	71.1	70.1
- East of Flower St.	40	10	30	35	1,121	11,210	0	0	71.3	70.3
- West of Main St.	40	10	30	35	842	8,420	0	0	70.1	69.1
- East of Main St.	40	10	30	35	731	7,310	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,322	23,220	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,193	21,930	0	0	71.8	70.8
- Between Union Ave. & Blaine St.	80	10	50	35	2,078	20,780	0	0	71.6	70.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,237	22,370	0	0	71.9	70.9
- Between George St. & Francisco St.	80	10	50	35	2,219	22,190	0	0	71.9	70.9
- Between Francisco St. & Figueroa St.	80	10	50	35	2,100	21,000	0	0	71.6	70.6
- Between Figueroa St. & Flower St.	70	10	45	35	2,008	20,080	0	0	71.8	70.9
- East of Flower St.	70	10	45	35	1,666	16,660	0	0	71.0	70.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	560	5,600	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	493	4,930	0	0	66.3	65.4
- West of Grand Ave.	40	10	30	35	212	2,120	0	0	64.1	63.1
- East of Grand Ave.	40	10	30	35	132	1,320	0	0	62.0	61.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,613	16,130	0	0	71.5	70.5
- Between Alvarado St. & Union Ave.	60	10	40	35	1,604	16,040	0	0	71.5	70.5
- Between Union Ave. & Figueroa St.	60	10	40	35	1,434	14,340	0	0	71.0	70.0
- Between Figueroa & Flower St.	70	10	45	35	896	8,960	0	0	68.3	67.3
- East of Hill St.	50	10	35	35	703	7,030	0	0	68.5	67.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	837	8,370	0	0	69.8	68.9
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	642	6,420	0	0	68.7	67.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	482	4,820	0	0	67.6	66.7
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	883	8,830	0	0	70.3	69.3
W. 18th Street										
- West of Flower St.	40	10	30	35	65	650	0	0	58.9	58.0
- West of Grand Ave.	40	10	30	35	54	540	0	0	58.1	57.1
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,502	15,020	0	0	70.2	69.2
- Between Flower St. & Grand Ave.	80	10	50	35	1,341	13,410	0	0	69.7	68.7
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,168	11,680	0	0	69.1	68.1
- East of Los Angeles St.	80	10	50	35	1,087	10,870	0	0	68.8	67.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	390	3,900	0	0	64.7	63.7
- East of I-110 Fwy.	50	10	35	35	282	2,820	0	0	64.5	63.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,649	16,490	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,685	16,850	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,541	15,410	0	0	71.3	70.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,290	12,900	0	0	70.5	69.5
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,139	11,390	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	349	3,490	0	0	66.0	65.1
- South of 6th St.	40	10	30	30	239	2,390	0	0	64.4	63.4
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,858	18,580	0	0	72.7	71.7
- Between Flower St. & Grand Ave.	50	10	35	35	1,439	14,390	0	0	71.6	70.6
- Between Grand Ave. and Main St.	50	10	35	35	1,235	12,350	0	0	70.9	69.9
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,092	10,920	0	0	70.4	69.4
- Between Bixel St. & Figueroa St.	50	10	35	35	972	9,720	0	0	69.9	68.9

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	722	7,220	0	0	68.6	67.6

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,003	10,030	0	0	68.8	67.8
- South of 1st St.	70	10	45	35	1,085	10,850	0	0	69.2	68.2
- North of 11th St.	70	10	45	35	854	8,540	0	0	68.1	67.1
- Between 11th and 12th St.	50	10	35	35	962	9,620	0	0	69.8	68.9
- Between 12th St. and Venice Ave.	50	10	35	35	954	9,540	0	0	69.8	68.8
- Between Venice Ave. and 17th St.	50	10	35	35	930	9,300	0	0	69.7	68.7
- Between 17th St. and Washington Ave.	50	10	35	35	608	6,080	0	0	67.8	66.9
- South of Washington Ave.	50	10	35	35	686	6,860	0	0	68.4	67.4
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,122	11,220	0	0	69.3	68.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,975	19,750	0	0	71.8	70.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,708	17,080	0	0	71.1	70.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,889	18,890	0	0	71.6	70.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,222	22,220	0	0	72.3	71.3
- South of Pico Blvd.	70	10	45	35	2,214	22,140	0	0	72.3	71.3
Flower Street										
- North of 6th St.	70	10	45	35	808	8,080	0	0	67.9	66.9
- Between 6th St. and 8th St.	60	10	40	35	1,222	12,220	0	0	70.3	69.3
- Between 8th and Pico Blvd.	60	10	40	35	1,123	11,230	0	0	69.9	68.9
- South of Pico Blvd.	40	10	30	35	949	9,490	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	553	5,530	0	0	66.8	65.9
- South of 1st St.	70	10	45	35	564	5,640	0	0	66.3	65.3
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,445	14,450	0	0	70.0	69.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,254	12,540	0	0	69.4	68.4
- East of Figueroa St.	70	10	45	35	929	9,290	0	0	68.5	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,714	17,140	0	0	73.1	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,784	17,840	0	0	73.3	72.3
- East of Bixel St.	40	10	30	35	1,861	18,610	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,548	15,480	0	0	72.7	71.7
- West of Main St.	40	10	30	35	1,191	11,910	0	0	71.6	70.6
- East of Main St.	40	10	30	35	997	9,970	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,804	28,040	0	0	72.9	71.9
- Between Alvarado St. & Union Ave.	80	10	50	35	2,743	27,430	0	0	72.8	71.8
- Between Union Ave. & Blaine St.	80	10	50	35	2,633	26,330	0	0	72.6	71.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,892	28,920	0	0	73.0	72.0
- Between George St. & Francisco St.	80	10	50	35	2,790	27,900	0	0	72.9	71.9
- Between Francisco St. & Figueroa St.	80	10	50	35	2,796	27,960	0	0	72.9	71.9
- Between Figueroa St. & Flower St.	70	10	45	35	2,660	26,600	0	0	73.0	72.1
- East of Flower St.	70	10	45	35	2,282	22,820	0	0	72.4	71.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	376	3,760	0	0	66.6	65.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	744	7,440	0	0	69.5	68.5
- East of LA Live Wy.	60	10	40	35	719	7,190	0	0	68.0	67.0
- West of Grand Ave.	40	10	30	35	652	6,520	0	0	68.9	68.0
- East of Grand Ave.	40	10	30	35	741	7,410	0	0	69.5	68.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,851	18,510	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	60	10	40	35	1,854	18,540	0	0	72.1	71.1
- Between Union Ave. & Figueroa St.	60	10	40	35	1,730	17,300	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,174	11,740	0	0	69.5	68.5
- East of Hill St.	50	10	35	35	909	9,090	0	0	69.6	68.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,042	10,420	0	0	70.8	69.8
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	762	7,620	0	0	69.4	68.4
Venice Boulevard										
- East of Olive St.	40	10	30	35	522	5,220	0	0	68.0	67.0
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,292	12,920	0	0	71.9	70.9
W. 18th Street										
- West of Flower St.	40	10	30	35	108	1,080	0	0	61.1	60.2
- West of Grand Ave.	40	10	30	35	97	970	0	0	60.7	59.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,699	16,990	0	0	70.7	69.7
- Between Flower St. & Grand Ave.	80	10	50	35	1,575	15,750	0	0	70.4	69.4
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,406	14,060	0	0	69.9	68.9
- East of Los Angeles St.	80	10	50	35	1,281	12,810	0	0	69.5	68.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	444	4,440	0	0	65.3	64.3
- East of I-110 Fwy.	50	10	35	35	286	2,860	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,989	19,890	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,008	20,080	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,910	19,100	0	0	72.2	71.2
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,555	15,550	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,154	11,540	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	707	7,070	0	0	69.1	68.1
- South of 6th St.	40	10	30	30	535	5,350	0	0	67.9	66.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,040	20,400	0	0	73.1	72.1
- Between Flower St. & Grand Ave.	50	10	35	35	1,620	16,200	0	0	72.1	71.1
- Between Grand Ave. and Main St.	50	10	35	35	1,408	14,080	0	0	71.5	70.5
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,556	15,560	0	0	71.9	70.9
- Between Bixel St. & Figueroa St.	50	10	35	35	1,391	13,910	0	0	71.4	70.5

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	938	9,380	0	0	69.7	68.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,367	13,670	0	0	70.2	69.2
- South of 1st St.	70	10	45	35	1,486	14,860	0	0	70.5	69.5
- North of 11th St.	70	10	45	35	911	9,110	0	0	68.4	67.4
- Between 11th and 12th St.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,023	10,230	0	0	70.1	69.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,062	10,620	0	0	70.3	69.3
- Between 17th St. and Washington Ave.	50	10	35	35	668	6,680	0	0	68.2	67.3
- South of Washington Ave.	50	10	35	35	736	7,360	0	0	68.7	67.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,290	12,900	0	0	69.9	68.9
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,078	20,780	0	0	72.0	71.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,212	22,120	0	0	72.2	71.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,249	22,490	0	0	72.3	71.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,530	25,300	0	0	72.8	71.9
- South of Pico Blvd.	70	10	45	35	2,533	25,330	0	0	72.8	71.9
Flower Street										
- North of 6th St.	70	10	45	35	1,279	12,790	0	0	69.9	68.9
- Between 6th St. and 8th St.	60	10	40	35	2,104	21,040	0	0	72.6	71.7
- Between 8th and Pico Blvd.	60	10	40	35	1,347	13,470	0	0	70.7	69.7
- South of Pico Blvd.	40	10	30	35	1,007	10,070	0	0	70.8	69.9
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	933	9,330	0	0	68.5	67.5
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
	PHV	ADT								
- Between Hope St. and Grand Ave.	80	10	50	35	1,474	14,740	0	0	70.1	69.1
2nd Street										
- West of Figueroa St.	80	10	50	35	1,267	12,670	0	0	69.4	68.5
- East of Figueroa St.	70	10	45	35	943	9,430	0	0	68.5	67.6
6th Street										
- West of Lucas Ave.	40	10	30	35	1,736	17,360	0	0	73.2	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,017	20,170	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	2,094	20,940	0	0	74.0	73.0
- East of Flower St.	40	10	30	35	2,052	20,520	0	0	73.9	72.9
- West of Main St.	40	10	30	35	1,191	11,910	0	0	71.6	70.6
- East of Main St.	40	10	30	35	997	9,970	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,052	30,520	0	0	73.2	72.3
- Between Alvarado St. & Union Ave.	80	10	50	35	3,191	31,910	0	0	73.4	72.5
- Between Union Ave. & Blaine St.	80	10	50	35	3,168	31,680	0	0	73.4	72.4
- Between Blaine St. & Georgia St.	80	10	50	35	3,695	36,950	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,680	36,800	0	0	74.1	73.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,993	39,930	0	0	74.4	73.4
- Between Figueroa St. & Flower St.	70	10	45	35	3,510	35,100	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,899	28,990	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	289	2,890	0	0	65.4	64.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	475	4,750	0	0	67.6	66.6
- East of LA Live Wy.	60	10	40	35	304	3,040	0	0	64.2	63.3
- West of Grand Ave.	40	10	30	35	554	5,540	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	930	9,300	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,978	19,780	0	0	72.4	71.4
- Between Alvarado St. & Union Ave.	60	10	40	35	2,126	21,260	0	0	72.7	71.7
- Between Union Ave. & Figueroa St.	60	10	40	35	2,045	20,450	0	0	72.5	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,575	15,750	0	0	70.8	69.8
- East of Hill St.	50	10	35	35	1,098	10,980	0	0	70.4	69.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,368	13,680	0	0	72.0	71.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	769	7,690	0	0	69.7	68.7
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,439	14,390	0	0	72.4	71.4
W. 18th Street										
- West of Flower St.	40	10	30	35	120	1,200	0	0	61.6	60.6
- West of Grand Ave.	40	10	30	35	109	1,090	0	0	61.2	60.2
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,848	18,480	0	0	71.1	70.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,725	17,250	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,509	15,090	0	0	70.2	69.2
- East of Los Angeles St.	80	10	50	35	1,358	13,580	0	0	69.7	68.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	474	4,740	0	0	65.6	64.6
- East of I-110 Fwy.	50	10	35	35	407	4,070	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	2,037	20,370	0	0	72.5	71.5
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,023	20,230	0	0	72.5	71.5
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,208	22,080	0	0	72.8	71.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,727	17,270	0	0	71.8	70.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,198	11,980	0	0	71.4	70.4
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,049	10,490	0	0	70.8	69.8
- South of 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,058	20,580	0	0	73.1	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,982	19,820	0	0	73.0	72.0
- Between Grand Ave. and Main St.	50	10	35	35	1,690	16,900	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,722	17,220	0	0	72.4	71.4
- Between Bixel St. & Figueroa St.	50	10	35	35	1,557	15,570	0	0	71.9	70.9

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,215	12,150	0	0	70.8	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	950	9,500	0	0	68.6	67.6
- South of 1st St.	70	10	45	35	927	9,270	0	0	68.5	67.5
- North of 11th St.	70	10	45	35	503	5,030	0	0	65.8	64.8
- Between 11th and 12th St.	50	10	35	35	616	6,160	0	0	67.9	66.9
- Between 12th St. and Venice Ave.	50	10	35	35	524	5,240	0	0	67.2	66.2
- Between Venice Ave. and 17th St.	50	10	35	35	591	5,910	0	0	67.7	66.7
- Between 17th St. and Washington Ave.	50	10	35	35	421	4,210	0	0	66.2	65.3
- South of Washington Ave.	50	10	35	35	532	5,320	0	0	67.3	66.3
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	986	9,860	0	0	68.7	67.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,461	14,610	0	0	70.4	69.5
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,563	15,630	0	0	70.7	69.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,482	14,820	0	0	70.5	69.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,576	15,760	0	0	70.8	69.8
- South of Pico Blvd.	70	10	45	35	1,562	15,620	0	0	70.7	69.8
Flower Street										
- North of 6th St.	70	10	45	35	937	9,370	0	0	68.5	67.5
- Between 6th St. and 8th St.	60	10	40	35	1,526	15,260	0	0	71.2	70.3
- Between 8th and Pico Blvd.	60	10	40	35	772	7,720	0	0	68.3	67.3
- South of Pico Blvd.	40	10	30	35	462	4,620	0	0	67.4	66.5
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	705	7,050	0	0	67.9	66.9
- South of 1st St.	70	10	45	35	775	7,750	0	0	67.7	66.7
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	816	8,160	0	0	67.5	66.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,175	11,750	0	0	69.1	68.1
- East of Figueroa St.	70	10	45	35	868	8,680	0	0	68.2	67.2
6th Street										
- West of Lucas Ave.	40	10	30	35	1,161	11,610	0	0	71.4	70.5
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,274	12,740	0	0	71.9	70.9
- East of Bixel St.	40	10	30	35	1,298	12,980	0	0	71.9	71.0
- East of Flower St.	40	10	30	35	1,625	16,250	0	0	72.9	71.9
- West of Main St.	40	10	30	35	842	8,420	0	0	70.1	69.1
- East of Main St.	40	10	30	35	731	7,310	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,570	25,700	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,639	26,390	0	0	72.6	71.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,603	26,030	0	0	72.6	71.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,930	29,300	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,843	28,430	0	0	72.9	72.0
- Between Francisco St. & Figueroa St.	80	10	50	35	3,111	31,110	0	0	73.3	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,915	29,150	0	0	73.4	72.5
- East of Flower St.	70	10	45	35	2,315	23,150	0	0	72.4	71.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	277	2,770	0	0	65.2	64.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	454	4,540	0	0	67.4	66.4
- East of LA Live Wy.	60	10	40	35	266	2,660	0	0	63.6	62.7
- West of Grand Ave.	40	10	30	35	197	1,970	0	0	63.7	62.8
- East of Grand Ave.	40	10	30	35	404	4,040	0	0	66.9	65.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,740	17,400	0	0	71.8	70.8
- Between Alvarado St. & Union Ave.	60	10	40	35	1,878	18,780	0	0	72.1	71.2
- Between Union Ave. & Figueroa St.	60	10	40	35	1,721	17,210	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,239	12,390	0	0	69.7	68.8
- East of Hill St.	50	10	35	35	892	8,920	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,084	10,840	0	0	71.0	70.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,272	12,720	0	0	71.6	70.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	729	7,290	0	0	69.4	68.5
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
W. 18th Street										
- West of Flower St.	40	10	30	35	77	770	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	66	660	0	0	59.0	58.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,651	16,510	0	0	70.6	69.6
- Between Flower St. & Grand Ave.	80	10	50	35	1,491	14,910	0	0	70.1	69.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,271	12,710	0	0	69.4	68.5
- East of Los Angeles St.	80	10	50	35	1,164	11,640	0	0	69.1	68.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	420	4,200	0	0	65.0	64.1
- East of I-110 Fwy.	50	10	35	35	403	4,030	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	1,697	16,970	0	0	71.7	70.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,700	17,000	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,836	18,360	0	0	72.0	71.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,463	14,630	0	0	71.1	70.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,178	11,780	0	0	71.3	70.3
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	691	6,910	0	0	69.0	68.0
- South of 6th St.	40	10	30	30	370	3,700	0	0	66.3	65.3
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,876	18,760	0	0	72.7	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,801	18,010	0	0	72.6	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,517	15,170	0	0	71.8	70.8
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,258	12,580	0	0	71.0	70.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	999	9,990	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	136	916	96	62	16	13	50	1,006	291
2	Francisco & Olympic	33	5	11	101	1,075	59	18	9	9	161	783	141
3	Figueroa & Olympic	0	0	0	234	1,045	74	179	809	283	189	494	141
4	Flower & Olympic	389	457	106	0	920	76	0	0	0	117	564	0
5	Grand & Olympic	188	416	72	0	767	24	0	0	0	48	589	0
6	Olive & Olympic	0	0	0	64	732	0	38	386	70	0	530	77
7	Hill & Olympic	157	347	55	84	583	48	37	163	41	53	501	52
8	Broadway & Olympic	107	293	62	66	583	39	74	415	55	26	508	57
9	Main & Olympic	168	230	58	39	505	40	86	431	46	49	520	85
10	Los Angeles & Olympic	149	358	96	70	321	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	281	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	199	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	511	44
14	San Pedro & 9th	84	518	54	135	455	75	127	642	127	83	331	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	116	19	251	555	98	199	48	95
16	Figueroa & 11th	75	125	62	162	181	51	15	1,063	163	33	42	124
17	Flower & 11th	170	376	0	0	177	10	0	0	0	160	0	0
18	Grand & 11th	99	347	0	0	113	19	0	0	0	0	0	0
19	Olive & 11th	0	0	0	45	101	0	0	443	61	0	0	0
20	Figueroa & 12th	19	172	28	27	2	17	42	1,212	17	11	1	2
21	Flower & 12th	107	281	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	424	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	452	0	0	87	54
24	LA Live Way & Pico	22	0	204	175	379	0	140	699	669	0	469	133
25	LA Live Way & Bond	0	0	0	69	3	0	0	1,471	0	0	0	1
26	Figueroa & Pico	57	119	7	10	333	36	89	977	209	128	420	128
27	Flower & Pico	58	316	0	0	347	18	0	0	0	94	398	0
28	Grand & Pico	86	363	20	0	329	18	0	0	0	69	365	0
29	Olive & Pico	0	0	0	40	310	0	54	400	33	0	356	31
30	Hill & Pico	57	325	17	19	259	18	21	169	32	27	369	22
31	Broadway & Pico	68	256	17	36	233	34	48	373	88	35	299	59
32	Main & Pico	22	409	17	57	220	16	72	503	44	54	231	74
33	Blaine & Olympic	7	17	9	19	813	133	237	7	219	214	970	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	460	0	273	0	0	0	0	0	0
35	Blaine & 11th	41	342	259	0	79	142	0	0	0	152	84	0
36	Convention Center Drive & Venice	10	0	55	157	456	0	0	0	0	0	420	26

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	20	407	19	13	314	56	103	1,054	162	133	223	63
38	Flower & Venice	51	333	48	0	315	19	0	0	0	59	296	0
39	Grand & Venice	51	344	46	0	219	31	0	0	0	79	212	0
40	Olive & Venice	0	0	0	31	202	0	38	220	46	0	211	42
41	Grand & 17th	226	237	0	0	657	62	0	0	0	0	0	0
42	Olive & 17th	0	0	0	127	666	0	0	443	144	0	0	0
43	Hill & 17th	93	280	0	96	651	19	0	250	55	0	0	0
44	Broadway & 17th	57	345	0	126	497	37	0	443	96	0	0	0
45	Main & 17th	154	349	0	60	379	88	0	465	77	0	0	0
46	Los Angeles & 17th	105	392	0	366	410	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	49	0
48	Grand & 18th	0	162	145	0	0	0	147	0	0	90	343	0
49	Olive & 18th	0	0	0	0	0	0	49	247	0	0	305	339
50	Hill & 18th	0	234	63	0	0	0	43	246	0	43	409	58
51	Broadway & 18th	0	315	68	0	0	0	58	493	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	122	358	69	112	629	106	94	939	134	101	433	83
55	Flower & Washington	77	142	20	0	787	0	0	0	0	39	557	0
56	Grand & Washington	84	143	47	12	594	38	70	137	68	26	545	0
57	Olive & Washington	0	0	0	58	614	6	18	74	25	13	572	64
58	Hill & Washington	31	175	71	55	430	25	40	217	21	1	123	5
59	Broadway & Washington	45	276	45	71	447	42	65	431	27	9	203	10
60	Main & Washington	51	301	48	58	652	75	83	526	55	50	585	46
61	Los Angeles & Washington	69	109	66	84	444	21	23	78	8	11	449	49
62	San Pedro & Washington	89	587	72	58	406	154	48	602	70	91	433	133
63	Figueroa & Adams	93	718	112	421	609	217	107	1,352	175	240	343	136
64	Flower & Adams	68	179	0	0	1,203	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	183	0	529	0	521	0	206	0	171	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	163	36	41	595	137
67	Hill & Adams	46	181	62	63	445	40	81	276	37	38	598	65
68	Broadway & Adams	48	303	32	24	464	29	31	438	72	41	413	79
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	212	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	641	250	333	405	66	38	1,227	164	134	350	135
72	Flower & 37th Street	0	149	518	0	0	0	100	0	0	55	627	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	107	492	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	271	18	25	68	42
75	Broadway & 37th	2	407	8	4	4	5	3	494	7	11	14	26
76	Figueroa & 39th	11	514	56	156	33	117	55	558	46	8	10	34

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	65	0	156	72	68	0
78	Figueroa & MLK	124	343	141	211	1,213	189	112	359	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,112	224	0	0	0	592	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	88	375	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	278	0	41	592	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,116	151
83	Figueroa & 9th	0	0	0	0	0	0	125	1,054	0	0	1,189	43
84	Flower & 9th	0	517	222	0	0	0	0	0	0	479	856	0
85	Broadway & 9th	0	374	97	0	0	0	63	471	0	64	820	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,323	68	0	0	214	0	0	0
88	Figueroa & 8th	0	0	0	225	1,218	0	0	898	122	0	0	0
89	Flower & 8th	162	641	0	0	1,280	104	0	0	0	0	0	0
90	Hill & 8th	137	508	0	94	805	66	0	278	76	0	0	0
91	Broadway & 8th	131	431	0	104	753	48	0	516	77	0	0	0
92	Bixel & Wilshire	44	222	25	19	454	68	48	64	35	113	426	20
93	Figueroa & Wilshire	0	0	0	120	185	0	37	947	96	0	380	243
94	Lucas & 6th	63	76	29	13	479	11	20	95	17	20	487	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	443	22
96	Figueroa & 6th	0	0	0	0	0	0	116	1,194	0	0	1,011	130
97	Flower & 6th	0	304	162	0	0	0	0	0	0	181	959	0
98	Grand & 6th	0	436	97	0	0	0	0	0	0	153	1,002	0
99	Hill & 6th	0	557	85	0	0	0	95	339	0	164	751	52
100	Spring & 6th	0	414	112	0	0	0	0	0	0	138	664	0
101	Main & 6th	0	0	0	0	0	0	98	617	0	0	633	209
102	Figueroa & 5th	0	0	0	154	804	0	0	849	557	0	0	0
103	Grand & 5th	78	317	0	54	1,084	188	0	0	0	0	0	0
104	Olive & 5th	117	0	0	31	772	0	0	383	436	0	0	0
105	Hill & 5th	118	415	0	76	596	50	0	345	92	0	0	0
106	Spring & 5th	104	487	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	577	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	41	111	527	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	258	37
110	Hope & 1st	18	102	37	39	268	62	41	82	24	95	330	58
111	Grand & 1st	64	270	34	97	287	84	8	67	14	83	294	54
112	Olive & 1st	0	0	0	0	335	45	198	0	148	27	315	0
113	Hill & 1st	47	488	51	31	276	18	39	246	18	20	339	64
114	Spring & 1st	55	292	29	0	255	25	0	0	0	26	359	24
115	Main & 1st	0	0	0	20	262	0	46	396	56	0	363	66
116	Hope & Temple/US-101 Ramps	14	29	37	110	327	66	71	109	32	64	325	140

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	142	347	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	487	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	364	0	0	0	0	0	144	184	7	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	63	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	600	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	301	583	25
123	Spring & Cesar Chavez	84	123	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	186	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	79	203	55	56	245	0	21	123	3	17	84	48
127	Alameda & Alpine	62	163	40	56	65	19	57	291	58	65	32	41
128	Hill & Alpine	44	857	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	956	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	673	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	946	69	125	0	328	205	643	0	0	0	0
132	Glendale & Temple	173	570	112	112	332	22	15	458	58	87	320	260
133	Alvarado & US 101 NB Ramps	296	925	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	864	214	0	0	0	246	881	0	201	1	208
135	Alvarado & Beverly	99	905	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	973	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	784	37	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	811	104	116	719	162	121	764	89	68	620	91
139	Normandie & Wilshire	60	449	68	55	1,083	115	138	506	73	81	945	41
140	Vermont & Wilshire	90	926	95	83	677	87	46	922	96	41	531	114
141	Alvarado & Wilshire	104	726	25	74	515	67	86	806	15	39	487	85
142	Vermont & 8th	123	983	48	68	401	23	63	1,088	67	83	384	46
143	Alvarado & 8th	66	667	36	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	604	160	120	511	83	71	746	101	37	578	92
145	Normandie & Olympic	92	557	76	66	1,236	78	126	553	87	104	1,164	65
146	Vermont & Olympic	148	921	140	122	1,015	81	77	1,063	109	69	1,172	171
147	Alvarado & Olympic	170	518	135	111	841	93	119	622	123	50	975	163
148	Union & Olympic	150	421	89	65	738	47	34	466	97	51	953	123
149	Western & Pico	98	995	66	86	461	91	77	943	77	107	547	113
150	Normandie & Pico	40	703	26	54	526	111	140	697	41	88	531	33
151	Vermont & Pico	82	966	54	108	546	51	114	1,087	77	101	403	67
152	Alvarado & Pico	151	499	98	141	712	108	61	514	24	29	544	153
153	Pico & Union	112	332	86	183	754	53	43	361	64	52	474	87
154	Hoover & Alvarado	0	674	0	9	0	574	498	662	0	0	0	0
155	Western & Venice	57	637	51	89	444	104	114	923	99	61	284	44
156	Normandie & Venice	55	825	37	59	408	42	54	825	107	6	450	55

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	64	963	86	70	390	75	103	1,022	72	47	401	85
158	Hoover & Venice	125	1,055	53	87	304	113	67	992	83	129	358	145
159	Western & Washington	101	1,075	73	107	377	92	77	1,048	87	118	461	91
160	Normandie & Washington	61	893	63	60	332	103	136	900	136	138	425	54
161	Vermont & Washington	67	997	77	30	521	158	79	1,149	95	69	478	86
162	Hoover & Washington	161	998	77	64	409	68	39	859	104	98	409	150
163	I-10 WB Ramp & 20th	0	0	0	0	53	568	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,153	0	279	18	356
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	965	0	239	0	394
166	Hill & Venice	23	313	30	24	360	29	28	280	51	29	288	12
167	Broadway & Venice	27	353	13	28	309	29	27	522	94	72	252	24
168	Main & Venice	48	387	40	37	276	46	37	502	37	51	172	57
169	Los Angeles & Venice	33	445	25	47	326	32	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	433	281	309	0	412	113	109	0	77
171	Central & Venice	283	635	0	304	253	278	0	409	171	0	0	0
172	Central & Washington	101	365	123	59	577	64	78	513	91	41	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	725	128	66	695	75	65	715	133
174	Arlington & Olympic	136	597	99	74	739	92	93	576	75	55	818	108
175	Arlington & Pico	99	630	72	70	443	49	60	598	78	55	473	85
176	Arlington & Venice	68	712	42	43	481	59	59	667	47	110	478	48
177	Arlington & Washington	49	830	33	45	408	100	161	656	55	114	419	62
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	202	1,107	136	71	39	42	82	1,272	388
2	Francisco & Olympic	33	5	69	171	1,371	60	18	9	9	163	1,053	143
3	Figueroa & Olympic	0	0	0	316	1,277	117	238	1,403	419	256	730	167
4	Flower & Olympic	435	1,113	122	0	1,230	87	0	0	0	134	843	0
5	Grand & Olympic	244	757	131	0	1,024	35	0	0	0	105	825	0
6	Olive & Olympic	0	0	0	116	952	0	53	718	119	0	746	156
7	Hill & Olympic	198	600	59	95	775	193	129	272	80	116	651	72
8	Broadway & Olympic	146	422	77	68	838	39	75	496	108	60	667	111
9	Main & Olympic	249	449	69	49	679	42	89	663	49	50	655	123
10	Los Angeles & Olympic	151	383	97	71	495	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	454	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	369	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	680	45
14	San Pedro & 9th	85	524	55	140	460	76	129	660	129	88	493	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	218	19	284	592	99	206	120	96
16	Figueroa & 11th	76	234	63	216	260	52	15	1,800	222	134	43	125
17	Flower & 11th	185	1,044	0	0	294	285	0	0	0	162	0	0
18	Grand & 11th	135	719	0	0	517	224	0	0	0	0	0	0
19	Olive & 11th	0	0	0	46	382	0	0	838	447	0	0	0
20	Figueroa & 12th	19	274	41	27	2	17	86	1,812	17	11	1	2
21	Flower & 12th	108	849	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	889	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	1,125	0	0	203	184
24	LA Live Way & Pico	22	0	211	177	487	0	201	767	678	0	609	135
25	LA Live Way & Bond	0	0	0	70	3	0	0	1,609	0	0	0	1
26	Figueroa & Pico	83	152	12	16	411	78	103	1,520	216	145	523	228
27	Flower & Pico	98	849	11	0	469	0	0	0	0	100	537	0
28	Grand & Pico	135	808	32	0	408	50	0	0	0	81	497	0
29	Olive & Pico	0	0	0	47	412	0	78	1,012	42	0	446	85
30	Hill & Pico	68	494	22	35	350	21	26	315	39	45	455	32
31	Broadway & Pico	82	381	17	36	329	34	49	487	89	35	383	71
32	Main & Pico	34	547	17	61	304	16	73	660	45	55	287	102
33	Blaine & Olympic	7	17	9	19	1,036	177	347	7	264	220	1,246	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	615	0	343	0	0	0	0	0	0
35	Blaine & 11th	41	392	329	0	87	238	0	0	0	154	94	0
36	Convention Center Drive & Venice	10	0	56	172	512	0	0	0	0	0	480	26

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Peak Hour Traffic Volumes

37	Figueroa & Venice	40	441	22	50	361	57	106	1,538	164	135	268	77
38	Flower & Venice	71	850	52	0	380	26	0	0	0	60	347	0
39	Grand & Venice	77	804	51	0	260	31	0	0	0	90	253	0
40	Olive & Venice	0	0	0	43	223	0	38	816	66	0	218	82
41	Grand & 17th	489	445	0	0	803	90	0	0	0	0	0	0
42	Olive & 17th	0	0	0	342	807	0	0	847	178	0	0	0
43	Hill & 17th	140	409	0	108	948	35	0	391	68	0	0	0
44	Broadway & 17th	69	460	0	139	808	46	0	561	97	0	0	0
45	Main & 17th	173	465	0	86	686	196	0	597	84	0	0	0
46	Los Angeles & 17th	111	415	0	394	845	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	92	0
48	Grand & 18th	0	338	206	0	0	0	149	0	0	169	666	0
49	Olive & 18th	0	0	0	0	0	0	50	430	0	0	436	594
50	Hill & 18th	0	362	81	0	0	0	44	384	0	44	525	74
51	Broadway & 18th	0	425	83	0	0	0	79	612	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	132	369	70	141	724	141	135	1,498	146	105	486	106
55	Flower & Washington	103	531	29	0	921	0	0	0	0	43	648	0
56	Grand & Washington	101	332	97	12	711	42	78	139	69	26	644	0
57	Olive & Washington	0	0	0	61	738	6	18	215	77	13	688	102
58	Hill & Washington	52	274	79	77	533	25	40	322	21	1	221	17
59	Broadway & Washington	48	376	66	78	569	50	74	548	27	9	294	25
60	Main & Washington	62	495	59	70	781	76	97	738	56	51	703	54
61	Los Angeles & Washington	70	110	67	85	544	21	23	79	8	11	541	54
62	San Pedro & Washington	90	594	73	59	495	156	51	609	83	103	519	135
63	Figueroa & Adams	102	905	127	473	628	288	117	1,929	191	249	356	140
64	Flower & Adams	105	622	0	8	1,309	0	0	0	0	217	409	0
65	I-110 NB Off General & Adams	228	0	543	0	595	0	262	0	195	0	455	0
66	Grand & Adams	46	300	50	63	521	50	62	165	36	41	730	139
67	Hill & Adams	50	271	63	64	516	40	82	431	37	38	680	120
68	Broadway & Adams	60	400	32	24	524	29	31	557	74	44	482	88
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	531	54	0	796	97	0	0	0	390	595	0
71	Figueroa & Exposition	74	768	368	385	436	78	47	1,694	166	136	376	137
72	Flower & 37th Street	0	452	575	0	0	0	101	0	0	56	780	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	108	559	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	426	18	25	71	43
75	Broadway & 37th	2	519	8	4	4	5	3	623	9	13	14	26
76	Figueroa & 39th	11	623	82	182	33	118	56	998	47	8	10	34

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77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	66	0	182	98	69	0
78	Figueroa & MLK	127	413	178	248	1,229	206	115	760	105	94	1,306	168
79	I-110 SB Ramps & MLK	627	6	270	0	1,163	227	0	0	0	599	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	241	380	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	416	0	41	1,099	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	1,890	240
83	Figueroa & 9th	0	0	0	0	0	0	194	1,698	0	0	1,948	138
84	Flower & 9th	0	1,044	237	0	0	0	0	0	0	698	1,465	0
85	Broadway & 9th	0	473	101	0	0	0	64	606	0	148	1,063	196
86	Bixel & 8th	74	901	0	147	831	489	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,764	213	0	0	263	0	0	0
88	Figueroa & 8th	0	0	0	249	1,595	0	0	1,379	378	0	0	0
89	Flower & 8th	174	1,124	0	0	1,668	163	0	0	0	0	0	0
90	Hill & 8th	215	710	0	109	1,166	118	0	387	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,074	49	0	672	137	0	0	0
92	Bixel & Wilshire	63	286	25	38	704	76	49	75	35	147	549	58
93	Figueroa & Wilshire	0	0	0	121	303	0	37	1,365	178	0	477	383
94	Lucas & 6th	71	212	68	84	743	16	58	195	25	29	769	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	835	40
96	Figueroa & 6th	0	0	0	0	0	0	167	1,702	0	0	1,706	293
97	Flower & 6th	0	642	166	0	0	0	0	0	0	504	1,382	0
98	Grand & 6th	0	683	108	0	0	0	0	0	0	212	1,382	0
99	Hill & 6th	0	821	110	0	0	0	96	478	0	209	1,065	53
100	Spring & 6th	0	908	159	0	0	0	0	0	0	165	963	0
101	Main & 6th	0	0	0	0	0	0	137	1,004	0	0	860	331
102	Figueroa & 5th	0	0	0	177	1,183	0	0	1,177	904	0	0	0
103	Grand & 5th	89	472	0	58	1,549	270	0	0	0	0	0	0
104	Olive & 5th	179	0	0	42	1,226	0	0	702	470	0	0	0
105	Hill & 5th	305	682	0	132	873	70	0	483	94	0	0	0
106	Spring & 5th	268	984	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,038	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	59	120	565	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	529	54
110	Hope & 1st	18	192	92	84	502	77	41	103	24	127	638	64
111	Grand & 1st	79	384	156	200	541	98	312	129	40	122	619	55
112	Olive & 1st	0	0	0	0	515	69	286	0	340	310	685	0
113	Hill & 1st	48	710	52	31	478	169	50	376	18	79	709	92
114	Spring & 1st	158	941	31	0	490	42	0	0	0	58	669	24
115	Main & 1st	0	0	0	22	485	0	66	882	87	0	532	210
116	Hope & Temple/US-101 Ramps	14	104	81	141	365	71	72	180	32	130	427	178

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117	Main & Aliso	0	0	0	0	0	0	355	765	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,023	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	499	0	0	0	0	0	226	362	157	0	45
120	Beaudry & Sunset	74	670	99	68	156	51	46	893	75	83	177	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,063	79	236	495	215	113	797	200
122	Grand & Cesar Chavez	19	177	16	27	1,011	347	59	103	230	349	736	25
123	Spring & Cesar Chavez	121	477	11	62	1,056	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,153	0	199	577	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	810	183	98	858	232	249	501	49
126	Main & Alpine	117	205	56	57	319	0	21	399	169	17	165	69
127	Alameda & Alpine	63	255	69	90	279	85	105	351	97	127	92	41
128	Hill & Alpine	45	1,043	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,287	326	186	133	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	794	488	83	0	98	589	871	0	0	0	0
131	Glendale & Bellevue	0	1,077	70	127	0	354	330	772	0	0	0	0
132	Glendale & Temple	200	753	115	153	373	22	15	666	64	106	366	265
133	Alvarado & US 101 NB Ramps	409	1,016	0	115	0	254	0	1,016	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,003	241	0	0	0	260	990	0	215	1	334
135	Alvarado & Beverly	100	1,040	27	63	568	69	60	1,011	27	58	645	84
136	Vermont & 6th	132	1,277	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	877	37	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	911	105	117	803	185	149	886	101	83	708	92
139	Normandie & Wilshire	61	488	77	67	1,172	127	149	546	77	86	1,038	41
140	Vermont & Wilshire	134	1,198	100	88	762	106	47	1,157	164	121	623	176
141	Alvarado & Wilshire	105	837	25	78	593	112	146	925	15	39	549	86
142	Vermont & 8th	140	1,240	60	79	543	23	64	1,334	75	93	547	66
143	Alvarado & 8th	72	820	36	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	722	176	132	686	95	86	895	102	37	796	93
145	Normandie & Olympic	122	591	93	78	1,454	97	146	593	151	156	1,407	90
146	Vermont & Olympic	174	1,145	158	136	1,230	83	79	1,283	154	113	1,415	192
147	Alvarado & Olympic	175	658	142	117	1,061	129	150	782	124	51	1,226	167
148	Union & Olympic	152	427	90	79	997	48	34	473	98	52	1,238	124
149	Western & Pico	110	1,118	67	87	558	92	78	1,094	78	108	668	128
150	Normandie & Pico	43	795	35	66	620	112	142	804	41	89	646	37
151	Vermont & Pico	84	1,233	57	111	651	52	115	1,349	78	102	525	69
152	Alvarado & Pico	159	667	100	144	815	111	85	694	24	29	662	162
153	Pico & Union	113	336	88	186	858	63	44	365	65	53	614	88
154	Hoover & Alvarado	0	707	0	9	0	745	702	783	0	0	0	0
155	Western & Venice	58	756	52	90	484	105	115	1,074	100	62	337	45
156	Normandie & Venice	56	919	37	60	448	43	55	934	108	6	505	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,230	87	71	430	76	104	1,283	73	48	456	86
158	Hoover & Venice	127	1,256	54	88	342	130	73	1,314	84	131	412	147
159	Western & Washington	102	1,199	74	108	478	93	78	1,201	88	119	575	92
160	Normandie & Washington	62	988	64	61	432	104	138	1,010	138	140	538	55
161	Vermont & Washington	68	1,264	78	30	623	160	80	1,412	96	70	592	87
162	Hoover & Washington	163	1,200	92	81	510	69	39	1,168	105	99	522	152
163	I-10 WB Ramp & 20th	0	0	0	0	54	677	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,021	561	0	0	0	222	1,326	0	342	18	459
165	I-10 EB Ramp & Hoover	0	953	332	0	0	0	265	1,126	0	260	0	489
166	Hill & Venice	32	488	35	31	385	29	28	432	52	29	294	12
167	Broadway & Venice	30	476	13	28	325	29	27	638	108	76	261	24
168	Main & Venice	53	521	40	37	287	47	37	659	37	52	180	58
169	Los Angeles & Venice	33	474	25	48	338	32	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	438	292	313	0	417	114	110	0	78
171	Central & Venice	286	707	0	308	264	281	0	460	173	0	0	0
172	Central & Washington	105	500	157	83	666	65	79	657	92	41	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	820	130	67	703	76	66	819	135
174	Arlington & Olympic	138	604	100	75	917	93	94	583	76	56	1,039	109
175	Arlington & Pico	100	638	73	71	550	50	61	605	79	56	606	86
176	Arlington & Venice	69	721	43	44	522	60	60	675	48	111	534	49
177	Arlington & Washington	50	840	33	46	509	101	163	664	56	115	532	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	230	1,191	311	128	33	42	170	1,780	453
2	Francisco & Olympic	33	5	69	295	1,735	327	18	9	9	233	1,533	158
3	Figueroa & Olympic	0	0	0	459	1,958	97	238	1,537	416	537	804	293
4	Flower & Olympic	659	1,162	122	0	1,754	238	0	0	0	266	785	0
5	Grand & Olympic	276	795	131	0	1,571	35	0	0	0	124	711	0
6	Olive & Olympic	0	0	0	116	1,182	0	163	897	436	0	632	156
7	Hill & Olympic	214	600	59	102	827	204	129	372	242	116	757	72
8	Broadway & Olympic	146	422	77	68	902	39	75	497	115	60	663	111
9	Main & Olympic	280	461	69	49	712	42	89	664	49	50	655	119
10	Los Angeles & Olympic	151	383	97	71	528	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	487	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	402	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	680	45
14	San Pedro & 9th	85	524	55	140	460	107	129	660	129	88	493	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	56	0	0	294	0	166	170	96
16	Figueroa & 11th	0	571	63	218	0	52	15	2,059	0	0	0	0
17	Flower & 11th	185	1,190	0	0	31	285	0	0	0	119	0	0
18	Grand & 11th	135	776	0	0	419	511	0	0	0	0	0	0
19	Olive & 11th	0	0	0	216	257	0	0	1,355	761	0	0	0
20	Figueroa & 12th	19	465	41	27	2	17	86	1,844	17	11	1	2
21	Flower & 12th	108	952	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	931	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	2,032	0	0	203	184
24	LA Live Way & Pico	160	0	0	84	575	0	575	735	795	0	700	0
25	LA Live Way & Bond	0	0	0	5	3	0	0	2,188	79	0	0	1
26	Figueroa & Pico	75	351	12	16	343	78	164	1,553	253	134	932	227
27	Flower & Pico	137	913	11	0	363	0	0	0	0	94	1,011	0
28	Grand & Pico	172	809	32	0	332	50	0	0	0	175	662	0
29	Olive & Pico	0	0	0	241	285	0	155	1,745	94	0	493	213
30	Hill & Pico	68	496	22	91	426	87	26	1,238	62	45	446	81
31	Broadway & Pico	81	381	17	36	396	34	49	531	221	33	376	71
32	Main & Pico	47	552	17	61	357	16	73	661	45	55	280	101
33	Blaine & Olympic	7	17	9	19	1,120	177	673	7	264	220	1,697	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	941	0	894	0	0	0	0	0	0
35	Blaine & 11th	41	932	340	0	0	28	0	0	0	154	94	0
36	Convention Center Drive & Venice	18	0	99	416	534	0	0	0	0	0	638	67

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Peak Hour Traffic Volumes

37	Figueroa & Venice	268	514	40	74	393	57	106	1,673	170	171	401	110
38	Flower & Venice	131	844	52	0	433	26	0	0	0	60	498	0
39	Grand & Venice	78	898	51	0	311	45	0	0	0	114	376	0
40	Olive & Venice	0	0	0	176	248	0	38	1,541	106	0	307	116
41	Grand & 17th	608	459	0	0	831	123	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,218	843	0	0	1,544	203	0	0	0
43	Hill & 17th	171	409	0	623	1,868	35	0	739	88	0	0	0
44	Broadway & 17th	69	510	0	263	2,196	164	0	629	145	0	0	0
45	Main & 17th	174	465	0	86	2,315	196	0	597	84	0	0	0
46	Los Angeles & 17th	284	415	0	394	2,301	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	104	0
48	Grand & 18th	0	385	206	0	0	0	179	0	0	169	951	0
49	Olive & 18th	0	0	0	0	0	0	50	948	0	0	548	798
50	Hill & 18th	0	362	81	0	0	0	44	641	0	44	525	186
51	Broadway & 18th	0	593	83	0	0	0	79	728	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	171	370	94	147	724	143	167	1,619	146	105	581	121
55	Flower & Washington	103	531	29	0	929	45	0	0	0	97	745	0
56	Grand & Washington	138	332	97	12	727	42	93	174	69	26	741	0
57	Olive & Washington	0	0	0	95	750	188	18	642	83	13	739	163
58	Hill & Washington	52	274	79	94	759	25	40	513	23	1	223	66
59	Broadway & Washington	216	375	66	78	644	50	74	664	27	9	296	25
60	Main & Washington	62	495	59	70	856	76	97	738	56	51	705	54
61	Los Angeles & Washington	70	110	67	85	619	21	23	79	8	11	543	54
62	San Pedro & Washington	90	594	73	59	570	156	51	609	83	103	521	135
63	Figueroa & Adams	102	906	127	491	628	288	117	1,967	191	249	356	140
64	Flower & Adams	105	644	0	105	1,327	0	0	0	0	217	409	0
65	I-110 NB Off General & Adams	655	0	640	0	595	0	444	0	213	0	455	0
66	Grand & Adams	46	300	50	63	521	50	62	169	36	41	1,293	185
67	Hill & Adams	50	271	63	64	516	40	82	693	37	38	796	566
68	Broadway & Adams	60	399	32	24	524	29	31	556	74	44	482	204
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	539	54	0	796	97	0	0	0	390	595	0
71	Figueroa & Exposition	74	774	362	393	436	78	47	1,725	166	136	376	137
72	Flower & 37th Street	0	460	575	0	0	0	101	0	0	56	774	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	158	567	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	639	18	25	71	92
75	Broadway & 37th	2	518	8	4	4	5	3	622	9	13	14	26
76	Figueroa & 39th	11	629	82	204	33	118	56	1,006	47	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	187	0	204	106	69	0
78	Figueroa & MLK	127	412	185	257	1,229	206	115	759	105	94	1,306	168
79	I-110 SB Ramps & MLK	627	6	270	0	1,172	227	0	0	0	606	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	336	389	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	475	0	41	1,445	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	2,652	555
83	Figueroa & 9th	0	0	0	0	0	0	196	2,012	0	0	2,126	717
84	Flower & 9th	0	1,203	237	0	0	0	0	0	0	761	1,582	0
85	Broadway & 9th	0	473	101	0	0	0	64	607	0	148	1,065	196
86	Bixel & 8th	74	901	0	147	831	564	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	2,381	807	0	0	287	0	0	0
88	Figueroa & 8th	0	0	0	703	2,257	0	0	1,479	926	0	0	0
89	Flower & 8th	655	1,429	0	0	2,303	204	0	0	0	0	0	0
90	Hill & 8th	328	818	0	109	1,305	146	0	386	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,240	49	0	672	138	0	0	0
92	Bixel & Wilshire	63	286	25	38	703	76	49	75	35	147	716	58
93	Figueroa & Wilshire	0	0	0	121	303	0	147	1,370	177	0	644	383
94	Lucas & 6th	71	343	279	84	743	16	58	195	25	29	791	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	1,068	40
96	Figueroa & 6th	0	0	0	0	0	0	168	1,706	0	0	2,716	388
97	Flower & 6th	0	1,089	190	0	0	0	0	0	0	1,035	1,862	0
98	Grand & 6th	0	1,029	108	0	0	0	0	0	0	333	1,532	0
99	Hill & 6th	0	1,003	110	0	0	0	96	478	0	274	1,065	53
100	Spring & 6th	0	1,107	159	0	0	0	0	0	0	165	963	0
101	Main & 6th	0	0	0	0	0	0	137	1,002	0	0	860	331
102	Figueroa & 5th	0	0	0	313	1,183	0	0	1,378	904	0	0	0
103	Grand & 5th	201	761	0	67	1,714	327	0	0	0	0	0	0
104	Olive & 5th	179	0	0	43	1,458	0	0	714	470	0	0	0
105	Hill & 5th	401	893	0	132	1,009	77	0	483	94	0	0	0
106	Spring & 5th	411	1,183	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,036	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	58	120	579	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	558	54
110	Hope & 1st	18	561	92	84	502	77	41	103	24	127	667	64
111	Grand & 1st	79	748	156	200	541	106	312	129	40	151	619	55
112	Olive & 1st	0	0	0	0	523	69	286	0	340	310	685	0
113	Hill & 1st	56	1,026	52	31	478	169	50	376	18	79	709	92
114	Spring & 1st	158	1,298	31	0	490	42	0	0	0	58	669	24
115	Main & 1st	0	0	0	22	485	0	66	880	87	0	532	210
116	Hope & Temple/US-101 Ramps	14	473	107	141	365	71	72	180	32	130	427	178

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	355	763	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,023	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	547	0	0	0	0	0	226	362	465	0	45
120	Beaudry & Sunset	74	670	99	68	156	51	46	893	75	83	225	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,063	79	236	495	215	113	845	200
122	Grand & Cesar Chavez	19	177	16	27	1,011	347	59	103	230	397	736	25
123	Spring & Cesar Chavez	121	566	11	62	1,056	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,153	0	199	577	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	810	183	98	858	232	249	501	49
126	Main & Alpine	162	205	56	57	319	0	21	397	169	17	165	69
127	Alameda & Alpine	108	255	69	90	324	85	105	351	97	127	92	41
128	Hill & Alpine	45	1,350	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,594	326	186	133	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	842	488	83	0	98	589	871	0	0	0	0
131	Glendale & Bellevue	0	1,228	70	127	0	354	330	771	0	0	0	0
132	Glendale & Temple	200	912	115	153	373	22	15	665	64	332	366	265
133	Alvarado & US 101 NB Ramps	409	1,019	0	115	0	254	0	1,016	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,006	241	0	0	0	260	990	0	270	1	334
135	Alvarado & Beverly	100	1,098	27	63	568	69	60	1,011	27	58	645	84
136	Vermont & 6th	132	1,320	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	913	59	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	950	109	117	803	185	151	886	101	83	741	92
139	Normandie & Wilshire	61	498	78	67	1,171	127	149	546	77	86	1,077	41
140	Vermont & Wilshire	134	1,237	104	88	761	106	49	1,157	164	121	664	176
141	Alvarado & Wilshire	105	873	25	78	592	112	146	925	15	51	585	86
142	Vermont & 8th	140	1,279	60	79	543	23	64	1,336	75	93	547	66
143	Alvarado & 8th	72	835	69	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	743	194	132	686	95	95	897	102	37	952	93
145	Normandie & Olympic	122	596	98	78	1,454	97	148	593	151	156	1,590	90
146	Vermont & Olympic	174	1,166	176	136	1,230	83	110	1,285	154	113	1,605	192
147	Alvarado & Olympic	175	668	147	117	1,058	129	391	782	124	98	1,430	167
148	Union & Olympic	152	427	90	79	994	135	34	473	98	52	1,689	124
149	Western & Pico	110	1,135	71	87	558	92	80	1,105	78	108	699	128
150	Normandie & Pico	43	799	36	66	620	112	142	807	41	89	683	37
151	Vermont & Pico	84	1,250	61	111	651	52	202	1,382	78	102	563	69
152	Alvarado & Pico	159	667	156	144	812	101	338	781	24	29	638	316
153	Pico & Union	113	336	88	186	845	63	44	365	65	53	899	88
154	Hoover & Alvarado	0	711	0	9	0	732	989	794	0	0	0	0
155	Western & Venice	58	765	61	90	484	105	119	1,087	100	62	444	45
156	Normandie & Venice	56	921	39	60	448	43	56	937	108	6	625	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,239	96	71	430	76	108	1,403	73	48	579	86
158	Hoover & Venice	127	1,245	56	88	342	160	170	1,578	84	131	514	181
159	Western & Washington	102	1,199	83	108	478	93	82	1,218	88	119	684	92
160	Normandie & Washington	62	988	66	61	432	104	139	1,014	138	140	660	55
161	Vermont & Washington	68	1,264	87	30	623	160	84	1,536	96	70	717	87
162	Hoover & Washington	163	1,217	94	81	510	69	62	1,494	105	99	627	186
163	I-10 WB Ramp & 20th	0	0	0	0	54	694	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,021	561	0	0	0	222	1,348	0	342	18	566
165	I-10 EB Ramp & Hoover	0	953	332	0	0	0	265	1,144	0	260	0	820
166	Hill & Venice	32	488	35	214	543	29	28	1,295	52	60	300	64
167	Broadway & Venice	30	474	13	28	650	79	27	814	124	77	266	24
168	Main & Venice	58	521	40	37	658	48	37	659	37	52	183	59
169	Los Angeles & Venice	33	474	25	48	710	205	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	442	837	313	0	417	114	110	0	78
171	Central & Venice	299	709	0	308	438	281	0	534	181	0	0	0
172	Central & Washington	111	496	157	95	710	65	79	727	117	43	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	820	130	67	703	76	66	852	135
174	Arlington & Olympic	138	604	100	75	917	93	94	583	76	56	1,195	109
175	Arlington & Pico	100	638	73	71	550	50	61	605	79	56	637	86
176	Arlington & Venice	69	721	43	44	522	60	60	675	48	111	641	49
177	Arlington & Washington	50	840	33	46	509	101	163	664	56	115	641	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	164	913	197	95	10	13	138	1,471	356
2	Francisco & Olympic	33	5	11	225	1,201	405	18	9	9	229	1,198	156
3	Figueroa & Olympic	0	0	0	377	1,644	54	342	884	280	386	587	267
4	Flower & Olympic	613	506	106	0	1,438	227	0	0	0	230	544	0
5	Grand & Olympic	220	454	72	0	1,304	24	0	0	0	67	513	0
6	Olive & Olympic	0	0	0	64	960	0	110	490	379	0	454	77
7	Hill & Olympic	173	347	55	91	635	59	37	263	201	53	497	52
8	Broadway & Olympic	107	293	62	66	647	39	74	416	62	26	504	57
9	Main & Olympic	199	242	58	39	538	40	86	432	46	49	520	81
10	Los Angeles & Olympic	149	358	96	70	354	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	314	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	232	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	511	44
14	San Pedro & 9th	84	518	54	135	455	106	127	642	127	83	331	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	37	0	0	268	0	166	170	95
16	Figueroa & 11th	0	378	62	164	0	51	15	1,263	0	0	0	0
17	Flower & 11th	170	503	0	0	0	10	0	0	0	112	0	0
18	Grand & 11th	99	404	0	0	98	306	0	0	0	0	0	0
19	Olive & 11th	0	0	0	132	59	0	0	922	375	0	0	0
20	Figueroa & 12th	19	48	28	27	2	17	42	1,244	17	11	1	2
21	Flower & 12th	107	360	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	466	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	1,321	0	0	87	54
24	LA Live Way & Pico	160	0	0	82	467	0	455	735	786	0	560	0
25	LA Live Way & Bond	0	0	0	4	3	0	0	2,054	79	0	0	1
26	Figueroa & Pico	49	3	7	10	265	36	150	1,010	246	117	770	127
27	Flower & Pico	97	356	0	0	241	18	0	0	0	88	813	0
28	Grand & Pico	123	364	20	0	253	18	0	0	0	163	502	0
29	Olive & Pico	0	0	0	234	183	0	131	1,133	85	0	403	121
30	Hill & Pico	57	327	17	75	335	84	21	1,090	55	27	360	71
31	Broadway & Pico	67	256	17	36	300	34	48	417	220	33	292	59
32	Main & Pico	35	414	17	57	273	16	72	504	44	54	224	73
33	Blaine & Olympic	7	17	9	19	889	133	484	7	219	214	1,419	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	707	0	903	0	0	0	0	0	0
35	Blaine & 11th	41	882	349	0	0	7	0	0	0	152	84	0
36	Convention Center Drive & Venice	18	0	98	394	478	0	0	0	0	0	578	34

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Peak Hour Traffic Volumes

37	Figueroa & Venice	241	447	37	37	346	89	103	1,189	168	169	356	96
38	Flower & Venice	87	327	48	0	368	19	0	0	0	59	447	0
39	Grand & Venice	52	438	46	0	270	45	0	0	0	103	335	0
40	Olive & Venice	0	0	0	164	227	0	38	945	86	0	300	76
41	Grand & 17th	345	251	0	0	685	95	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,003	702	0	0	1,140	169	0	0	0
43	Hill & 17th	124	280	0	609	1,571	19	0	598	75	0	0	0
44	Broadway & 17th	57	395	0	250	1,883	155	0	511	144	0	0	0
45	Main & 17th	155	349	0	60	2,006	88	0	465	77	0	0	0
46	Los Angeles & 17th	278	392	0	366	1,864	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	61	0
48	Grand & 18th	0	209	145	0	0	0	177	0	0	90	628	0
49	Olive & 18th	0	0	0	0	0	0	49	765	0	0	417	543
50	Hill & 18th	0	234	63	0	0	0	43	503	0	43	409	170
51	Broadway & 18th	0	483	68	0	0	0	58	609	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	161	359	93	118	629	108	126	1,060	134	101	528	98
55	Flower & Washington	77	142	20	0	795	45	0	0	0	93	654	0
56	Grand & Washington	121	143	47	12	610	38	85	172	68	26	642	0
57	Olive & Washington	0	0	0	92	626	188	18	501	31	13	623	125
58	Hill & Washington	31	175	71	72	656	25	40	408	23	1	125	54
59	Broadway & Washington	213	275	45	71	522	42	65	547	27	9	205	10
60	Main & Washington	51	301	48	58	727	75	83	526	55	50	587	46
61	Los Angeles & Washington	69	109	66	84	519	21	23	78	8	11	451	49
62	San Pedro & Washington	89	587	72	58	481	154	48	602	70	91	435	133
63	Figueroa & Adams	93	719	112	439	609	217	107	1,390	175	240	343	136
64	Flower & Adams	68	201	0	97	1,221	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	610	0	626	0	521	0	388	0	189	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	167	36	41	1,158	183
67	Hill & Adams	46	181	62	63	445	40	81	538	37	38	714	511
68	Broadway & Adams	48	302	32	24	464	29	31	437	72	41	413	195
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	220	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	647	244	341	405	66	38	1,258	164	134	350	135
72	Flower & 37th Street	0	157	518	0	0	0	100	0	0	55	621	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	157	500	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	484	18	25	68	91
75	Broadway & 37th	2	406	8	4	4	5	3	493	7	11	14	26
76	Figueroa & 39th	11	520	56	178	33	117	55	566	46	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	186	0	178	80	68	0
78	Figueroa & MLK	124	342	148	220	1,213	189	112	358	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,121	224	0	0	0	599	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	183	384	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	340	0	41	938	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,878	464
83	Figueroa & 9th	0	0	0	0	0	0	127	1,309	0	0	1,367	622
84	Flower & 9th	0	676	222	0	0	0	0	0	0	542	973	0
85	Broadway & 9th	0	374	97	0	0	0	63	472	0	64	822	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,865	603	0	0	238	0	0	0
88	Figueroa & 8th	0	0	0	658	1,805	0	0	998	611	0	0	0
89	Flower & 8th	643	946	0	0	1,819	145	0	0	0	0	0	0
90	Hill & 8th	250	616	0	94	944	94	0	277	76	0	0	0
91	Broadway & 8th	131	431	0	104	919	48	0	516	78	0	0	0
92	Bixel & Wilshire	44	222	25	19	453	68	48	64	35	113	593	20
93	Figueroa & Wilshire	0	0	0	120	185	0	147	952	95	0	547	243
94	Lucas & 6th	63	207	240	13	479	11	20	95	17	20	509	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	676	22
96	Figueroa & 6th	0	0	0	0	0	0	117	1,198	0	0	2,021	225
97	Flower & 6th	0	751	186	0	0	0	0	0	0	712	1,439	0
98	Grand & 6th	0	782	97	0	0	0	0	0	0	274	1,152	0
99	Hill & 6th	0	739	85	0	0	0	95	339	0	229	751	52
100	Spring & 6th	0	613	112	0	0	0	0	0	0	138	664	0
101	Main & 6th	0	0	0	0	0	0	98	615	0	0	633	209
102	Figueroa & 5th	0	0	0	290	804	0	0	1,050	557	0	0	0
103	Grand & 5th	190	606	0	63	1,249	245	0	0	0	0	0	0
104	Olive & 5th	117	0	0	32	1,004	0	0	395	436	0	0	0
105	Hill & 5th	214	626	0	76	732	57	0	345	92	0	0	0
106	Spring & 5th	247	686	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	575	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	40	111	541	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	287	37
110	Hope & 1st	18	471	37	39	268	62	41	82	24	95	359	58
111	Grand & 1st	64	634	34	97	287	92	8	67	14	112	294	54
112	Olive & 1st	0	0	0	0	343	45	198	0	148	27	315	0
113	Hill & 1st	55	804	51	31	276	18	39	246	18	20	339	64
114	Spring & 1st	55	649	29	0	255	25	0	0	0	26	359	24
115	Main & 1st	0	0	0	20	262	0	46	394	56	0	363	66
116	Hope & Temple/US-101 Ramps	14	398	63	110	327	66	71	109	32	64	325	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	142	345	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	487	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	412	0	0	0	0	0	144	184	315	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	111	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	648	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	349	583	25
123	Spring & Cesar Chavez	84	212	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	186	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	124	203	55	56	245	0	21	121	3	17	84	48
127	Alameda & Alpine	107	163	40	56	110	19	57	291	58	65	32	41
128	Hill & Alpine	44	1,164	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	1,263	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	721	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	1,097	69	125	0	328	205	642	0	0	0	0
132	Glendale & Temple	173	729	112	112	332	22	15	457	58	313	320	260
133	Alvarado & US 101 NB Ramps	296	928	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	867	214	0	0	0	246	881	0	256	1	208
135	Alvarado & Beverly	99	963	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	1,016	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	820	59	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	850	108	116	719	162	123	764	89	68	653	91
139	Normandie & Wilshire	60	459	69	55	1,082	115	138	506	73	81	984	41
140	Vermont & Wilshire	90	965	99	83	676	87	48	922	96	41	572	114
141	Alvarado & Wilshire	104	762	25	74	514	67	86	806	15	51	523	85
142	Vermont & 8th	123	1,022	48	68	401	23	63	1,090	67	83	384	46
143	Alvarado & 8th	66	682	69	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	625	178	120	511	83	80	748	101	37	734	92
145	Normandie & Olympic	92	562	81	66	1,236	78	128	553	87	104	1,347	65
146	Vermont & Olympic	148	942	158	122	1,015	81	108	1,065	109	69	1,362	171
147	Alvarado & Olympic	170	528	140	111	838	93	358	622	123	97	1,179	163
148	Union & Olympic	150	421	89	65	735	126	34	466	97	51	1,402	123
149	Western & Pico	98	1,012	70	86	461	91	79	954	77	107	578	113
150	Normandie & Pico	40	707	27	54	526	111	140	700	41	88	568	33
151	Vermont & Pico	82	983	58	108	546	51	201	1,120	77	101	441	67
152	Alvarado & Pico	151	499	154	141	709	98	314	601	24	29	522	305
153	Pico & Union	112	332	86	183	741	53	43	361	64	52	761	87
154	Hoover & Alvarado	0	678	0	9	0	561	785	673	0	0	0	0
155	Western & Venice	57	646	60	89	444	104	118	936	99	61	391	44
156	Normandie & Venice	55	827	39	59	408	42	55	828	107	6	570	55

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	64	972	95	70	390	75	107	1,142	72	47	524	85
158	Hoover & Venice	125	1,044	55	87	304	143	164	1,256	83	129	460	179
159	Western & Washington	101	1,075	82	107	377	92	81	1,065	87	118	570	91
160	Normandie & Washington	61	893	65	60	332	103	137	904	136	138	547	54
161	Vermont & Washington	67	997	86	30	521	158	83	1,273	95	69	603	86
162	Hoover & Washington	161	1,015	79	64	409	68	62	1,185	104	98	514	184
163	I-10 WB Ramp & 20th	0	0	0	0	53	585	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,175	0	279	18	463
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	983	0	239	0	725
166	Hill & Venice	23	313	30	207	518	29	28	1,141	51	60	294	64
167	Broadway & Venice	27	351	13	28	634	79	27	698	110	73	257	24
168	Main & Venice	53	387	40	37	647	47	37	502	37	51	175	58
169	Los Angeles & Venice	33	445	25	47	698	205	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	437	826	309	0	412	113	109	0	77
171	Central & Venice	296	637	0	304	427	278	0	483	179	0	0	0
172	Central & Washington	107	361	123	71	621	64	78	583	116	43	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	725	128	66	695	75	65	748	133
174	Arlington & Olympic	136	597	99	74	739	92	93	576	75	55	974	108
175	Arlington & Pico	99	630	72	70	443	49	60	598	78	55	504	85
176	Arlington & Venice	68	712	42	43	481	59	59	667	47	110	585	48
177	Arlington & Washington	49	830	33	45	408	100	161	656	55	114	528	62
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	858	8,580	0	0	68.1	67.2
- South of 1st St.	70	10	45	35	666	6,660	0	0	67.0	66.1
- North of 11th St.	70	10	45	35	483	4,830	0	0	65.6	64.7
- Between 11th and 12th St.	50	10	35	35	452	4,520	0	0	66.6	65.6
- Between 12th St. and Venice Ave.	50	10	35	35	452	4,520	0	0	66.6	65.6
- Between Venice Ave. and 17th St.	50	10	35	35	475	4,750	0	0	66.8	65.8
- Between 17th St. and Washington Ave.	50	10	35	35	316	3,160	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	377	3,770	0	0	65.8	64.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	883	8,830	0	0	68.3	67.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,694	16,940	0	0	71.1	70.1
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,623	16,230	0	0	70.9	69.9
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,524	15,240	0	0	70.6	69.7
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,884	18,840	0	0	71.6	70.6
- South of Pico Blvd.	70	10	45	35	2,083	20,830	0	0	72.0	71.0
Flower Street										
- North of 6th St.	70	10	45	35	707	7,070	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	807	8,070	0	0	68.5	67.5
- Between 8th and Pico Blvd.	60	10	40	35	591	5,910	0	0	67.1	66.1
- South of Pico Blvd.	40	10	30	35	493	4,930	0	0	67.7	66.8
- South of 18th St.	40	10	30	35	259	2,590	0	0	64.9	64.0
Hope Street										
- North of 1st St.	60	10	40	35	503	5,030	0	0	66.4	65.4
- South of 1st St.	70	10	45	35	470	4,700	0	0	65.5	64.5
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,065	10,650	0	0	68.7	67.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,228	12,280	0	0	69.3	68.3
- East of Figueroa St.	70	10	45	35	847	8,470	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,066	10,660	0	0	71.1	70.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	940	9,400	0	0	70.5	69.6
- East of Bixel St.	40	10	30	35	968	9,680	0	0	70.7	69.7
- East of Flower St.	40	10	30	35	1,024	10,240	0	0	70.9	69.9
- West of Main St.	40	10	30	35	710	7,100	0	0	69.3	68.3
- East of Main St.	40	10	30	35	602	6,020	0	0	68.6	67.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,101	21,010	0	0	71.6	70.6
- Between Alvarado St. & Union Ave.	80	10	50	35	1,850	18,500	0	0	71.1	70.1
- Between Union Ave. & Blaine St.	80	10	50	35	1,769	17,690	0	0	70.9	69.9
- Between Blaine St. & Georgia St.	80	10	50	35	1,997	19,970	0	0	71.4	70.4
- Between George St. & Francisco St.	80	10	50	35	2,068	20,680	0	0	71.6	70.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,065	20,650	0	0	71.5	70.6
- Between Figueroa St. & Flower St.	70	10	45	35	1,833	18,330	0	0	71.4	70.5
- East of Flower St.	70	10	45	35	1,526	15,260	0	0	70.6	69.7
W. 11th Street										
- West of Blaine St.	40	10	30	35	506	5,060	0	0	67.8	66.9
- Between Blaine St. & LA Live Wy.	40	10	30	35	725	7,250	0	0	69.4	68.4
- East of LA Live Wy.	60	10	40	35	593	5,930	0	0	67.1	66.2
- West of Grand Ave.	40	10	30	35	302	3,020	0	0	65.6	64.6
- East of Grand Ave.	40	10	30	35	277	2,770	0	0	65.2	64.2
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,635	16,350	0	0	71.5	70.6
- Between Alvarado St. & Union Ave.	60	10	40	35	1,614	16,140	0	0	71.5	70.5
- Between Union Ave. & Figueroa St.	60	10	40	35	1,456	14,560	0	0	71.0	70.1
- Between Figueroa & Flower St.	70	10	45	35	1,006	10,060	0	0	68.8	67.9
- East of Hill St.	50	10	35	35	573	5,730	0	0	67.6	66.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	721	7,210	0	0	69.2	68.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	660	6,600	0	0	68.8	67.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	404	4,040	0	0	66.9	65.9
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	108	1,080	0	0	61.1	60.2
E. 17th Street										
- West of Grand Ave.	40	10	30	35	882	8,820	0	0	70.3	69.3
W. 18th Street										
- West of Flower St.	40	10	30	35	100	1,000	0	0	60.8	59.8
- West of Grand Ave.	40	10	30	35	94	940	0	0	60.5	59.6
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,347	13,470	0	0	69.7	68.7
- Between Flower St. & Grand Ave.	80	10	50	35	1,158	11,580	0	0	69.0	68.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,013	10,130	0	0	68.5	67.5
- East of Los Angeles St.	80	10	50	35	944	9,440	0	0	68.1	67.2
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	433	4,330	0	0	65.2	64.2
- East of I-110 Fwy.	50	10	35	35	288	2,880	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,644	16,440	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,682	16,820	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,595	15,950	0	0	71.4	70.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,374	13,740	0	0	70.8	69.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,064	10,640	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	398	3,980	0	0	66.6	65.6
- South of 6th St.	40	10	30	30	231	2,310	0	0	64.2	63.3
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	653	6,530	0	0	68.7	67.8
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,890	18,900	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,373	13,730	0	0	71.4	70.4
- Between Grand Ave. and Main St.	50	10	35	35	1,005	10,050	0	0	70.0	69.0
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,106	11,060	0	0	70.4	69.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,007	10,070	0	0	70.0	69.1

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	757	7,570	0	0	68.8	67.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,269	12,690	0	0	69.8	68.9
- South of 1st St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	875	8,750	0	0	68.2	67.2
- Between 11th and 12th St.	50	10	35	35	976	9,760	0	0	69.9	68.9
- Between 12th St. and Venice Ave.	50	10	35	35	973	9,730	0	0	69.9	68.9
- Between Venice Ave. and 17th St.	50	10	35	35	962	9,620	0	0	69.8	68.9
- Between 17th St. and Washington Ave.	50	10	35	35	567	5,670	0	0	67.5	66.6
- South of Washington Ave.	50	10	35	35	581	5,810	0	0	67.6	66.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,361	23,610	0	0	72.5	71.6
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,276	22,760	0	0	72.4	71.4
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,253	22,530	0	0	72.3	71.4
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,687	26,870	0	0	73.1	72.1
- South of Pico Blvd.	70	10	45	35	2,722	27,220	0	0	73.1	72.2
Flower Street										
- North of 6th St.	70	10	45	35	1,031	10,310	0	0	68.9	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,359	13,590	0	0	70.7	69.8
- Between 8th and Pico Blvd.	60	10	40	35	1,154	11,540	0	0	70.0	69.0
- South of Pico Blvd.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
- South of 18th St.	40	10	30	35	693	6,930	0	0	69.2	68.2
Hope Street										
- North of 1st St.	60	10	40	35	713	7,130	0	0	67.9	67.0
- South of 1st St.	70	10	45	35	614	6,140	0	0	66.7	65.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,737	17,370	0	0	70.8	69.8
2nd Street										
- West of Figueroa St.	80	10	50	35	1,317	13,170	0	0	69.6	68.6
- East of Figueroa St.	70	10	45	35	922	9,220	0	0	68.4	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,649	16,490	0	0	73.0	72.0
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,693	16,930	0	0	73.1	72.1
- East of Bixel St.	40	10	30	35	1,763	17,630	0	0	73.3	72.3
- East of Flower St.	40	10	30	35	1,416	14,160	0	0	72.3	71.3
- West of Main St.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
- East of Main St.	40	10	30	35	821	8,210	0	0	69.9	69.0
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,584	25,840	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,413	24,130	0	0	72.2	71.3
- Between Union Ave. & Blaine St.	80	10	50	35	2,337	23,370	0	0	72.1	71.1
- Between Blaine St. & Georgia St.	80	10	50	35	2,680	26,800	0	0	72.7	71.7
- Between George St. & Francisco St.	80	10	50	35	2,625	26,250	0	0	72.6	71.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,749	27,490	0	0	72.8	71.8
- Between Figueroa St. & Flower St.	70	10	45	35	2,467	24,670	0	0	72.7	71.7
- East of Flower St.	70	10	45	35	2,118	21,180	0	0	72.1	71.1
W. 11th Street										
- West of Blaine St.	40	10	30	35	527	5,270	0	0	68.0	67.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	915	9,150	0	0	70.4	69.4
- East of LA Live Wy.	60	10	40	35	814	8,140	0	0	68.5	67.5
- West of Grand Ave.	40	10	30	35	718	7,180	0	0	69.4	68.4
- East of Grand Ave.	40	10	30	35	831	8,310	0	0	70.0	69.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,868	18,680	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	60	10	40	35	1,855	18,550	0	0	72.1	71.1
- Between Union Ave. & Figueroa St.	60	10	40	35	1,737	17,370	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,274	12,740	0	0	69.9	68.9
- East of Hill St.	50	10	35	35	766	7,660	0	0	68.8	67.9
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	912	9,120	0	0	70.2	69.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	798	7,980	0	0	69.6	68.6
Venice Boulevard										
- East of Olive St.	40	10	30	35	444	4,440	0	0	67.3	66.3
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	380	3,800	0	0	66.6	65.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,297	12,970	0	0	71.9	71.0
W. 18th Street										
- West of Flower St.	40	10	30	35	136	1,360	0	0	62.1	61.2
- West of Grand Ave.	40	10	30	35	130	1,300	0	0	61.9	61.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,538	15,380	0	0	70.3	69.3
- Between Flower St. & Grand Ave.	80	10	50	35	1,389	13,890	0	0	69.8	68.9
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,251	12,510	0	0	69.4	68.4
- East of Los Angeles St.	80	10	50	35	1,140	11,400	0	0	69.0	68.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	488	4,880	0	0	65.7	64.7
- East of I-110 Fwy.	50	10	35	35	292	2,920	0	0	64.7	63.7
Alvarado Street										
- North of 8th St.	60	10	40	35	1,983	19,830	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,004	20,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,978	19,780	0	0	72.4	71.4
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,640	16,400	0	0	71.5	70.6
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,079	10,790	0	0	70.9	70.0
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	761	7,610	0	0	69.4	68.4
- South of 6th St.	40	10	30	30	556	5,560	0	0	68.1	67.1
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	504	5,040	0	0	67.6	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	857	8,570	0	0	69.9	69.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,060	20,600	0	0	73.1	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,562	15,620	0	0	71.9	71.0
- Between Grand Ave. and Main St.	50	10	35	35	1,188	11,880	0	0	70.7	69.8
- East of Main St.	50	10	35	35	1,075	10,750	0	0	70.3	69.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,574	15,740	0	0	72.0	71.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,445	14,450	0	0	71.6	70.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	997	9,970	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,909	19,090	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	1,155	11,550	0	0	69.4	68.5
- Between 11th and 12th St.	50	10	35	35	1,625	16,250	0	0	72.1	71.1
- Between 12th St. and Venice Ave.	50	10	35	35	2,159	21,590	0	0	73.3	72.4
- Between Venice Ave. and 17th St.	50	10	35	35	2,511	25,110	0	0	74.0	73.0
- Between 17th St. and Washington Ave.	50	10	35	35	1,454	14,540	0	0	71.6	70.7
- South of Washington Ave.	50	10	35	35	946	9,460	0	0	69.8	68.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,429	24,290	0	0	72.7	71.7
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,938	39,380	0	0	74.8	73.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,375	33,750	0	0	74.1	73.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,364	23,640	0	0	72.5	71.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,569	25,690	0	0	72.9	71.9
- South of Pico Blvd.	70	10	45	35	2,662	26,620	0	0	73.1	72.1
Flower Street										
- North of 6th St.	70	10	45	35	1,050	10,500	0	0	69.0	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,542	15,420	0	0	71.3	70.3
- Between 8th and Pico Blvd.	60	10	40	35	1,322	13,220	0	0	70.6	69.6
- South of Pico Blvd.	40	10	30	35	1,490	14,900	0	0	72.5	71.6
- South of 18th St.	40	10	30	35	986	9,860	0	0	70.7	69.8
Hope Street										
- North of 1st St.	60	10	40	35	1,182	11,820	0	0	70.1	69.2
- South of 1st St.	70	10	45	35	721	7,210	0	0	67.4	66.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,008	20,080	0	0	71.4	70.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,914	19,140	0	0	71.2	70.2
- East of Figueroa St.	70	10	45	35	986	9,860	0	0	68.7	67.8
6th Street										
- West of Lucas Ave.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,735	17,350	0	0	73.2	72.2
- East of Bixel St.	40	10	30	35	1,841	18,410	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,710	17,100	0	0	73.1	72.2
- West of Main St.	40	10	30	35	1,316	13,160	0	0	72.0	71.0
- East of Main St.	40	10	30	35	828	8,280	0	0	70.0	69.0
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,957	29,570	0	0	73.1	72.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,820	28,200	0	0	72.9	71.9
- Between Union Ave. & Blaine St.	80	10	50	35	2,858	28,580	0	0	73.0	72.0
- Between Blaine St. & Georgia St.	80	10	50	35	3,684	36,840	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,559	35,590	0	0	73.9	72.9
- Between Francisco St. & Figueroa St.	80	10	50	35	3,906	39,060	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,518	35,180	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,892	28,920	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,328	13,280	0	0	72.0	71.1
- East of LA Live Wy.	60	10	40	35	522	5,220	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	553	5,530	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	808	8,080	0	0	69.9	68.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,059	20,590	0	0	72.5	71.6
- Between Alvarado St. & Union Ave.	60	10	40	35	2,176	21,760	0	0	72.8	71.8
- Between Union Ave. & Figueroa St.	60	10	40	35	2,009	20,090	0	0	72.4	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,462	14,620	0	0	70.4	69.5
- East of Hill St.	50	10	35	35	887	8,870	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,400	14,000	0	0	72.1	71.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	773	7,730	0	0	69.5	68.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,461	14,610	0	0	72.4	71.5
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	518	5,180	0	0	67.9	67.0
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,173	21,730	0	0	74.2	73.2
W. 18th Street										
- West of Flower St.	40	10	30	35	147	1,470	0	0	62.5	61.5
- West of Grand Ave.	40	10	30	35	141	1,410	0	0	62.3	61.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,391	23,910	0	0	72.2	71.2
- Between Flower St. & Grand Ave.	80	10	50	35	2,094	20,940	0	0	71.6	70.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,691	16,910	0	0	70.7	69.7
- East of Los Angeles St.	80	10	50	35	1,611	16,110	0	0	70.5	69.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	574	5,740	0	0	66.4	65.4
- East of I-110 Fwy.	50	10	35	35	442	4,420	0	0	66.5	65.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,091	20,910	0	0	72.6	71.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,189	21,890	0	0	72.8	71.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,329	23,290	0	0	73.1	72.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,822	18,220	0	0	72.0	71.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,136	11,360	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	816	8,160	0	0	69.7	68.7
- South of 6th St.	40	10	30	30	611	6,110	0	0	68.5	67.5
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- Between Wilshire Blvd. & 6th St.	40	10	30	30	957	9,570	0	0	70.4	69.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,076	20,760	0	0	73.2	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,677	16,770	0	0	72.2	71.3
- Between Grand Ave. and Main St.	50	10	35	35	1,220	12,200	0	0	70.9	69.9
- East of Main St.	50	10	35	35	1,075	10,750	0	0	70.3	69.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,649	16,490	0	0	72.2	71.2
- Between Bixel St. & Figueroa St.	50	10	35	35	1,584	15,840	0	0	72.0	71.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,223	12,230	0	0	70.9	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,498	14,980	0	0	70.6	69.6
- South of 1st St.	70	10	45	35	666	6,660	0	0	67.0	66.1
- North of 11th St.	70	10	45	35	673	6,730	0	0	67.1	66.1
- Between 11th and 12th St.	50	10	35	35	1,010	10,100	0	0	70.0	69.1
- Between 12th St. and Venice Ave.	50	10	35	35	1,549	15,490	0	0	71.9	70.9
- Between Venice Ave. and 17th St.	50	10	35	35	1,951	19,510	0	0	72.9	71.9
- Between 17th St. and Washington Ave.	50	10	35	35	1,202	12,020	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	742	7,420	0	0	68.7	67.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,109	21,090	0	0	72.0	71.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,271	32,710	0	0	73.9	73.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,722	27,220	0	0	73.1	72.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,635	16,350	0	0	70.9	70.0
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,853	18,530	0	0	71.5	70.5
- South of Pico Blvd.	70	10	45	35	2,185	21,850	0	0	72.2	71.2
Flower Street										
- North of 6th St.	70	10	45	35	726	7,260	0	0	67.4	66.4
- Between 6th St. and 8th St.	60	10	40	35	991	9,910	0	0	69.4	68.4
- Between 8th and Pico Blvd.	60	10	40	35	760	7,600	0	0	68.2	67.2
- South of Pico Blvd.	40	10	30	35	953	9,530	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	552	5,520	0	0	68.2	67.2
Hope Street										
- North of 1st St.	60	10	40	35	972	9,720	0	0	69.3	68.3
- South of 1st St.	70	10	45	35	577	5,770	0	0	66.4	65.4
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,825	18,250	0	0	71.0	70.0
- East of Figueroa St.	70	10	45	35	911	9,110	0	0	68.4	67.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,108	11,080	0	0	71.2	70.3
- Between Lucas Ave. & Bixel St.	40	10	30	35	982	9,820	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	1,046	10,460	0	0	71.0	70.0
- East of Flower St.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- West of Main St.	40	10	30	35	996	9,960	0	0	70.8	69.8
- East of Main St.	40	10	30	35	609	6,090	0	0	68.6	67.7
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,474	24,740	0	0	72.3	71.4
- Between Alvarado St. & Union Ave.	80	10	50	35	2,257	22,570	0	0	71.9	71.0
- Between Union Ave. & Blaine St.	80	10	50	35	2,280	22,800	0	0	72.0	71.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,945	29,450	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,907	29,070	0	0	73.0	72.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,132	31,320	0	0	73.4	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,785	27,850	0	0	73.2	72.3
- East of Flower St.	70	10	45	35	2,200	22,000	0	0	72.2	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	345	3,450	0	0	66.2	65.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,321	13,210	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	520	5,200	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	147	1,470	0	0	62.5	61.5
- East of Grand Ave.	40	10	30	35	264	2,640	0	0	65.0	64.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,826	18,260	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,935	19,350	0	0	72.3	71.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,728	17,280	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,193	11,930	0	0	69.6	68.6
- East of Hill St.	50	10	35	35	694	6,940	0	0	68.4	67.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,119	11,190	0	0	71.1	70.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	722	7,220	0	0	69.2	68.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,421	14,210	0	0	72.3	71.4
W. 12th Street										

EXISTING PLUS PROJECT (2011)

EXISTING PLUS PROJECT (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	246	2,460	0	0	64.7	63.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,686	16,860	0	0	73.1	72.1
W. 18th Street										
- West of Flower St.	40	10	30	35	111	1,110	0	0	61.3	60.3
- West of Grand Ave.	40	10	30	35	105	1,050	0	0	61.0	60.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,200	22,000	0	0	71.8	70.8
- Between Flower St. & Grand Ave.	80	10	50	35	1,863	18,630	0	0	71.1	70.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,454	14,540	0	0	70.0	69.1
- East of Los Angeles St.	80	10	50	35	1,415	14,150	0	0	69.9	68.9
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	519	5,190	0	0	66.0	65.0
- East of I-110 Fwy.	50	10	35	35	438	4,380	0	0	66.4	65.4
Alvarado Street										
- North of 8th St.	60	10	40	35	1,752	17,520	0	0	71.8	70.9
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,867	18,670	0	0	72.1	71.1
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,946	19,460	0	0	72.3	71.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,556	15,560	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,116	11,160	0	0	71.1	70.1
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	453	4,530	0	0	67.2	66.2
- South of 6th St.	40	10	30	30	286	2,860	0	0	65.2	64.2
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	418	4,180	0	0	66.8	65.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	753	7,530	0	0	69.4	68.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,906	19,060	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,488	14,880	0	0	71.7	70.8
- Between Grand Ave. and Main St.	50	10	35	35	1,037	10,370	0	0	70.2	69.2
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,181	11,810	0	0	70.7	69.7
- Between Bixel St. & Figueroa St.	50	10	35	35	1,146	11,460	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	983	9,830	0	0	69.9	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	19	101	926	132	77	45	31	37	812	218
2	Francisco & Olympic	38	8	11	44	1,101	62	30	16	21	34	827	47
3	Figueroa & Olympic	0	0	0	223	838	93	141	1,121	340	185	526	166
4	Flower & Olympic	340	499	68	0	846	55	0	0	0	102	557	0
5	Grand & Olympic	138	343	31	0	697	62	0	0	0	66	483	0
6	Olive & Olympic	0	0	0	42	634	0	22	389	64	0	408	72
7	Hill & Olympic	115	273	28	29	576	12	17	192	22	26	396	32
8	Broadway & Olympic	69	266	23	61	490	29	40	444	45	23	370	54
9	Main & Olympic	120	271	38	30	450	33	33	423	29	23	322	94
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	275	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	276	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	189	43
13	Maple & 9th	31	111	17	58	221	74	78	159	28	63	344	22
14	San Pedro & 9th	32	325	36	62	268	57	85	324	27	55	349	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	206	19	174	678	231	115	86	79
16	Figueroa & 11th	64	197	16	143	221	59	22	1,379	83	61	46	72
17	Flower & 11th	201	458	0	0	243	34	0	0	0	89	0	0
18	Grand & 11th	73	410	0	0	229	48	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	220	0	0	477	62	0	0	0
20	Figueroa & 12th	18	281	31	31	8	9	38	1,564	9	11	0	3
21	Flower & 12th	52	374	74	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	415	30	0	0	0	0	0	0	41	67	0
23	Olive & 12th	0	0	0	0	0	0	10	495	0	0	67	29
24	LA Live Way & Pico	55	0	115	171	427	0	153	721	645	0	317	149
25	LA Live Way & Bond	0	0	0	201	2	0	0	1,405	0	0	2	3
26	Figueroa & Pico	47	211	29	83	348	68	82	1,335	211	176	387	182
27	Flower & Pico	72	326	0	0	448	19	0	0	0	148	346	0
28	Grand & Pico	50	397	7	0	366	17	0	0	0	82	263	0
29	Olive & Pico	0	0	0	18	328	0	37	466	57	0	233	36
30	Hill & Pico	32	258	5	15	283	7	22	192	28	12	241	18
31	Broadway & Pico	24	233	10	31	213	19	37	228	32	37	208	43
32	Main & Pico	18	306	9	34	228	23	40	361	36	32	155	45
33	Blaine & Olympic	9	78	3	23	715	194	153	17	101	166	858	12
34	Blaine & SR 110 SB Off-Ramps	0	446	0	275	0	221	0	0	0	0	0	0
35	Blaine & 11th	47	415	190	0	161	289	0	0	0	205	93	0
36	Convention Center Drive & Venice	71	0	132	82	373	0	0	0	0	0	549	14

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	29	519	22	75	236	62	44	1,433	131	136	256	97
38	Flower & Venice	52	422	27	0	313	27	0	0	0	71	259	0
39	Grand & Venice	34	375	39	0	203	28	0	0	0	69	182	0
40	Olive & Venice	0	0	0	21	167	0	23	357	58	0	193	30
41	Grand & 17th	284	193	0	0	598	73	0	0	0	0	0	0
42	Olive & 17th	0	0	0	131	615	0	0	458	81	0	0	0
43	Hill & 17th	70	209	0	45	459	8	0	153	59	0	0	0
44	Broadway & 17th	61	320	0	20	385	29	0	303	43	0	0	0
45	Main & 17th	104	316	0	26	434	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	453	0	118	379	76	0	75	10	0	0	0
47	Flower & 18th	0	245	8	0	0	0	0	0	0	14	86	0
48	Grand & 18th	0	149	119	0	0	0	124	0	0	56	639	0
49	Olive & 18th	0	0	0	0	0	0	18	193	0	0	539	345
50	Hill & 18th	0	169	57	0	0	0	47	197	0	15	507	21
51	Broadway & 18th	0	291	47	0	0	0	68	324	0	13	553	36
52	Main & 18th	0	319	61	0	0	0	144	368	0	62	551	40
53	Los Angeles & 18th	0	220	9	0	0	0	10	130	0	26	79	648
54	Figueroa & Washington	119	396	54	85	506	101	48	969	128	71	431	92
55	Flower & Washington	82	150	27	0	636	0	0	0	0	15	529	0
56	Grand & Washington	64	131	45	6	480	23	39	119	35	30	515	0
57	Olive & Washington	0	0	0	63	466	5	1	75	17	29	497	51
58	Hill & Washington	13	120	41	46	345	29	36	181	9	2	122	4
59	Broadway & Washington	30	239	35	54	374	42	50	318	23	1	197	8
60	Main & Washington	40	271	51	58	468	33	60	410	52	40	589	34
61	Los Angeles & Washington	79	122	79	48	418	11	15	61	6	9	373	33
62	San Pedro & Washington	54	575	61	39	356	71	45	484	71	74	427	122
63	Figueroa & Adams	113	649	84	480	652	135	69	1,334	213	218	431	123
64	Flower & Adams	24	165	0	0	1,258	0	0	0	0	239	369	0
65	I-110 NB Off General & Adams	164	0	571	0	440	0	166	0	275	0	383	0
66	Grand & Adams	36	138	49	34	347	40	32	129	28	28	539	141
67	Hill & Adams	29	123	19	20	369	30	40	302	17	12	516	87
68	Broadway & Adams	24	270	24	18	327	26	22	289	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	222	31	0	492	98	0	0	0	328	415	0
71	Figueroa & Exposition	71	613	282	286	339	38	55	1,026	169	102	392	98
72	Flower & 37th Street	0	117	565	0	0	0	115	0	0	37	735	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	588	0	0	83	408
74	Hill & 37th Street	14	134	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	345	1	2	1	0	2	292	3	10	20	42
76	Figueroa & 39th	14	525	70	174	10	98	50	440	21	14	37	114

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	66	49	0	148	112	79	0
78	Figueroa & MLK	118	385	157	157	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	963	242	0	0	0	582	899	0
80	I-110 NB Ramps/Hill & MLK	106	6	15	41	693	58	168	120	384	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	50	303	0	11	565	148
82	Francisco & 9th	0	0	63	0	0	0	0	0	0	0	1,009	212
83	Figueroa & 9th	0	0	0	0	0	0	144	1,394	0	0	812	274
84	Flower & 9th	0	594	189	0	0	0	0	0	0	300	640	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	37	534	103
86	Bixel & 8th	51	577	0	151	539	413	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,346	64	0	0	194	0	0	0
88	Figueroa & 8th	0	0	0	196	1,041	0	0	1,417	247	0	0	0
89	Flower & 8th	180	703	0	0	1,071	81	0	0	0	0	0	0
90	Hill & 8th	156	424	0	79	654	25	0	281	51	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	425	69	36	77	41	102	479	30
93	Figueroa & Wilshire	0	0	0	141	188	0	53	1,421	104	0	375	293
94	Lucas & 6th	85	95	19	14	386	14	8	91	8	15	478	94
95	Bixel & 6th	14	98	34	44	393	58	28	73	34	91	411	17
96	Figueroa & 6th	0	0	0	0	0	0	125	1,746	0	0	938	166
97	Flower & 6th	0	473	234	0	0	0	0	0	0	258	790	0
98	Grand & 6th	0	402	78	0	0	0	0	0	0	114	846	0
99	Hill & 6th	0	440	66	0	0	0	69	400	0	86	656	37
100	Spring & 6th	0	484	121	0	0	0	0	0	0	132	622	0
101	Main & 6th	0	0	0	0	0	0	98	694	0	0	504	206
102	Figueroa & 5th	0	0	0	195	889	0	0	1,002	530	0	0	0
103	Grand & 5th	136	315	0	74	1,091	191	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	763	2	0	622	466	0	0	0
105	Hill & 5th	80	440	0	92	668	41	0	386	74	0	0	0
106	Spring & 5th	125	484	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	631	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	189	15	20	182	62	109	559	133
109	Beaudry & 1st	91	181	29	78	346	58	47	243	42	17	233	34
110	Hope & 1st	35	118	49	110	415	66	62	115	42	67	380	76
111	Grand & 1st	114	351	45	186	441	80	15	103	37	80	317	59
112	Olive & 1st	0	0	0	0	336	39	238	0	163	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	419	33	27	431	161
114	Spring & 1st	58	353	26	0	305	29	0	0	0	32	450	26
115	Main & 1st	0	0	0	31	277	0	61	427	52	0	338	64
116	Hope & Temple/US-101 Ramps	26	80	66	93	382	58	144	144	57	47	262	113

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	189	416	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	582	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	227	335	2	0	18
120	Beaudry & Sunset	22	117	17	21	898	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	823	106	181	385	131	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	101	402	826	18
123	Spring & Cesar Chavez	42	83	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	239	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	157	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	218	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	539	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	613	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	916	0	0	0	0
131	Glendale & Bellevue	0	797	114	133	0	290	270	665	0	0	0	0
132	Glendale & Temple	182	569	77	101	374	28	22	609	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	936	309	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	938	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,043	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,195	79	63	676	119
137	Alvarado & 6th	112	770	27	80	469	52	110	869	29	62	452	95
138	Western & Wilshire	90	886	101	98	793	177	87	777	86	122	783	150
139	Normandie & Wilshire	59	495	53	43	982	96	89	463	36	45	930	46
140	Vermont & Wilshire	93	922	96	97	707	114	50	1,032	87	31	717	123
141	Alvarado & Wilshire	103	749	20	84	526	43	72	776	22	40	589	96
142	Vermont & 8th	120	967	45	50	418	25	63	1,031	70	74	357	43
143	Alvarado & 8th	67	628	23	75	462	27	99	814	22	39	215	37
144	Western & Olympic	65	638	133	74	632	48	23	847	85	46	635	59
145	Normandie & Olympic	90	576	64	76	1,227	64	116	591	93	64	1,074	55
146	Vermont & Olympic	117	852	96	88	768	80	47	957	102	58	701	141
147	Alvarado & Olympic	152	552	101	79	799	67	67	684	94	53	837	166
148	Union & Olympic	97	404	84	62	714	34	33	462	75	42	749	72
149	Western & Pico	76	1,059	62	59	490	83	100	926	89	100	582	103
150	Normandie & Pico	32	679	22	44	543	94	136	740	46	99	554	48
151	Vermont & Pico	81	904	39	92	531	55	87	1,019	91	63	384	56
152	Alvarado & Pico	123	537	67	140	752	115	63	625	9	26	545	180
153	Pico & Union	122	298	71	176	772	43	40	318	58	42	459	92
154	Hoover & Alvarado	0	652	0	11	0	562	594	709	0	0	0	0
155	Western & Venice	102	1,126	81	47	252	60	62	690	76	49	438	84
156	Normandie & Venice	63	818	39	44	428	48	45	835	89	12	539	80

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	52	997	73	70	429	74	68	1,118	51	78	519	64
158	Hoover & Venice	103	1,052	62	74	322	85	42	1,154	76	98	496	96
159	Western & Washington	49	1,236	79	85	350	101	90	1,117	92	101	490	77
160	Normandie & Washington	51	907	84	38	354	93	115	909	137	122	457	52
161	Vermont & Washington	61	848	147	74	523	135	87	1,049	96	43	528	58
162	Hoover & Washington	133	979	123	145	471	79	14	980	98	58	546	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	572	294	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	842	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	759	229	0	0	0	216	996	0	216	0	427
166	Hill & Venice	17	317	25	3	183	20	30	185	25	25	271	9
167	Broadway & Venice	15	294	17	10	163	19	24	269	34	76	244	18
168	Main & Venice	20	335	17	14	152	24	14	281	23	40	157	59
169	Los Angeles & Venice	23	376	17	29	167	0	9	137	12	48	125	38
170	San Pedro & Venice	138	521	0	155	163	290	0	195	79	116	0	39
171	Central & Venice	161	401	0	98	160	257	0	233	154	0	0	0
172	Central & Washington	84	363	101	40	493	21	37	300	60	50	553	43
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	791	110	67	773	60	58	932	168
174	Arlington & Olympic	129	714	105	64	799	66	68	702	68	69	1,001	105
175	Arlington & Pico	90	671	91	79	493	50	50	682	88	80	594	110
176	Arlington & Venice	70	755	30	45	504	60	34	731	55	123	793	63
177	Arlington & Washington	35	911	24	52	392	89	99	672	66	107	523	98
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	19	174	1,112	154	100	87	113	53	1,066	330
2	Francisco & Olympic	38	8	68	115	1,380	63	30	16	21	34	1,103	48
3	Figueroa & Olympic	0	0	0	305	1,041	129	206	1,737	487	242	773	196
4	Flower & Olympic	382	1,113	83	0	1,125	65	0	0	0	127	845	0
5	Grand & Olympic	191	677	85	0	925	71	0	0	0	114	735	0
6	Olive & Olympic	0	0	0	93	826	0	38	709	109	0	641	145
7	Hill & Olympic	151	521	32	43	746	162	109	304	59	85	565	52
8	Broadway & Olympic	99	378	35	63	735	29	40	521	104	57	545	110
9	Main & Olympic	202	479	48	42	612	35	35	639	32	23	470	134
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	428	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	429	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	341	44
13	Maple & 9th	31	112	17	59	224	75	79	167	28	64	514	22
14	San Pedro & 9th	32	329	36	66	271	58	86	338	27	60	513	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	320	19	200	703	234	121	152	80
16	Figueroa & 11th	65	289	16	201	304	60	22	2,148	143	151	47	73
17	Flower & 11th	215	1,093	0	0	370	267	0	0	0	90	0	0
18	Grand & 11th	104	771	0	0	614	217	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	442	0	0	857	359	0	0	0
20	Figueroa & 12th	18	383	42	31	8	9	68	2,148	9	11	0	3
21	Flower & 12th	53	963	235	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	901	63	0	0	0	0	0	0	88	292	0
23	Olive & 12th	0	0	0	0	0	0	10	1,071	0	0	201	154
24	LA Live Way & Pico	56	0	121	173	534	0	203	771	654	0	448	151
25	LA Live Way & Bond	0	0	0	203	2	0	0	1,512	0	0	2	3
26	Figueroa & Pico	77	248	33	89	422	108	95	1,859	218	194	487	266
27	Flower & Pico	117	877	10	0	571	0	0	0	0	153	473	0
28	Grand & Pico	103	864	20	0	441	47	0	0	0	93	382	0
29	Olive & Pico	0	0	0	23	427	0	55	993	64	0	321	80
30	Hill & Pico	42	432	10	29	369	10	27	342	34	28	321	27
31	Broadway & Pico	36	351	10	31	305	19	37	345	32	37	289	53
32	Main & Pico	32	446	9	37	306	23	40	500	36	32	214	67
33	Blaine & Olympic	9	79	3	23	962	260	238	17	135	171	1,134	12
34	Blaine & SR 110 SB Off-Ramps	0	518	0	394	0	287	0	0	0	0	0	0
35	Blaine & 11th	48	487	255	0	171	396	0	0	0	207	101	0
36	Convention Center Drive & Venice	72	0	134	96	425	0	0	0	0	0	607	14

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Peak Hour Traffic Volumes

37	Figueroa & Venice	47	550	25	111	282	63	48	1,908	133	138	296	112
38	Flower & Venice	71	957	30	0	377	34	0	0	0	72	304	0
39	Grand & Venice	60	852	44	0	241	28	0	0	0	80	219	0
40	Olive & Venice	0	0	0	36	186	0	23	879	78	0	199	65
41	Grand & 17th	557	407	0	0	740	102	0	0	0	0	0	0
42	Olive & 17th	0	0	0	318	752	0	0	816	115	0	0	0
43	Hill & 17th	118	341	0	60	723	33	0	292	70	0	0	0
44	Broadway & 17th	71	429	0	30	679	40	0	423	44	0	0	0
45	Main & 17th	123	434	0	46	727	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	477	0	145	787	77	0	82	10	0	0	0
47	Flower & 18th	0	679	8	0	0	0	0	0	0	14	122	0
48	Grand & 18th	0	328	182	0	0	0	125	0	0	136	929	0
49	Olive & 18th	0	0	0	0	0	0	18	367	0	0	678	561
50	Hill & 18th	0	309	73	0	0	0	48	329	0	15	628	38
51	Broadway & 18th	0	402	58	0	0	0	85	444	0	32	672	36
52	Main & 18th	0	521	79	0	0	0	275	476	0	72	672	56
53	Los Angeles & 18th	0	223	9	0	0	0	10	136	0	26	80	916
54	Figueroa & Washington	128	407	55	113	594	138	90	1,516	137	76	487	116
55	Flower & Washington	105	551	36	0	767	0	0	0	0	21	621	0
56	Grand & Washington	80	323	96	6	593	27	46	120	35	30	616	0
57	Olive & Washington	0	0	0	66	586	5	1	209	69	29	616	90
58	Hill & Washington	35	230	49	66	444	29	36	281	9	2	223	17
59	Broadway & Washington	32	337	64	60	490	49	62	435	23	1	292	23
60	Main & Washington	50	457	66	67	586	33	80	633	53	40	722	41
61	Los Angeles & Washington	80	123	80	49	525	11	15	62	6	9	460	37
62	San Pedro & Washington	55	582	62	39	449	72	51	490	88	85	507	123
63	Figueroa & Adams	118	822	92	533	669	203	78	1,923	229	228	448	128
64	Flower & Adams	51	603	0	13	1,368	0	0	0	0	242	399	0
65	I-110 NB Off General & Adams	209	0	591	0	513	0	243	0	305	0	457	0
66	Grand & Adams	36	282	50	34	419	40	32	131	28	28	690	143
67	Hill & Adams	35	216	19	20	435	30	40	457	17	12	611	143
68	Broadway & Adams	36	361	24	18	379	26	22	416	26	30	641	73
69	Main & Adams	34	566	31	22	381	50	76	685	43	40	515	97
70	Flower & Jefferson	92	550	37	0	642	99	0	0	0	390	593	0
71	Figueroa & Exposition	72	747	393	334	370	45	68	1,477	171	103	420	99
72	Flower & 37th Street	0	432	630	0	0	0	116	0	0	37	887	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	654	0	0	86	497
74	Hill & 37th Street	14	228	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	451	1	2	1	0	2	428	5	12	20	43
76	Figueroa & 39th	14	636	99	198	10	99	51	867	21	14	37	115

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	67	50	0	172	141	80	0
78	Figueroa & MLK	121	453	199	191	1,073	150	102	651	89	122	1,196	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,011	245	0	0	0	589	954	0
80	I-110 NB Ramps/Hill & MLK	107	98	15	41	737	59	170	272	389	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	58	483	0	11	1,072	178
82	Francisco & 9th	0	0	142	0	0	0	0	0	0	0	1,775	305
83	Figueroa & 9th	0	0	0	0	0	0	207	2,060	0	0	1,550	381
84	Flower & 9th	0	1,099	202	0	0	0	0	0	0	508	1,233	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	100	763	162
86	Bixel & 8th	52	872	0	154	698	506	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,775	214	0	0	242	0	0	0
88	Figueroa & 8th	0	0	0	218	1,409	0	0	1,932	505	0	0	0
89	Flower & 8th	193	1,161	0	0	1,448	142	0	0	0	0	0	0
90	Hill & 8th	234	631	0	93	996	81	0	388	57	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	631	75	36	95	41	145	633	78
93	Figueroa & Wilshire	0	0	0	143	315	0	54	1,875	182	0	485	455
94	Lucas & 6th	90	213	73	65	604	19	65	219	16	24	814	101
95	Bixel & 6th	35	119	40	50	711	75	52	87	38	97	835	30
96	Figueroa & 6th	0	0	0	0	0	0	175	2,314	0	0	1,588	314
97	Flower & 6th	0	792	239	0	0	0	0	0	0	571	1,177	0
98	Grand & 6th	0	640	90	0	0	0	0	0	0	157	1,205	0
99	Hill & 6th	0	702	89	0	0	0	70	538	0	135	960	37
100	Spring & 6th	0	970	153	0	0	0	0	0	0	155	911	0
101	Main & 6th	0	0	0	0	0	0	121	1,087	0	0	700	330
102	Figueroa & 5th	0	0	0	216	1,285	0	0	1,355	893	0	0	0
103	Grand & 5th	149	468	0	78	1,568	269	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,215	2	0	929	504	0	0	0
105	Hill & 5th	260	705	0	146	950	59	0	523	76	0	0	0
106	Spring & 5th	295	954	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,097	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	214	15	29	413	81	114	595	135
109	Beaudry & 1st	108	251	29	79	614	62	70	306	46	17	484	49
110	Hope & 1st	35	197	101	161	685	80	63	137	43	94	665	82
111	Grand & 1st	128	463	158	292	734	93	298	168	64	117	615	60
112	Olive & 1st	0	0	0	0	545	60	329	0	364	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	550	33	83	793	190
114	Spring & 1st	169	990	28	0	553	45	0	0	0	62	753	26
115	Main & 1st	0	0	0	33	510	0	81	900	83	0	499	208
116	Hope & Temple/US-101 Ramps	26	151	113	121	432	63	146	221	58	102	343	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	393	831	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,084	117
119	Grand & I-110 On-Ramp/US-101 Ramps	395	415	0	0	0	0	0	312	502	152	0	44
120	Beaudry & Sunset	31	205	84	21	996	137	108	138	116	280	1,271	45
121	Figueroa & Cesar Chavez	91	213	62	146	936	107	199	582	141	211	1,181	141
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	131	447	977	18
123	Spring & Cesar Chavez	85	442	10	41	1,198	199	20	1	5	199	876	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	622	159	0	835	62
125	Alameda & Cesar Chavez	117	962	104	57	986	162	102	696	172	334	701	55
126	Main & Alpine	84	175	44	45	259	0	18	436	153	7	207	70
127	Alameda & Alpine	44	273	52	89	309	97	74	295	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	686	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	898	25	21	118	47
130	Sunset & Elysian Park	0	765	61	516	0	796	98	1,022	0	0	0	0
131	Glendale & Bellevue	0	933	115	135	0	318	382	792	0	0	0	0
132	Glendale & Temple	213	756	80	130	410	28	22	814	70	125	354	259
133	Alvarado & US 101 NB Ramps	388	957	0	114	0	194	0	1,110	324	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,004	189	0	0	0	295	1,047	0	168	0	360
135	Alvarado & Beverly	74	1,014	21	63	642	55	60	1,163	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,502	90	72	901	126
137	Alvarado & 6th	138	868	27	82	676	65	129	978	29	63	662	99
138	Western & Wilshire	91	996	102	99	883	202	114	894	103	134	870	152
139	Normandie & Wilshire	60	530	65	52	1,073	106	100	511	41	48	1,021	47
140	Vermont & Wilshire	155	1,167	101	102	799	145	51	1,310	164	91	808	165
141	Alvarado & Wilshire	104	859	20	88	617	101	117	899	22	40	654	97
142	Vermont & 8th	139	1,225	55	62	563	25	64	1,290	81	82	505	61
143	Alvarado & 8th	77	786	23	79	632	27	100	978	22	39	417	40
144	Western & Olympic	66	768	146	91	826	65	34	991	86	47	830	60
145	Normandie & Olympic	114	614	75	96	1,443	89	130	628	146	139	1,319	88
146	Vermont & Olympic	134	1,084	110	108	970	82	49	1,177	136	116	947	171
147	Alvarado & Olympic	156	698	107	85	1,017	118	97	838	95	54	1,090	172
148	Union & Olympic	98	410	85	78	986	34	33	469	76	43	1,035	73
149	Western & Pico	93	1,194	63	60	593	84	101	1,071	90	101	690	115
150	Normandie & Pico	37	797	35	54	641	95	138	832	47	100	659	51
151	Vermont & Pico	83	1,192	42	94	636	56	88	1,271	92	64	499	58
152	Alvarado & Pico	133	722	69	143	853	118	85	801	9	26	659	188
153	Pico & Union	123	302	73	179	873	54	40	322	59	43	591	93
154	Hoover & Alvarado	0	689	0	11	0	750	789	818	0	0	0	0
155	Western & Venice	103	1,262	82	48	289	61	63	832	77	50	488	85
156	Normandie & Venice	64	938	39	45	467	49	46	928	90	12	591	81

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Peak Hour Traffic Volumes

157	Vermont & Venice	53	1,286	74	71	468	75	69	1,372	52	79	570	65
158	Hoover & Venice	104	1,275	63	75	360	100	49	1,456	77	99	547	97
159	Western & Washington	50	1,373	80	86	450	102	91	1,264	93	102	607	78
160	Normandie & Washington	52	1,028	85	38	454	94	116	1,003	139	123	574	53
161	Vermont & Washington	62	1,135	149	75	625	137	88	1,303	97	44	645	59
162	Hoover & Washington	135	1,202	138	164	573	80	14	1,269	99	59	664	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	691	376	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	947	522	0	0	0	207	1,299	0	322	16	408
165	I-10 EB Ramp & Hoover	0	888	241	0	0	0	219	1,151	0	236	0	518
166	Hill & Venice	27	496	30	10	206	20	30	338	25	25	278	9
167	Broadway & Venice	19	409	17	10	178	19	24	386	46	80	253	18
168	Main & Venice	24	471	17	14	162	24	14	419	23	40	165	60
169	Los Angeles & Venice	23	405	17	29	177	0	9	171	12	49	127	38
170	San Pedro & Venice	140	527	0	157	173	293	0	197	80	117	0	39
171	Central & Venice	163	461	0	99	170	260	0	294	156	0	0	0
172	Central & Washington	89	528	118	65	584	21	37	422	61	51	633	51
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	897	111	68	782	61	59	1,032	170
174	Arlington & Olympic	131	723	106	65	995	67	69	710	69	70	1,200	106
175	Arlington & Pico	91	679	92	80	612	51	51	690	89	81	713	111
176	Arlington & Venice	71	764	30	46	544	61	34	740	56	124	848	64
177	Arlington & Washington	35	922	24	53	493	90	100	680	67	108	640	99
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	20	174	1,584	264	133	337	245	53	1,384	406
2	Francisco & Olympic	82	8	110	115	1,918	315	77	16	21	109	1,380	48
3	Figueroa & Olympic	0	0	0	373	1,765	64	206	1,723	553	241	1,097	240
4	Flower & Olympic	660	1,094	83	0	1,575	65	0	0	0	127	1,169	0
5	Grand & Olympic	220	731	85	0	1,264	88	0	0	0	248	759	0
6	Olive & Olympic	0	0	0	93	826	0	82	827	465	0	665	145
7	Hill & Olympic	151	672	39	43	746	162	126	341	59	114	596	60
8	Broadway & Olympic	99	386	35	63	735	29	40	521	104	71	588	110
9	Main & Olympic	202	471	48	42	612	35	35	666	32	24	515	130
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	473	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	474	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	385	45
13	Maple & 9th	31	112	17	59	224	75	80	167	28	64	559	22
14	San Pedro & 9th	32	329	36	66	271	61	124	338	27	60	559	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	399	0	0	945	832	0	0	80
16	Figueroa & 11th	0	289	16	201	0	61	22	2,277	0	0	0	0
17	Flower & 11th	201	1,362	0	0	80	267	0	0	0	90	0	0
18	Grand & 11th	104	1,051	0	0	449	359	0	0	0	0	0	0
19	Olive & 11th	0	0	0	141	325	0	0	1,216	454	0	0	0
20	Figueroa & 12th	18	233	42	31	8	9	68	2,078	9	11	0	3
21	Flower & 12th	53	1,188	280	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	1,750	89	0	0	0	0	0	0	223	295	0
23	Olive & 12th	0	0	0	0	0	0	13	1,410	0	0	231	154
24	LA Live Way & Pico	0	0	0	0	506	0	308	176	666	0	859	0
25	LA Live Way & Bond	0	0	0	13	2	0	0	1,018	0	0	2	258
26	Figueroa & Pico	72	103	33	89	222	114	143	1,791	212	299	819	263
27	Flower & Pico	110	1,109	10	0	383	0	0	0	0	381	629	0
28	Grand & Pico	102	2,063	27	0	270	194	0	0	0	136	496	0
29	Olive & Pico	0	0	0	103	393	0	85	1,239	74	0	432	90
30	Hill & Pico	42	1,696	55	29	355	10	31	346	34	165	407	60
31	Broadway & Pico	29	409	10	31	299	19	37	345	31	80	381	53
32	Main & Pico	31	452	9	37	301	23	40	503	36	32	282	91
33	Blaine & Olympic	9	79	3	23	1,333	493	493	17	135	171	1,284	12
34	Blaine & SR 110 SB Off-Ramps	0	751	0	649	0	26	0	0	0	0	0	0
35	Blaine & 11th	48	720	0	0	0	1,244	0	0	0	207	101	0
36	Convention Center Drive & Venice	91	0	247	253	704	0	0	0	0	0	629	21

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Peak Hour Traffic Volumes

37	Figueroa & Venice	104	687	72	129	653	274	120	1,890	141	238	306	138
38	Flower & Venice	119	1,408	30	0	929	219	0	0	0	72	433	0
39	Grand & Venice	242	1,967	136	0	436	347	0	0	0	195	237	0
40	Olive & Venice	0	0	0	36	277	0	842	1,117	501	0	306	68
41	Grand & 17th	1,157	1,355	0	0	1,016	166	0	0	0	0	0	0
42	Olive & 17th	0	0	0	574	1,041	0	0	829	166	0	0	0
43	Hill & 17th	338	2,060	0	60	958	33	0	292	70	0	0	0
44	Broadway & 17th	71	610	0	35	914	40	0	423	44	0	0	0
45	Main & 17th	123	435	0	46	966	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	478	0	145	1,026	77	0	82	10	0	0	0
47	Flower & 18th	0	972	8	0	0	0	0	0	0	14	133	0
48	Grand & 18th	0	1,032	507	0	0	0	176	0	0	136	942	0
49	Olive & 18th	0	0	0	0	0	0	348	367	0	0	1,003	625
50	Hill & 18th	0	927	1,175	0	0	0	48	329	0	15	1,283	38
51	Broadway & 18th	0	437	204	0	0	0	85	444	0	32	2,429	36
52	Main & 18th	0	522	79	0	0	0	275	476	0	72	2,574	56
53	Los Angeles & 18th	0	224	9	0	0	0	10	136	0	26	80	2,818
54	Figueroa & Washington	349	453	106	116	1,208	183	90	1,567	146	76	487	125
55	Flower & Washington	159	785	41	0	1,375	82	0	0	0	61	631	0
56	Grand & Washington	425	626	158	6	927	27	46	171	46	30	631	0
57	Olive & Washington	0	0	0	66	785	5	166	529	194	29	699	90
58	Hill & Washington	232	438	262	66	447	29	36	281	9	2	472	17
59	Broadway & Washington	32	369	67	60	493	49	62	435	23	1	753	23
60	Main & Washington	50	457	67	67	589	33	81	633	53	40	1,186	41
61	Los Angeles & Washington	80	123	81	49	528	11	15	62	6	9	927	37
62	San Pedro & Washington	55	582	62	39	452	72	51	490	88	85	974	123
63	Figueroa & Adams	118	978	92	549	669	203	78	1,940	229	228	448	128
64	Flower & Adams	51	1,231	0	30	1,384	98	0	0	0	242	399	0
65	I-110 NB Off General & Adams	209	0	608	0	611	0	243	0	321	0	457	0
66	Grand & Adams	70	446	50	34	483	40	32	131	28	28	690	143
67	Hill & Adams	65	301	19	20	469	30	40	457	17	12	611	143
68	Broadway & Adams	70	359	24	18	379	26	22	416	26	30	641	73
69	Main & Adams	34	566	31	22	381	50	76	685	43	40	515	97
70	Flower & Jefferson	92	958	37	0	652	140	0	0	0	390	593	0
71	Figueroa & Exposition	72	922	384	338	370	56	68	1,490	171	103	420	99
72	Flower & 37th Street	0	513	986	0	0	0	116	0	0	37	878	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	658	0	0	86	497
74	Hill & 37th Street	14	313	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	449	1	2	1	0	2	428	5	12	20	43
76	Figueroa & 39th	14	823	99	203	10	99	51	875	21	14	37	115

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	217	50	0	177	222	80	0
78	Figueroa & MLK	121	451	387	199	1,073	150	102	651	89	122	1,196	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,019	292	0	0	0	777	954	0
80	I-110 NB Ramps/Hill & MLK	154	98	15	41	737	59	170	272	397	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	128	813	0	11	1,072	178
82	Francisco & 9th	0	0	598	0	0	0	0	0	0	0	1,949	536
83	Figueroa & 9th	0	0	0	0	0	0	226	2,165	0	0	1,781	794
84	Flower & 9th	0	1,304	259	0	0	0	0	0	0	562	1,429	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	108	1,017	162
86	Bixel & 8th	52	872	0	254	930	1,140	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	173	2,529	214	0	0	558	0	0	0
88	Figueroa & 8th	0	0	0	445	2,017	0	0	2,676	777	0	0	0
89	Flower & 8th	445	1,273	0	0	2,031	142	0	0	0	0	0	0
90	Hill & 8th	249	629	0	93	996	81	0	641	65	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	708	75	100	131	41	145	631	78
93	Figueroa & Wilshire	0	0	0	268	324	0	148	3,392	250	0	483	519
94	Lucas & 6th	90	211	73	65	646	19	65	276	16	24	814	101
95	Bixel & 6th	35	119	40	50	753	75	88	87	38	97	835	30
96	Figueroa & 6th	0	0	0	0	0	0	431	3,763	0	0	1,610	314
97	Flower & 6th	0	809	241	0	0	0	0	0	0	557	1,469	0
98	Grand & 6th	0	642	90	0	0	0	0	0	0	157	1,736	0
99	Hill & 6th	0	717	98	0	0	0	95	765	0	135	1,392	37
100	Spring & 6th	0	962	153	0	0	0	0	0	0	155	1,197	0
101	Main & 6th	0	0	0	0	0	0	121	1,320	0	0	707	609
102	Figueroa & 5th	0	0	0	673	2,091	0	0	2,156	1,541	0	0	0
103	Grand & 5th	149	468	0	78	1,968	271	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,257	2	0	1,237	864	0	0	0
105	Hill & 5th	275	706	0	326	950	59	0	813	102	0	0	0
106	Spring & 5th	295	946	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,609	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	278	15	29	1,073	614	114	595	135
109	Beaudry & 1st	108	251	29	79	623	62	70	306	46	17	484	49
110	Hope & 1st	35	195	101	161	694	80	172	137	43	94	818	553
111	Grand & 1st	128	463	158	670	743	93	298	168	64	117	615	322
112	Olive & 1st	0	0	0	0	581	60	361	0	714	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	1,011	69	83	799	215
114	Spring & 1st	169	982	28	0	553	45	0	0	0	62	759	26
115	Main & 1st	0	0	0	33	510	0	81	1,467	83	0	499	214
116	Hope & Temple/US-101 Ramps	26	149	113	121	432	63	146	692	58	102	343	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	826	972	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,517	117
119	Grand & I-110 On-Ramp/US-101 Ramps	395	415	0	0	0	0	0	317	1,140	152	0	44
120	Beaudry & Sunset	31	205	84	21	1,037	137	108	138	116	280	1,271	45
121	Figueroa & Cesar Chavez	91	213	62	146	941	107	199	582	177	211	1,181	141
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	136	447	977	18
123	Spring & Cesar Chavez	85	442	10	41	1,198	199	20	1	5	199	876	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	763	159	0	835	62
125	Alameda & Cesar Chavez	117	962	104	57	986	162	102	696	172	334	701	55
126	Main & Alpine	84	175	44	45	259	0	18	506	153	7	207	70
127	Alameda & Alpine	44	273	52	89	309	97	74	366	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	1,170	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	1,382	25	21	118	47
130	Sunset & Elysian Park	0	765	61	516	0	796	98	1,063	0	0	0	0
131	Glendale & Bellevue	0	931	115	135	0	318	781	1,056	0	0	0	0
132	Glendale & Temple	213	754	80	130	410	28	22	1,477	70	125	354	259
133	Alvarado & US 101 NB Ramps	388	957	0	114	0	194	0	1,128	416	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,004	189	0	0	0	295	1,157	0	168	0	360
135	Alvarado & Beverly	74	1,014	21	63	642	55	60	1,273	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,568	90	72	901	126
137	Alvarado & 6th	138	868	27	124	676	65	129	1,046	29	63	662	99
138	Western & Wilshire	91	996	102	105	932	205	114	954	103	134	870	152
139	Normandie & Wilshire	60	530	65	53	1,131	107	100	526	41	48	1,020	47
140	Vermont & Wilshire	155	1,167	101	108	859	148	51	1,370	164	91	807	165
141	Alvarado & Wilshire	104	859	20	88	671	122	117	967	40	40	653	97
142	Vermont & 8th	139	1,228	55	62	563	25	64	1,350	81	82	505	61
143	Alvarado & 8th	77	807	23	129	632	154	100	1,015	22	39	417	40
144	Western & Olympic	66	771	146	118	1,058	79	34	1,024	86	47	830	60
145	Normandie & Olympic	114	615	75	103	1,716	92	130	636	146	139	1,319	88
146	Vermont & Olympic	134	1,087	110	135	1,253	129	49	1,210	136	116	947	171
147	Alvarado & Olympic	304	698	107	93	1,169	215	248	867	169	54	1,089	172
148	Union & Olympic	98	410	85	78	1,243	148	33	469	76	43	1,185	73
149	Western & Pico	93	1,211	63	65	637	87	101	1,099	90	101	690	115
150	Normandie & Pico	37	801	35	55	693	96	138	839	47	100	659	51
151	Vermont & Pico	83	1,242	42	99	690	186	88	1,299	92	64	499	58
152	Alvarado & Pico	160	792	69	242	988	371	71	805	39	26	507	339
153	Pico & Union	123	302	73	179	1,360	54	40	322	59	43	425	93
154	Hoover & Alvarado	0	705	0	11	0	1,072	788	824	0	0	0	0
155	Western & Venice	103	1,281	82	61	452	68	63	846	77	50	488	85
156	Normandie & Venice	64	943	39	48	650	51	46	932	90	12	591	81

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157	Vermont & Venice	53	1,465	74	84	656	82	69	1,386	52	79	570	65
158	Hoover & Venice	155	1,562	63	78	517	204	49	1,458	77	99	547	97
159	Western & Washington	50	1,399	80	100	624	109	91	1,264	93	102	616	78
160	Normandie & Washington	52	1,034	85	42	650	96	116	1,003	139	123	583	53
161	Vermont & Washington	62	1,321	149	89	826	144	88	1,303	97	44	654	59
162	Hoover & Washington	186	1,542	138	167	745	95	14	1,268	99	59	673	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	1,019	375	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	980	522	0	0	0	207	1,299	0	322	16	408
165	I-10 EB Ramp & Hoover	0	915	241	0	0	0	219	1,151	0	236	0	518
166	Hill & Venice	105	1,873	224	10	219	20	30	338	25	588	642	9
167	Broadway & Venice	19	510	17	10	186	19	24	385	52	160	730	18
168	Main & Venice	28	472	17	14	165	24	14	419	23	40	639	63
169	Los Angeles & Venice	23	406	17	29	180	0	9	171	12	49	573	38
170	San Pedro & Venice	145	527	0	157	176	293	0	197	80	563	0	39
171	Central & Venice	163	564	0	99	170	260	0	305	159	0	0	0
172	Central & Washington	89	614	136	65	584	21	37	423	64	72	973	64
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	946	111	68	782	61	59	1,032	170
174	Arlington & Olympic	131	723	106	65	1,227	67	69	710	69	70	1,200	106
175	Arlington & Pico	91	679	92	80	656	51	51	690	89	81	713	111
176	Arlington & Venice	71	764	30	46	707	61	34	740	56	124	848	64
177	Arlington & Washington	35	922	24	53	667	90	100	680	67	108	649	99
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	20	101	1,388	242	110	295	163	37	1,040	294
2	Francisco & Olympic	82	8	53	44	1,639	314	77	16	21	109	1,014	47
3	Figueroa & Olympic	0	0	0	291	1,552	28	141	1,107	417	184	760	210
4	Flower & Olympic	618	480	68	0	1,286	55	0	0	0	102	791	0
5	Grand & Olympic	167	397	31	0	1,026	79	0	0	0	110	507	0
6	Olive & Olympic	0	0	0	42	634	0	66	507	419	0	432	72
7	Hill & Olympic	115	424	35	29	576	12	34	229	22	55	427	40
8	Broadway & Olympic	69	274	23	61	490	29	40	444	45	37	413	54
9	Main & Olympic	120	263	38	30	450	33	33	450	29	24	367	90
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	320	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	321	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	233	44
13	Maple & 9th	31	111	17	58	221	74	79	159	28	63	389	22
14	San Pedro & 9th	32	325	36	62	268	60	123	324	27	55	395	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	412	0	0	946	829	0	0	79
16	Figueroa & 11th	0	197	16	143	0	60	22	1,520	0	0	0	0
17	Flower & 11th	187	727	0	0	0	34	0	0	0	89	0	0
18	Grand & 11th	73	600	0	0	74	190	0	0	0	0	0	0
19	Olive & 11th	0	0	0	131	113	0	0	836	157	0	0	0
20	Figueroa & 12th	18	221	31	31	8	9	38	1,566	9	11	0	3
21	Flower & 12th	52	599	119	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	1,174	56	0	0	0	0	0	0	176	70	0
23	Olive & 12th	0	0	0	0	0	0	13	834	0	0	97	29
24	LA Live Way & Pico	0	0	0	0	399	0	258	176	657	0	728	0
25	LA Live Way & Bond	0	0	0	11	2	0	0	1,049	0	0	2	258
26	Figueroa & Pico	42	156	29	83	148	74	130	1,339	205	281	719	179
27	Flower & Pico	65	558	0	0	260	19	0	0	0	376	502	0
28	Grand & Pico	49	1,506	14	0	195	164	0	0	0	125	377	0
29	Olive & Pico	0	0	0	98	294	0	67	712	67	0	344	46
30	Hill & Pico	32	1,522	50	15	269	7	26	196	28	149	327	51
31	Broadway & Pico	17	291	10	31	207	19	37	228	31	80	300	43
32	Main & Pico	17	312	9	34	223	23	40	364	36	32	223	69
33	Blaine & Olympic	9	78	3	23	1,076	427	408	17	101	166	1,008	12
34	Blaine & SR 110 SB Off-Ramps	0	679	0	440	0	50	0	0	0	0	0	0
35	Blaine & 11th	47	648	19	0	0	1,209	0	0	0	205	93	0
36	Convention Center Drive & Venice	90	0	245	239	652	0	0	0	0	0	571	21

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37	Figueroa & Venice	86	746	69	93	607	183	44	1,487	139	236	266	123
38	Flower & Venice	100	873	27	0	775	212	0	0	0	71	316	0
39	Grand & Venice	126	1,490	131	0	398	347	0	0	0	112	200	0
40	Olive & Venice	0	0	0	21	258	0	842	595	481	0	300	33
41	Grand & 17th	812	1,141	0	0	874	137	0	0	0	0	0	0
42	Olive & 17th	0	0	0	387	904	0	0	471	132	0	0	0
43	Hill & 17th	290	1,928	0	45	694	8	0	153	59	0	0	0
44	Broadway & 17th	61	501	0	25	620	29	0	303	43	0	0	0
45	Main & 17th	104	317	0	26	673	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	454	0	118	618	76	0	75	10	0	0	0
47	Flower & 18th	0	538	8	0	0	0	0	0	0	14	97	0
48	Grand & 18th	0	853	444	0	0	0	175	0	0	56	652	0
49	Olive & 18th	0	0	0	0	0	0	348	193	0	0	864	409
50	Hill & 18th	0	787	1,159	0	0	0	47	197	0	15	1,162	21
51	Broadway & 18th	0	326	193	0	0	0	68	324	0	13	2,310	36
52	Main & 18th	0	320	61	0	0	0	144	368	0	62	2,453	40
53	Los Angeles & 18th	0	221	9	0	0	0	10	130	0	26	79	2,550
54	Figueroa & Washington	340	442	105	88	1,120	146	48	1,020	137	71	431	101
55	Flower & Washington	136	384	32	0	1,244	82	0	0	0	55	539	0
56	Grand & Washington	409	434	107	6	814	23	39	170	46	30	530	0
57	Olive & Washington	0	0	0	63	665	5	166	395	142	29	580	51
58	Hill & Washington	210	328	254	46	348	29	36	181	9	2	371	4
59	Broadway & Washington	30	271	38	54	377	42	50	318	23	1	658	8
60	Main & Washington	40	271	52	58	471	33	61	410	52	40	1,053	34
61	Los Angeles & Washington	79	122	80	48	421	11	15	61	6	9	840	33
62	San Pedro & Washington	54	575	61	39	359	71	45	484	71	74	894	122
63	Figueroa & Adams	113	805	84	496	652	135	69	1,351	213	218	431	123
64	Flower & Adams	24	793	0	17	1,274	98	0	0	0	239	369	0
65	I-110 NB Off General & Adams	164	0	588	0	538	0	166	0	291	0	383	0
66	Grand & Adams	70	302	49	34	411	40	32	129	28	28	539	141
67	Hill & Adams	59	208	19	20	403	30	40	302	17	12	516	87
68	Broadway & Adams	58	268	24	18	327	26	22	289	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	630	31	0	502	139	0	0	0	328	415	0
71	Figueroa & Exposition	71	788	273	290	339	49	55	1,039	169	102	392	98
72	Flower & 37th Street	0	198	921	0	0	0	115	0	0	37	726	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	592	0	0	83	408
74	Hill & 37th Street	14	219	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	343	1	2	1	0	2	292	3	10	20	42
76	Figueroa & 39th	14	712	70	179	10	98	50	448	21	14	37	114

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	216	49	0	153	193	79	0
78	Figueroa & MLK	118	383	345	165	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	971	289	0	0	0	770	899	0
80	I-110 NB Ramps/Hill & MLK	153	6	15	41	693	58	168	120	392	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	120	633	0	11	565	148
82	Francisco & 9th	0	0	519	0	0	0	0	0	0	0	1,183	305
83	Figueroa & 9th	0	0	0	0	0	0	163	1,499	0	0	1,043	687
84	Flower & 9th	0	799	246	0	0	0	0	0	0	354	836	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	45	788	103
86	Bixel & 8th	51	577	0	251	771	1,047	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	125	2,100	64	0	0	510	0	0	0
88	Figueroa & 8th	0	0	0	423	1,649	0	0	2,161	519	0	0	0
89	Flower & 8th	432	815	0	0	1,654	81	0	0	0	0	0	0
90	Hill & 8th	171	422	0	79	654	25	0	534	59	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	502	69	100	113	41	102	477	30
93	Figueroa & Wilshire	0	0	0	266	197	0	147	2,938	172	0	373	357
94	Lucas & 6th	85	93	19	14	428	14	8	148	8	15	478	94
95	Bixel & 6th	14	98	34	44	435	58	64	73	34	91	411	17
96	Figueroa & 6th	0	0	0	0	0	0	381	3,195	0	0	960	166
97	Flower & 6th	0	490	236	0	0	0	0	0	0	244	1,082	0
98	Grand & 6th	0	404	78	0	0	0	0	0	0	114	1,377	0
99	Hill & 6th	0	455	75	0	0	0	94	627	0	86	1,088	37
100	Spring & 6th	0	476	121	0	0	0	0	0	0	132	908	0
101	Main & 6th	0	0	0	0	0	0	98	927	0	0	511	485
102	Figueroa & 5th	0	0	0	652	1,695	0	0	1,803	1,178	0	0	0
103	Grand & 5th	136	315	0	74	1,491	193	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	805	2	0	930	826	0	0	0
105	Hill & 5th	95	441	0	272	668	41	0	676	100	0	0	0
106	Spring & 5th	125	476	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	1,143	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	253	15	20	842	595	109	559	133
109	Beaudry & 1st	91	181	29	78	355	58	47	243	42	17	233	34
110	Hope & 1st	35	116	49	110	424	66	171	115	42	67	533	547
111	Grand & 1st	114	351	45	564	450	80	15	103	37	80	317	321
112	Olive & 1st	0	0	0	0	372	39	270	0	513	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	880	69	27	437	186
114	Spring & 1st	58	345	26	0	305	29	0	0	0	32	456	26
115	Main & 1st	0	0	0	31	277	0	61	994	52	0	338	70
116	Hope & Temple/US-101 Ramps	26	78	66	93	382	58	144	615	57	47	262	113

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	622	557	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	1,015	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	232	973	2	0	18
120	Beaudry & Sunset	22	117	17	21	939	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	828	106	181	385	167	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	106	402	826	18
123	Spring & Cesar Chavez	42	83	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	380	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	227	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	289	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	1,023	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	1,097	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	957	0	0	0	0
131	Glendale & Bellevue	0	795	114	133	0	290	669	929	0	0	0	0
132	Glendale & Temple	182	567	77	101	374	28	22	1,272	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	954	401	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	1,048	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,153	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,261	79	63	676	119
137	Alvarado & 6th	112	770	27	122	469	52	110	937	29	62	452	95
138	Western & Wilshire	90	886	101	104	842	180	87	837	86	122	783	150
139	Normandie & Wilshire	59	495	53	44	1,040	97	89	478	36	45	929	46
140	Vermont & Wilshire	93	922	96	103	767	117	50	1,092	87	31	716	123
141	Alvarado & Wilshire	103	749	20	84	580	64	72	844	40	40	588	96
142	Vermont & 8th	120	970	45	50	418	25	63	1,091	70	74	357	43
143	Alvarado & 8th	67	649	23	125	462	154	99	851	22	39	215	37
144	Western & Olympic	65	641	133	101	864	62	23	880	85	46	635	59
145	Normandie & Olympic	90	577	64	83	1,500	67	116	599	93	64	1,074	55
146	Vermont & Olympic	117	855	96	115	1,051	127	47	990	102	58	701	141
147	Alvarado & Olympic	300	552	101	87	951	164	218	713	168	53	836	166
148	Union & Olympic	97	404	84	62	971	138	33	462	75	42	899	72
149	Western & Pico	76	1,076	62	64	534	86	100	954	89	100	582	103
150	Normandie & Pico	32	683	22	45	595	95	136	747	46	99	554	48
151	Vermont & Pico	81	954	39	97	585	185	87	1,047	91	63	384	56
152	Alvarado & Pico	150	607	67	239	887	368	49	629	39	26	393	331
153	Pico & Union	122	298	71	176	1,259	43	40	318	58	42	293	92
154	Hoover & Alvarado	0	668	0	11	0	884	593	715	0	0	0	0
155	Western & Venice	102	1,145	81	60	415	67	62	704	76	49	438	84
156	Normandie & Venice	63	823	39	47	611	50	45	839	89	12	539	80

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	52	1,176	73	83	617	81	68	1,132	51	78	519	64
158	Hoover & Venice	154	1,339	62	77	479	189	42	1,156	76	98	496	96
159	Western & Washington	49	1,262	79	99	524	108	90	1,117	92	101	499	77
160	Normandie & Washington	51	913	84	42	550	95	115	909	137	122	466	52
161	Vermont & Washington	61	1,034	147	88	724	142	87	1,049	96	43	537	58
162	Hoover & Washington	184	1,319	123	148	643	94	14	979	98	58	555	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	900	293	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	875	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	786	229	0	0	0	216	996	0	216	0	427
166	Hill & Venice	95	1,694	219	3	196	20	30	185	25	588	635	9
167	Broadway & Venice	15	395	17	10	171	19	24	268	40	156	721	18
168	Main & Venice	24	336	17	14	155	24	14	281	23	40	631	62
169	Los Angeles & Venice	23	377	17	29	170	0	9	137	12	48	571	38
170	San Pedro & Venice	143	521	0	155	166	290	0	195	79	562	0	39
171	Central & Venice	161	504	0	98	160	257	0	244	157	0	0	0
172	Central & Washington	84	449	119	40	493	21	37	301	63	71	893	56
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	840	110	67	773	60	58	932	168
174	Arlington & Olympic	129	714	105	64	1,031	66	68	702	68	69	1,001	105
175	Arlington & Pico	90	671	91	79	537	50	50	682	88	80	594	110
176	Arlington & Venice	70	755	30	45	667	60	34	731	55	123	793	63
177	Arlington & Washington	35	911	24	52	566	89	99	672	66	107	532	98
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	583	5,830	0	0	66.5	65.5
- South of 1st St.	70	10	45	35	523	5,230	0	0	66.0	65.0
- North of 11th St.	70	10	45	35	443	4,430	0	0	65.3	64.3
- Between 11th and 12th St.	50	10	35	35	420	4,200	0	0	66.2	65.3
- Between 12th St. and Venice Ave.	50	10	35	35	451	4,510	0	0	66.5	65.6
- Between Venice Ave. and 17th St.	50	10	35	35	454	4,540	0	0	66.6	65.6
- Between 17th St. and Washington Ave.	50	10	35	35	361	3,610	0	0	65.6	64.6
- South of Washington Ave.	50	10	35	35	482	4,820	0	0	66.8	65.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	815	8,150	0	0	67.9	66.9
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,354	13,540	0	0	70.1	69.1
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,081	10,810	0	0	69.1	68.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,171	11,710	0	0	69.5	68.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,367	13,670	0	0	70.2	69.2
- South of Pico Blvd.	70	10	45	35	1,491	14,910	0	0	70.5	69.6
Flower Street										
- North of 6th St.	70	10	45	35	466	4,660	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	635	6,350	0	0	67.4	66.5
- Between 8th and Pico Blvd.	60	10	40	35	548	5,480	0	0	66.8	65.8
- South of Pico Blvd.	40	10	30	35	380	3,800	0	0	66.6	65.6
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	336	3,360	0	0	64.7	63.7
- South of 1st St.	70	10	45	35	406	4,060	0	0	64.9	63.9
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	787	7,870	0	0	67.4	66.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,159	11,590	0	0	69.0	68.1
- East of Figueroa St.	70	10	45	35	854	8,540	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,139	11,390	0	0	71.4	70.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,035	10,350	0	0	70.9	70.0
- East of Bixel St.	40	10	30	35	1,059	10,590	0	0	71.0	70.1
- East of Flower St.	40	10	30	35	1,119	11,190	0	0	71.3	70.3
- West of Main St.	40	10	30	35	840	8,400	0	0	70.0	69.1
- East of Main St.	40	10	30	35	729	7,290	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,285	22,850	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	80	10	50	35	2,156	21,560	0	0	71.7	70.8
- Between Union Ave. & Blaine St.	80	10	50	35	2,041	20,410	0	0	71.5	70.5
- Between Blaine St. & Georgia St.	80	10	50	35	2,197	21,970	0	0	71.8	70.8
- Between George St. & Francisco St.	80	10	50	35	2,176	21,760	0	0	71.8	70.8
- Between Francisco St. & Figueroa St.	80	10	50	35	2,057	20,570	0	0	71.5	70.6
- Between Figueroa St. & Flower St.	70	10	45	35	2,004	20,040	0	0	71.8	70.8
- East of Flower St.	70	10	45	35	1,662	16,620	0	0	71.0	70.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	351	3,510	0	0	66.3	65.3
- East of LA Live Wy.	60	10	40	35	466	4,660	0	0	66.1	65.1
- West of Grand Ave.	40	10	30	35	193	1,930	0	0	63.7	62.7
- East of Grand Ave.	40	10	30	35	113	1,130	0	0	61.3	60.4
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,576	15,760	0	0	71.4	70.4
- Between Alvarado St. & Union Ave.	60	10	40	35	1,549	15,490	0	0	71.3	70.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,327	13,270	0	0	70.6	69.7
- Between Figueroa & Flower St.	70	10	45	35	795	7,950	0	0	67.8	66.8
- East of Hill St.	50	10	35	35	677	6,770	0	0	68.3	67.3
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	837	8,370	0	0	69.8	68.9
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	468	4,680	0	0	67.3	66.3
Venice Boulevard										
- East of Olive St.	40	10	30	35	418	4,180	0	0	67.0	66.0
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	878	8,780	0	0	70.2	69.3
W. 18th Street										
- West of Flower St.	40	10	30	35	56	560	0	0	58.3	57.3
- West of Grand Ave.	40	10	30	35	45	450	0	0	57.3	56.4
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,477	14,770	0	0	70.1	69.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,331	13,310	0	0	69.6	68.7
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,158	11,580	0	0	69.0	68.1
- East of Los Angeles St.	80	10	50	35	1,077	10,770	0	0	68.7	67.7
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	390	3,900	0	0	64.7	63.7
- East of I-110 Fwy.	50	10	35	35	282	2,820	0	0	64.5	63.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,649	16,490	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,685	16,850	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,541	15,410	0	0	71.3	70.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,281	12,810	0	0	70.5	69.5
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,139	11,390	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	343	3,430	0	0	66.0	65.0
- South of 6th St.	40	10	30	30	239	2,390	0	0	64.4	63.4
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,828	18,280	0	0	72.6	71.6
- Between Flower St. & Grand Ave.	50	10	35	35	1,424	14,240	0	0	71.5	70.6
- Between Grand Ave. and Main St.	50	10	35	35	1,235	12,350	0	0	70.9	69.9
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,083	10,830	0	0	70.3	69.4
- Between Bixel St. & Figueroa St.	50	10	35	35	963	9,630	0	0	69.8	68.9

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	716	7,160	0	0	68.5	67.6

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,000	10,000	0	0	68.8	67.8
- South of 1st St.	70	10	45	35	1,082	10,820	0	0	69.1	68.2
- North of 11th St.	70	10	45	35	851	8,510	0	0	68.1	67.1
- Between 11th and 12th St.	50	10	35	35	959	9,590	0	0	69.8	68.8
- Between 12th St. and Venice Ave.	50	10	35	35	950	9,500	0	0	69.8	68.8
- Between Venice Ave. and 17th St.	50	10	35	35	925	9,250	0	0	69.7	68.7
- Between 17th St. and Washington Ave.	50	10	35	35	608	6,080	0	0	67.8	66.9
- South of Washington Ave.	50	10	35	35	686	6,860	0	0	68.4	67.4
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,119	11,190	0	0	69.3	68.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,971	19,710	0	0	71.7	70.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,700	17,000	0	0	71.1	70.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,878	18,780	0	0	71.5	70.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,172	21,720	0	0	72.2	71.2
- South of Pico Blvd.	70	10	45	35	2,145	21,450	0	0	72.1	71.1
Flower Street										
- North of 6th St.	70	10	45	35	808	8,080	0	0	67.9	66.9
- Between 6th St. and 8th St.	60	10	40	35	1,213	12,130	0	0	70.2	69.3
- Between 8th and Pico Blvd.	60	10	40	35	1,111	11,110	0	0	69.9	68.9
- South of Pico Blvd.	40	10	30	35	901	9,010	0	0	70.3	69.4
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	553	5,530	0	0	66.8	65.9
- South of 1st St.	70	10	45	35	564	5,640	0	0	66.3	65.3
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,445	14,450	0	0	70.0	69.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,251	12,510	0	0	69.4	68.4
- East of Figueroa St.	70	10	45	35	929	9,290	0	0	68.5	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,714	17,140	0	0	73.1	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,778	17,780	0	0	73.3	72.3
- East of Bixel St.	40	10	30	35	1,855	18,550	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,546	15,460	0	0	72.7	71.7
- West of Main St.	40	10	30	35	1,189	11,890	0	0	71.6	70.6
- East of Main St.	40	10	30	35	995	9,950	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,766	27,660	0	0	72.8	71.8
- Between Alvarado St. & Union Ave.	80	10	50	35	2,706	27,060	0	0	72.7	71.7
- Between Union Ave. & Blaine St.	80	10	50	35	2,596	25,960	0	0	72.5	71.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,852	28,520	0	0	73.0	72.0
- Between George St. & Francisco St.	80	10	50	35	2,747	27,470	0	0	72.8	71.8
- Between Francisco St. & Figueroa St.	80	10	50	35	2,753	27,530	0	0	72.8	71.8
- Between Figueroa St. & Flower St.	70	10	45	35	2,656	26,560	0	0	73.0	72.1
- East of Flower St.	70	10	45	35	2,278	22,780	0	0	72.4	71.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	376	3,760	0	0	66.6	65.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	532	5,320	0	0	68.1	67.1
- East of LA Live Wy.	60	10	40	35	691	6,910	0	0	67.8	66.8
- West of Grand Ave.	40	10	30	35	633	6,330	0	0	68.8	67.8
- East of Grand Ave.	40	10	30	35	722	7,220	0	0	69.4	68.4
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,812	18,120	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,798	17,980	0	0	71.9	71.0
- Between Union Ave. & Figueroa St.	60	10	40	35	1,620	16,200	0	0	71.5	70.5
- Between Figueroa & Flower St.	70	10	45	35	1,072	10,720	0	0	69.1	68.1
- East of Hill St.	50	10	35	35	883	8,830	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,042	10,420	0	0	70.8	69.8
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	586	5,860	0	0	68.3	67.3
Venice Boulevard										
- East of Olive St.	40	10	30	35	458	4,580	0	0	67.4	66.4
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,287	12,870	0	0	71.9	70.9
W. 18th Street										
- West of Flower St.	40	10	30	35	98	980	0	0	60.7	59.7
- West of Grand Ave.	40	10	30	35	87	870	0	0	60.2	59.2
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,674	16,740	0	0	70.6	69.7
- Between Flower St. & Grand Ave.	80	10	50	35	1,565	15,650	0	0	70.3	69.4
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,396	13,960	0	0	69.8	68.9
- East of Los Angeles St.	80	10	50	35	1,271	12,710	0	0	69.4	68.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	444	4,440	0	0	65.3	64.3
- East of I-110 Fwy.	50	10	35	35	286	2,860	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,989	19,890	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,008	20,080	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,910	19,100	0	0	72.2	71.2
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,546	15,460	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,154	11,540	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	701	7,010	0	0	69.1	68.1
- South of 6th St.	40	10	30	30	535	5,350	0	0	67.9	66.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,009	20,090	0	0	73.0	72.1
- Between Flower St. & Grand Ave.	50	10	35	35	1,604	16,040	0	0	72.1	71.1
- Between Grand Ave. and Main St.	50	10	35	35	1,408	14,080	0	0	71.5	70.5
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,547	15,470	0	0	71.9	70.9
- Between Bixel St. & Figueroa St.	50	10	35	35	1,382	13,820	0	0	71.4	70.4

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	932	9,320	0	0	69.7	68.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,367	13,670	0	0	70.2	69.2
- South of 1st St.	70	10	45	35	1,486	14,860	0	0	70.5	69.5
- North of 11th St.	70	10	45	35	911	9,110	0	0	68.4	67.4
- Between 11th and 12th St.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,023	10,230	0	0	70.1	69.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,062	10,620	0	0	70.3	69.3
- Between 17th St. and Washington Ave.	50	10	35	35	668	6,680	0	0	68.2	67.3
- South of Washington Ave.	50	10	35	35	736	7,360	0	0	68.7	67.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,290	12,900	0	0	69.9	68.9
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,078	20,780	0	0	72.0	71.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,212	22,120	0	0	72.2	71.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,249	22,490	0	0	72.3	71.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,530	25,300	0	0	72.8	71.9
- South of Pico Blvd.	70	10	45	35	2,533	25,330	0	0	72.8	71.9
Flower Street										
- North of 6th St.	70	10	45	35	1,279	12,790	0	0	69.9	68.9
- Between 6th St. and 8th St.	60	10	40	35	2,104	21,040	0	0	72.6	71.7
- Between 8th and Pico Blvd.	60	10	40	35	1,347	13,470	0	0	70.7	69.7
- South of Pico Blvd.	40	10	30	35	1,007	10,070	0	0	70.8	69.9
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	933	9,330	0	0	68.5	67.5
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
	PHV	ADT								
- Between Hope St. and Grand Ave.	80	10	50	35	1,474	14,740	0	0	70.1	69.1
2nd Street										
- West of Figueroa St.	80	10	50	35	1,267	12,670	0	0	69.4	68.5
- East of Figueroa St.	70	10	45	35	943	9,430	0	0	68.5	67.6
6th Street										
- West of Lucas Ave.	40	10	30	35	1,736	17,360	0	0	73.2	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,017	20,170	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	2,094	20,940	0	0	74.0	73.0
- East of Flower St.	40	10	30	35	2,052	20,520	0	0	73.9	72.9
- West of Main St.	40	10	30	35	1,191	11,910	0	0	71.6	70.6
- East of Main St.	40	10	30	35	997	9,970	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,052	30,520	0	0	73.2	72.3
- Between Alvarado St. & Union Ave.	80	10	50	35	3,191	31,910	0	0	73.4	72.5
- Between Union Ave. & Blaine St.	80	10	50	35	3,168	31,680	0	0	73.4	72.4
- Between Blaine St. & Georgia St.	80	10	50	35	3,695	36,950	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,680	36,800	0	0	74.1	73.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,993	39,930	0	0	74.4	73.4
- Between Figueroa St. & Flower St.	70	10	45	35	3,510	35,100	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,899	28,990	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	289	2,890	0	0	65.4	64.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	475	4,750	0	0	67.6	66.6
- East of LA Live Wy.	60	10	40	35	304	3,040	0	0	64.2	63.3
- West of Grand Ave.	40	10	30	35	554	5,540	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	930	9,300	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,978	19,780	0	0	72.4	71.4
- Between Alvarado St. & Union Ave.	60	10	40	35	2,126	21,260	0	0	72.7	71.7
- Between Union Ave. & Figueroa St.	60	10	40	35	2,045	20,450	0	0	72.5	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,575	15,750	0	0	70.8	69.8
- East of Hill St.	50	10	35	35	1,098	10,980	0	0	70.4	69.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,368	13,680	0	0	72.0	71.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	769	7,690	0	0	69.7	68.7
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,439	14,390	0	0	72.4	71.4
W. 18th Street										
- West of Flower St.	40	10	30	35	120	1,200	0	0	61.6	60.6
- West of Grand Ave.	40	10	30	35	109	1,090	0	0	61.2	60.2
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,848	18,480	0	0	71.1	70.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,725	17,250	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,509	15,090	0	0	70.2	69.2
- East of Los Angeles St.	80	10	50	35	1,358	13,580	0	0	69.7	68.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	474	4,740	0	0	65.6	64.6
- East of I-110 Fwy.	50	10	35	35	407	4,070	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	2,037	20,370	0	0	72.5	71.5
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,023	20,230	0	0	72.5	71.5
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,208	22,080	0	0	72.8	71.9
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,727	17,270	0	0	71.8	70.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,198	11,980	0	0	71.4	70.4
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,049	10,490	0	0	70.8	69.8
- South of 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,058	20,580	0	0	73.1	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,982	19,820	0	0	73.0	72.0
- Between Grand Ave. and Main St.	50	10	35	35	1,690	16,900	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,722	17,220	0	0	72.4	71.4
- Between Bixel St. & Figueroa St.	50	10	35	35	1,557	15,570	0	0	71.9	70.9

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,215	12,150	0	0	70.8	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	950	9,500	0	0	68.6	67.6
- South of 1st St.	70	10	45	35	927	9,270	0	0	68.5	67.5
- North of 11th St.	70	10	45	35	503	5,030	0	0	65.8	64.8
- Between 11th and 12th St.	50	10	35	35	616	6,160	0	0	67.9	66.9
- Between 12th St. and Venice Ave.	50	10	35	35	524	5,240	0	0	67.2	66.2
- Between Venice Ave. and 17th St.	50	10	35	35	591	5,910	0	0	67.7	66.7
- Between 17th St. and Washington Ave.	50	10	35	35	421	4,210	0	0	66.2	65.3
- South of Washington Ave.	50	10	35	35	532	5,320	0	0	67.3	66.3
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	986	9,860	0	0	68.7	67.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,461	14,610	0	0	70.4	69.5
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,563	15,630	0	0	70.7	69.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,482	14,820	0	0	70.5	69.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,576	15,760	0	0	70.8	69.8
- South of Pico Blvd.	70	10	45	35	1,562	15,620	0	0	70.7	69.8
Flower Street										
- North of 6th St.	70	10	45	35	937	9,370	0	0	68.5	67.5
- Between 6th St. and 8th St.	60	10	40	35	1,526	15,260	0	0	71.2	70.3
- Between 8th and Pico Blvd.	60	10	40	35	772	7,720	0	0	68.3	67.3
- South of Pico Blvd.	40	10	30	35	462	4,620	0	0	67.4	66.5
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	705	7,050	0	0	67.9	66.9
- South of 1st St.	70	10	45	35	775	7,750	0	0	67.7	66.7
1st Street										

EXISTING PLUS PROJECT (2011)

EXISTING PLUS PROJECT (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	816	8,160	0	0	67.5	66.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,175	11,750	0	0	69.1	68.1
- East of Figueroa St.	70	10	45	35	868	8,680	0	0	68.2	67.2
6th Street										
- West of Lucas Ave.	40	10	30	35	1,161	11,610	0	0	71.4	70.5
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,274	12,740	0	0	71.9	70.9
- East of Bixel St.	40	10	30	35	1,298	12,980	0	0	71.9	71.0
- East of Flower St.	40	10	30	35	1,625	16,250	0	0	72.9	71.9
- West of Main St.	40	10	30	35	842	8,420	0	0	70.1	69.1
- East of Main St.	40	10	30	35	731	7,310	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,570	25,700	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,639	26,390	0	0	72.6	71.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,603	26,030	0	0	72.6	71.6
- Beween Blanine St. & Georgia St.	80	10	50	35	2,930	29,300	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,843	28,430	0	0	72.9	72.0
- Between Francisco St. & Figueroa St.	80	10	50	35	3,111	31,110	0	0	73.3	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,915	29,150	0	0	73.4	72.5
- East of Flower St.	70	10	45	35	2,315	23,150	0	0	72.4	71.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	277	2,770	0	0	65.2	64.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	454	4,540	0	0	67.4	66.4
- East of LA Live Wy.	60	10	40	35	266	2,660	0	0	63.6	62.7
- West of Grand Ave.	40	10	30	35	197	1,970	0	0	63.7	62.8
- East of Grand Ave.	40	10	30	35	404	4,040	0	0	66.9	65.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,740	17,400	0	0	71.8	70.8
- Between Alvarado St.& Union Ave.	60	10	40	35	1,878	18,780	0	0	72.1	71.2
- Between Union Ave. & Figueroa St.	60	10	40	35	1,721	17,210	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,239	12,390	0	0	69.7	68.8
- East of Hill St.	50	10	35	35	892	8,920	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,084	10,840	0	0	71.0	70.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,272	12,720	0	0	71.6	70.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	729	7,290	0	0	69.4	68.5
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
W. 18th Street										
- West of Flower St.	40	10	30	35	77	770	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	66	660	0	0	59.0	58.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,651	16,510	0	0	70.6	69.6
- Between Flower St. & Grand Ave.	80	10	50	35	1,491	14,910	0	0	70.1	69.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,271	12,710	0	0	69.4	68.5
- East of Los Angeles St.	80	10	50	35	1,164	11,640	0	0	69.1	68.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	420	4,200	0	0	65.0	64.1
- East of I-110 Fwy.	50	10	35	35	403	4,030	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	1,697	16,970	0	0	71.7	70.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,700	17,000	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,836	18,360	0	0	72.0	71.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,463	14,630	0	0	71.1	70.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,178	11,780	0	0	71.3	70.3
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	691	6,910	0	0	69.0	68.0
- South of 6th St.	40	10	30	30	370	3,700	0	0	66.3	65.3
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,876	18,760	0	0	72.7	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,801	18,010	0	0	72.6	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,517	15,170	0	0	71.8	70.8
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,258	12,580	0	0	71.0	70.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	999	9,990	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	136	903	96	62	10	13	50	976	291
2	Francisco & Olympic	33	5	11	101	1,062	59	18	9	9	161	753	141
3	Figueroa & Olympic	0	0	0	234	1,045	74	179	799	270	165	490	140
4	Flower & Olympic	389	445	106	0	920	76	0	0	0	117	560	0
5	Grand & Olympic	188	413	72	0	767	24	0	0	0	48	585	0
6	Olive & Olympic	0	0	0	64	732	0	38	384	70	0	526	77
7	Hill & Olympic	157	347	55	84	583	48	37	163	41	53	497	52
8	Broadway & Olympic	107	293	62	66	583	39	74	415	55	26	504	57
9	Main & Olympic	168	207	58	39	505	40	86	424	46	49	520	81
10	Los Angeles & Olympic	149	358	96	70	321	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	281	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	199	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	507	44
14	San Pedro & 9th	84	518	54	135	455	67	127	642	127	83	327	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	116	10	246	463	63	38	35	95
16	Figueroa & 11th	74	101	62	162	173	40	15	1,046	163	33	42	119
17	Flower & 11th	170	364	0	0	158	10	0	0	0	160	0	0
18	Grand & 11th	99	344	0	0	94	19	0	0	0	0	0	0
19	Olive & 11th	0	0	0	45	82	0	0	441	61	0	0	0
20	Figueroa & 12th	19	138	28	27	2	17	42	1,194	17	11	1	2
21	Flower & 12th	107	269	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	421	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	450	0	0	87	54
24	LA Live Way & Pico	11	0	58	174	372	0	58	581	664	0	439	131
25	LA Live Way & Bond	0	0	0	30	3	0	0	1,306	0	0	0	1
26	Figueroa & Pico	49	92	7	10	308	36	89	974	201	99	344	114
27	Flower & Pico	54	308	0	0	326	18	0	0	0	54	362	0
28	Grand & Pico	84	363	20	0	310	18	0	0	0	64	350	0
29	Olive & Pico	0	0	0	40	298	0	54	399	26	0	342	30
30	Hill & Pico	57	325	17	19	247	18	21	169	32	27	355	22
31	Broadway & Pico	68	256	17	36	223	34	48	373	86	33	287	59
32	Main & Pico	20	393	17	57	212	16	72	502	44	54	224	69
33	Blaine & Olympic	7	17	9	19	800	133	237	7	219	214	946	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	460	0	99	0	0	0	0	0	0
35	Blaine & 11th	41	342	85	0	79	107	0	0	0	152	84	0
36	Convention Center Drive & Venice	2	0	45	23	452	0	0	0	0	0	416	4

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	16	366	19	13	227	56	103	1,050	116	130	219	56
38	Flower & Venice	43	293	48	0	235	19	0	0	0	59	292	0
39	Grand & Venice	51	339	46	0	140	31	0	0	0	79	208	0
40	Olive & Venice	0	0	0	31	141	0	38	213	28	0	208	41
41	Grand & 17th	221	237	0	0	657	62	0	0	0	0	0	0
42	Olive & 17th	0	0	0	123	666	0	0	422	144	0	0	0
43	Hill & 17th	93	280	0	96	647	19	0	250	55	0	0	0
44	Broadway & 17th	57	342	0	85	493	37	0	437	96	0	0	0
45	Main & 17th	154	349	0	60	334	88	0	465	77	0	0	0
46	Los Angeles & 17th	105	392	0	366	365	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	40	0
48	Grand & 18th	0	162	145	0	0	0	147	0	0	90	322	0
49	Olive & 18th	0	0	0	0	0	0	49	247	0	0	305	318
50	Hill & 18th	0	234	63	0	0	0	43	246	0	43	409	58
51	Broadway & 18th	0	312	68	0	0	0	58	487	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	103	344	67	104	629	106	94	903	134	101	433	77
55	Flower & Washington	77	142	20	0	779	0	0	0	0	39	555	0
56	Grand & Washington	84	143	47	12	586	38	70	137	68	26	543	0
57	Olive & Washington	0	0	0	58	606	6	18	74	25	13	570	64
58	Hill & Washington	31	175	71	55	422	25	40	217	21	1	121	5
59	Broadway & Washington	45	273	45	71	439	42	65	425	27	9	201	10
60	Main & Washington	51	301	48	58	644	75	83	526	55	50	583	46
61	Los Angeles & Washington	69	109	66	84	436	21	23	78	8	11	447	49
62	San Pedro & Washington	89	587	72	58	398	154	48	602	70	91	431	133
63	Figueroa & Adams	93	704	112	391	609	217	107	1,346	175	240	343	136
64	Flower & Adams	68	179	0	0	1,173	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	183	0	529	0	521	0	206	0	141	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	163	36	41	595	137
67	Hill & Adams	46	181	62	63	445	40	81	276	37	38	598	65
68	Broadway & Adams	48	300	32	24	464	29	31	432	72	41	413	79
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	212	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	638	239	333	405	66	38	1,221	164	134	350	135
72	Flower & 37th Street	0	149	518	0	0	0	100	0	0	55	616	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	107	492	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	271	18	25	68	42
75	Broadway & 37th	2	404	8	4	4	5	3	488	7	11	14	26
76	Figueroa & 39th	11	511	56	156	33	117	55	552	46	8	10	34

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	65	0	156	72	68	0
78	Figueroa & MLK	124	340	141	211	1,213	189	112	353	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,112	224	0	0	0	592	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	88	375	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	272	0	41	592	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,116	151
83	Figueroa & 9th	0	0	0	0	0	0	123	1,046	0	0	1,189	43
84	Flower & 9th	0	505	222	0	0	0	0	0	0	479	854	0
85	Broadway & 9th	0	374	97	0	0	0	63	471	0	64	818	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,323	68	0	0	214	0	0	0
88	Figueroa & 8th	0	0	0	225	1,218	0	0	890	122	0	0	0
89	Flower & 8th	162	629	0	0	1,280	104	0	0	0	0	0	0
90	Hill & 8th	137	508	0	94	805	66	0	278	76	0	0	0
91	Broadway & 8th	131	431	0	104	753	48	0	516	77	0	0	0
92	Bixel & Wilshire	44	222	25	19	451	68	48	64	35	113	420	20
93	Figueroa & Wilshire	0	0	0	120	185	0	37	942	93	0	374	243
94	Lucas & 6th	63	76	23	13	479	11	20	95	17	20	487	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	437	22
96	Figueroa & 6th	0	0	0	0	0	0	114	1,191	0	0	1,005	130
97	Flower & 6th	0	304	162	0	0	0	0	0	0	175	957	0
98	Grand & 6th	0	433	97	0	0	0	0	0	0	153	1,000	0
99	Hill & 6th	0	557	85	0	0	0	95	339	0	164	749	52
100	Spring & 6th	0	391	112	0	0	0	0	0	0	138	662	0
101	Main & 6th	0	0	0	0	0	0	98	608	0	0	631	209
102	Figueroa & 5th	0	0	0	154	804	0	0	846	557	0	0	0
103	Grand & 5th	78	314	0	54	1,084	188	0	0	0	0	0	0
104	Olive & 5th	117	0	0	31	772	0	0	381	436	0	0	0
105	Hill & 5th	118	415	0	76	596	50	0	345	92	0	0	0
106	Spring & 5th	104	464	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	568	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	38	111	527	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	258	37
110	Hope & 1st	18	102	37	39	268	62	41	82	24	95	330	58
111	Grand & 1st	64	267	34	97	287	84	8	67	14	83	294	54
112	Olive & 1st	0	0	0	0	335	45	196	0	148	27	315	0
113	Hill & 1st	47	488	51	31	276	18	39	246	18	20	337	64
114	Spring & 1st	55	269	29	0	255	25	0	0	0	26	357	24
115	Main & 1st	0	0	0	20	262	0	46	387	56	0	363	64
116	Hope & Temple/US-101 Ramps	14	29	37	110	327	66	71	109	32	64	325	140

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	137	341	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	482	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	364	0	0	0	0	0	144	184	4	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	63	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	600	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	301	583	25
123	Spring & Cesar Chavez	84	111	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	180	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	79	203	55	56	245	0	21	117	3	17	84	48
127	Alameda & Alpine	62	163	40	56	65	19	57	291	58	65	32	41
128	Hill & Alpine	44	857	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	956	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	673	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	940	69	125	0	328	205	640	0	0	0	0
132	Glendale & Temple	173	564	112	112	332	22	15	455	58	87	320	260
133	Alvarado & US 101 NB Ramps	296	925	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	864	214	0	0	0	246	881	0	201	1	208
135	Alvarado & Beverly	99	905	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	973	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	784	37	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	811	104	116	716	162	121	764	89	68	614	91
139	Normandie & Wilshire	60	449	68	55	1,080	115	138	506	73	81	939	41
140	Vermont & Wilshire	90	926	95	83	674	87	46	922	96	41	525	114
141	Alvarado & Wilshire	104	726	25	74	512	67	86	806	15	39	481	85
142	Vermont & 8th	123	983	48	68	401	23	63	1,088	67	83	384	46
143	Alvarado & 8th	66	667	36	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	604	160	120	498	83	71	746	101	37	554	92
145	Normandie & Olympic	92	557	76	66	1,223	78	126	553	87	104	1,140	65
146	Vermont & Olympic	148	921	140	122	1,002	81	77	1,063	109	69	1,148	171
147	Alvarado & Olympic	170	518	135	111	828	93	119	622	123	50	951	163
148	Union & Olympic	150	421	89	65	725	47	34	466	97	51	929	123
149	Western & Pico	98	995	66	86	448	91	77	943	77	107	523	113
150	Normandie & Pico	40	703	26	54	513	111	140	697	41	88	507	33
151	Vermont & Pico	82	966	54	108	533	51	114	1,087	77	101	379	67
152	Alvarado & Pico	151	499	98	141	699	98	53	514	24	29	520	153
153	Pico & Union	112	332	86	183	731	53	43	361	64	52	442	87
154	Hoover & Alvarado	0	674	0	9	0	564	490	662	0	0	0	0
155	Western & Venice	57	637	51	89	438	104	114	923	99	61	272	44
156	Normandie & Venice	55	825	37	59	402	42	54	825	107	6	438	55

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	64	963	86	70	384	75	103	1,022	72	47	389	85
158	Hoover & Venice	125	1,045	53	87	298	108	53	984	83	129	346	145
159	Western & Washington	101	1,075	73	107	374	92	77	1,048	87	118	455	91
160	Normandie & Washington	61	893	63	60	329	103	136	900	136	138	419	54
161	Vermont & Washington	67	997	77	30	518	158	79	1,149	95	69	472	86
162	Hoover & Washington	161	982	77	64	406	68	39	837	104	98	403	150
163	I-10 WB Ramp & 20th	0	0	0	0	53	552	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,153	0	279	18	356
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	965	0	239	0	372
166	Hill & Venice	23	313	30	24	299	29	28	280	51	29	285	12
167	Broadway & Venice	27	351	13	28	293	29	27	520	49	71	251	24
168	Main & Venice	32	387	40	37	276	46	37	502	37	51	172	56
169	Los Angeles & Venice	33	445	25	47	326	32	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	433	281	309	0	412	113	109	0	77
171	Central & Venice	283	631	0	304	253	278	0	405	171	0	0	0
172	Central & Washington	101	361	123	59	577	64	78	509	83	39	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	722	128	66	695	75	65	709	133
174	Arlington & Olympic	136	597	99	74	726	92	93	576	75	55	794	108
175	Arlington & Pico	99	630	72	70	430	49	60	598	78	55	449	85
176	Arlington & Venice	68	712	42	43	475	59	59	667	47	110	466	48
177	Arlington & Washington	49	830	33	45	405	100	161	656	55	114	413	62
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	202	1,094	136	71	33	42	82	1,242	388
2	Francisco & Olympic	33	5	69	171	1,358	60	18	9	9	163	1,023	143
3	Figueroa & Olympic	0	0	0	316	1,277	117	238	1,393	406	232	726	166
4	Flower & Olympic	435	1,100	122	0	1,230	87	0	0	0	134	839	0
5	Grand & Olympic	244	754	131	0	1,024	35	0	0	0	105	821	0
6	Olive & Olympic	0	0	0	116	952	0	53	716	119	0	742	156
7	Hill & Olympic	198	600	59	95	775	193	129	272	80	116	647	72
8	Broadway & Olympic	146	422	77	68	838	39	75	496	108	60	663	111
9	Main & Olympic	249	425	69	49	679	42	89	656	49	50	655	119
10	Los Angeles & Olympic	151	383	97	71	495	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	454	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	369	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	676	45
14	San Pedro & 9th	85	524	55	140	460	68	129	660	129	88	489	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	218	10	279	499	64	43	106	96
16	Figueroa & 11th	75	209	63	216	252	40	15	1,783	222	134	43	120
17	Flower & 11th	185	1,031	0	0	275	285	0	0	0	162	0	0
18	Grand & 11th	135	716	0	0	498	224	0	0	0	0	0	0
19	Olive & 11th	0	0	0	46	363	0	0	836	447	0	0	0
20	Figueroa & 12th	19	240	41	27	2	17	86	1,793	17	11	1	2
21	Flower & 12th	108	837	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	886	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	1,123	0	0	203	184
24	LA Live Way & Pico	11	0	64	176	479	0	118	648	673	0	578	133
25	LA Live Way & Bond	0	0	0	30	3	0	0	1,442	0	0	0	1
26	Figueroa & Pico	75	125	12	16	386	78	103	1,517	207	115	446	213
27	Flower & Pico	94	841	11	0	448	0	0	0	0	60	500	0
28	Grand & Pico	133	808	32	0	389	50	0	0	0	76	482	0
29	Olive & Pico	0	0	0	47	400	0	78	1,011	35	0	432	84
30	Hill & Pico	68	494	22	35	338	21	26	315	39	45	441	32
31	Broadway & Pico	82	381	17	36	319	34	49	487	87	33	370	71
32	Main & Pico	32	531	17	61	296	16	73	659	45	55	280	97
33	Blaine & Olympic	7	17	9	19	1,023	177	347	7	264	220	1,221	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	615	0	167	0	0	0	0	0	0
35	Blaine & 11th	41	392	153	0	87	202	0	0	0	154	94	0
36	Convention Center Drive & Venice	2	0	46	36	508	0	0	0	0	0	476	4

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	36	399	22	50	273	57	106	1,534	117	132	264	70
38	Flower & Venice	63	810	52	0	299	26	0	0	0	60	343	0
39	Grand & Venice	77	799	51	0	180	31	0	0	0	90	249	0
40	Olive & Venice	0	0	0	43	162	0	38	809	47	0	215	80
41	Grand & 17th	484	445	0	0	803	90	0	0	0	0	0	0
42	Olive & 17th	0	0	0	337	807	0	0	826	178	0	0	0
43	Hill & 17th	140	409	0	108	944	35	0	391	68	0	0	0
44	Broadway & 17th	69	457	0	97	804	46	0	555	97	0	0	0
45	Main & 17th	173	465	0	86	640	196	0	597	84	0	0	0
46	Los Angeles & 17th	111	415	0	394	799	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	82	0
48	Grand & 18th	0	338	206	0	0	0	149	0	0	169	645	0
49	Olive & 18th	0	0	0	0	0	0	50	430	0	0	436	573
50	Hill & 18th	0	362	81	0	0	0	44	384	0	44	525	74
51	Broadway & 18th	0	422	83	0	0	0	79	606	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	113	355	68	133	724	141	135	1,462	146	105	486	100
55	Flower & Washington	103	531	29	0	913	0	0	0	0	43	646	0
56	Grand & Washington	101	332	97	12	703	42	78	139	69	26	642	0
57	Olive & Washington	0	0	0	61	730	6	18	215	77	13	686	102
58	Hill & Washington	52	274	79	77	525	25	40	322	21	1	219	17
59	Broadway & Washington	48	373	66	78	561	50	74	542	27	9	292	25
60	Main & Washington	62	495	59	70	773	76	97	738	56	51	701	54
61	Los Angeles & Washington	70	110	67	85	536	21	23	79	8	11	539	54
62	San Pedro & Washington	90	594	73	59	487	156	51	609	83	103	517	135
63	Figueroa & Adams	102	890	127	443	628	288	117	1,923	191	249	356	140
64	Flower & Adams	105	622	0	8	1,278	0	0	0	0	217	409	0
65	I-110 NB Off General & Adams	228	0	543	0	595	0	262	0	165	0	455	0
66	Grand & Adams	46	300	50	63	521	50	62	165	36	41	730	139
67	Hill & Adams	50	271	63	64	516	40	82	431	37	38	680	120
68	Broadway & Adams	60	397	32	24	524	29	31	551	74	44	482	88
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	531	54	0	796	97	0	0	0	390	595	0
71	Figueroa & Exposition	74	765	357	385	436	78	47	1,688	166	136	376	137
72	Flower & 37th Street	0	452	575	0	0	0	101	0	0	56	768	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	108	559	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	426	18	25	71	43
75	Broadway & 37th	2	516	8	4	4	5	3	617	9	13	14	26
76	Figueroa & 39th	11	620	82	182	33	118	56	992	47	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	66	0	182	98	69	0
78	Figueroa & MLK	127	410	178	248	1,229	206	115	754	105	94	1,306	168
79	I-110 SB Ramps & MLK	627	6	270	0	1,163	227	0	0	0	599	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	241	380	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	410	0	41	1,099	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	1,890	240
83	Figueroa & 9th	0	0	0	0	0	0	191	1,690	0	0	1,948	138
84	Flower & 9th	0	1,032	237	0	0	0	0	0	0	698	1,463	0
85	Broadway & 9th	0	473	101	0	0	0	64	606	0	148	1,061	196
86	Bixel & 8th	74	901	0	147	831	489	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,764	213	0	0	263	0	0	0
88	Figueroa & 8th	0	0	0	249	1,595	0	0	1,371	378	0	0	0
89	Flower & 8th	174	1,112	0	0	1,668	163	0	0	0	0	0	0
90	Hill & 8th	215	710	0	109	1,166	118	0	387	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,074	49	0	672	137	0	0	0
92	Bixel & Wilshire	63	286	25	38	701	76	49	75	35	147	543	58
93	Figueroa & Wilshire	0	0	0	121	303	0	37	1,360	175	0	471	383
94	Lucas & 6th	71	212	62	84	743	16	58	195	25	29	769	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	829	40
96	Figueroa & 6th	0	0	0	0	0	0	165	1,699	0	0	1,700	293
97	Flower & 6th	0	642	166	0	0	0	0	0	0	498	1,380	0
98	Grand & 6th	0	680	108	0	0	0	0	0	0	212	1,380	0
99	Hill & 6th	0	821	110	0	0	0	96	478	0	209	1,063	53
100	Spring & 6th	0	885	159	0	0	0	0	0	0	165	961	0
101	Main & 6th	0	0	0	0	0	0	137	995	0	0	858	331
102	Figueroa & 5th	0	0	0	177	1,183	0	0	1,174	904	0	0	0
103	Grand & 5th	89	469	0	58	1,549	270	0	0	0	0	0	0
104	Olive & 5th	179	0	0	42	1,226	0	0	700	470	0	0	0
105	Hill & 5th	305	682	0	132	873	70	0	483	94	0	0	0
106	Spring & 5th	268	961	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,029	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	56	120	565	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	529	54
110	Hope & 1st	18	192	92	84	502	77	41	103	24	127	638	64
111	Grand & 1st	79	381	156	200	541	98	312	129	40	122	619	55
112	Olive & 1st	0	0	0	0	515	69	284	0	340	310	685	0
113	Hill & 1st	48	710	52	31	478	169	50	376	18	79	707	92
114	Spring & 1st	158	917	31	0	490	42	0	0	0	58	667	24
115	Main & 1st	0	0	0	22	485	0	66	873	87	0	532	208
116	Hope & Temple/US-101 Ramps	14	104	81	141	365	71	72	180	32	130	427	178

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117	Main & Aliso	0	0	0	0	0	0	350	759	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,018	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	499	0	0	0	0	0	226	362	154	0	45
120	Beaudry & Sunset	74	670	99	68	156	51	46	893	75	83	177	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,063	79	236	495	215	113	797	200
122	Grand & Cesar Chavez	19	177	16	27	1,011	347	59	103	230	349	736	25
123	Spring & Cesar Chavez	121	465	11	62	1,056	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,153	0	199	571	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	810	183	98	858	232	249	501	49
126	Main & Alpine	117	205	56	57	319	0	21	393	169	17	165	69
127	Alameda & Alpine	63	255	69	90	279	85	105	351	97	127	92	41
128	Hill & Alpine	45	1,043	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,287	326	186	133	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	794	488	83	0	98	589	871	0	0	0	0
131	Glendale & Bellevue	0	1,071	70	127	0	354	330	769	0	0	0	0
132	Glendale & Temple	200	747	115	153	373	22	15	662	64	106	366	265
133	Alvarado & US 101 NB Ramps	409	1,016	0	115	0	254	0	1,016	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,003	241	0	0	0	260	990	0	215	1	334
135	Alvarado & Beverly	100	1,040	27	63	568	69	60	1,011	27	58	645	84
136	Vermont & 6th	132	1,277	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	877	37	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	911	105	117	800	185	149	886	101	83	702	92
139	Normandie & Wilshire	61	488	77	67	1,169	127	149	546	77	86	1,032	41
140	Vermont & Wilshire	134	1,198	100	88	759	106	47	1,157	164	121	617	176
141	Alvarado & Wilshire	105	837	25	78	590	112	146	925	15	39	543	86
142	Vermont & 8th	140	1,240	60	79	543	23	64	1,334	75	93	547	66
143	Alvarado & 8th	72	820	36	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	722	176	132	673	95	86	895	102	37	772	93
145	Normandie & Olympic	122	591	93	78	1,441	97	146	593	151	156	1,383	90
146	Vermont & Olympic	174	1,145	158	136	1,217	83	79	1,283	154	113	1,391	192
147	Alvarado & Olympic	175	658	142	117	1,048	129	150	782	124	51	1,201	167
148	Union & Olympic	152	427	90	79	984	48	34	473	98	52	1,214	124
149	Western & Pico	110	1,118	67	87	544	92	78	1,094	78	108	643	128
150	Normandie & Pico	43	795	35	66	607	112	142	804	41	89	622	37
151	Vermont & Pico	84	1,233	57	111	637	52	115	1,349	78	102	501	69
152	Alvarado & Pico	159	667	100	144	801	101	77	694	24	29	637	162
153	Pico & Union	113	336	88	186	835	63	44	365	65	53	581	88
154	Hoover & Alvarado	0	707	0	9	0	735	694	783	0	0	0	0
155	Western & Venice	58	756	52	90	478	105	115	1,074	100	62	325	45
156	Normandie & Venice	56	919	37	60	442	43	55	934	108	6	493	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,230	87	71	424	76	104	1,283	73	48	444	86
158	Hoover & Venice	127	1,246	54	88	336	125	59	1,306	84	131	400	147
159	Western & Washington	102	1,199	74	108	475	93	78	1,201	88	119	568	92
160	Normandie & Washington	62	988	64	61	429	104	138	1,010	138	140	532	55
161	Vermont & Washington	68	1,264	78	30	620	160	80	1,412	96	70	586	87
162	Hoover & Washington	163	1,184	92	81	507	69	39	1,146	105	99	516	152
163	I-10 WB Ramp & 20th	0	0	0	0	54	661	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,021	561	0	0	0	222	1,326	0	342	18	459
165	I-10 EB Ramp & Hoover	0	953	332	0	0	0	265	1,126	0	260	0	466
166	Hill & Venice	32	488	35	31	324	29	28	432	52	29	291	12
167	Broadway & Venice	30	474	13	28	309	29	27	636	63	75	260	24
168	Main & Venice	36	521	40	37	287	47	37	659	37	52	180	57
169	Los Angeles & Venice	33	474	25	48	338	32	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	438	292	313	0	417	114	110	0	78
171	Central & Venice	286	703	0	308	264	281	0	456	173	0	0	0
172	Central & Washington	105	496	157	83	666	65	79	653	84	39	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	817	130	67	703	76	66	813	135
174	Arlington & Olympic	138	604	100	75	904	93	94	583	76	56	1,015	109
175	Arlington & Pico	100	638	73	71	537	50	61	605	79	56	581	86
176	Arlington & Venice	69	721	43	44	516	60	60	675	48	111	522	49
177	Arlington & Washington	50	840	33	46	506	101	163	664	56	115	526	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	230	1,191	311	128	33	42	170	1,780	453
2	Francisco & Olympic	33	5	69	295	1,735	327	18	9	9	233	1,533	158
3	Figueroa & Olympic	0	0	0	459	1,958	97	238	1,537	416	537	804	293
4	Flower & Olympic	659	1,162	122	0	1,754	238	0	0	0	266	785	0
5	Grand & Olympic	276	795	131	0	1,571	35	0	0	0	124	711	0
6	Olive & Olympic	0	0	0	116	1,182	0	163	897	436	0	632	156
7	Hill & Olympic	214	600	59	102	827	204	129	372	242	116	757	72
8	Broadway & Olympic	146	422	77	68	902	39	75	497	115	60	663	111
9	Main & Olympic	280	461	69	49	712	42	89	664	49	50	655	119
10	Los Angeles & Olympic	151	383	97	71	528	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	487	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	402	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	680	45
14	San Pedro & 9th	85	524	55	140	460	107	129	660	129	88	493	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	56	0	0	294	0	166	170	96
16	Figueroa & 11th	0	571	63	218	0	52	15	2,059	0	0	0	0
17	Flower & 11th	185	1,190	0	0	31	285	0	0	0	119	0	0
18	Grand & 11th	135	776	0	0	419	511	0	0	0	0	0	0
19	Olive & 11th	0	0	0	216	257	0	0	1,355	761	0	0	0
20	Figueroa & 12th	19	465	41	27	2	17	86	1,844	17	11	1	2
21	Flower & 12th	108	952	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	931	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	2,032	0	0	203	184
24	LA Live Way & Pico	160	0	0	84	575	0	575	735	795	0	700	0
25	LA Live Way & Bond	0	0	0	5	3	0	0	2,188	79	0	0	1
26	Figueroa & Pico	75	351	12	16	343	78	164	1,553	253	134	932	227
27	Flower & Pico	137	913	11	0	363	0	0	0	0	94	1,011	0
28	Grand & Pico	172	809	32	0	332	50	0	0	0	175	662	0
29	Olive & Pico	0	0	0	241	285	0	155	1,745	94	0	493	213
30	Hill & Pico	68	496	22	91	426	87	26	1,238	62	45	446	81
31	Broadway & Pico	81	381	17	36	396	34	49	531	221	33	376	71
32	Main & Pico	47	552	17	61	357	16	73	661	45	55	280	101
33	Blaine & Olympic	7	17	9	19	1,120	177	673	7	264	220	1,697	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	941	0	894	0	0	0	0	0	0
35	Blaine & 11th	41	932	340	0	0	28	0	0	0	154	94	0
36	Convention Center Drive & Venice	18	0	99	416	534	0	0	0	0	0	638	67

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Peak Hour Traffic Volumes

37	Figueroa & Venice	268	514	40	74	393	57	106	1,673	170	171	401	110
38	Flower & Venice	131	844	52	0	433	26	0	0	0	60	498	0
39	Grand & Venice	78	898	51	0	311	45	0	0	0	114	376	0
40	Olive & Venice	0	0	0	176	248	0	38	1,541	106	0	307	116
41	Grand & 17th	608	459	0	0	831	123	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,218	843	0	0	1,544	203	0	0	0
43	Hill & 17th	171	409	0	623	1,868	35	0	739	88	0	0	0
44	Broadway & 17th	69	510	0	263	2,196	164	0	629	145	0	0	0
45	Main & 17th	174	465	0	86	2,315	196	0	597	84	0	0	0
46	Los Angeles & 17th	284	415	0	394	2,301	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	104	0
48	Grand & 18th	0	385	206	0	0	0	179	0	0	169	951	0
49	Olive & 18th	0	0	0	0	0	0	50	948	0	0	548	798
50	Hill & 18th	0	362	81	0	0	0	44	641	0	44	525	186
51	Broadway & 18th	0	593	83	0	0	0	79	728	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	171	370	94	147	724	143	167	1,619	146	105	581	121
55	Flower & Washington	103	531	29	0	929	45	0	0	0	97	745	0
56	Grand & Washington	138	332	97	12	727	42	93	174	69	26	741	0
57	Olive & Washington	0	0	0	95	750	188	18	642	83	13	739	163
58	Hill & Washington	52	274	79	94	759	25	40	513	23	1	223	66
59	Broadway & Washington	216	375	66	78	644	50	74	664	27	9	296	25
60	Main & Washington	62	495	59	70	856	76	97	738	56	51	705	54
61	Los Angeles & Washington	70	110	67	85	619	21	23	79	8	11	543	54
62	San Pedro & Washington	90	594	73	59	570	156	51	609	83	103	521	135
63	Figueroa & Adams	102	906	127	491	628	288	117	1,967	191	249	356	140
64	Flower & Adams	105	644	0	105	1,327	0	0	0	0	217	409	0
65	I-110 NB Off General & Adams	655	0	640	0	595	0	444	0	213	0	455	0
66	Grand & Adams	46	300	50	63	521	50	62	169	36	41	1,293	185
67	Hill & Adams	50	271	63	64	516	40	82	693	37	38	796	566
68	Broadway & Adams	60	399	32	24	524	29	31	556	74	44	482	204
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	539	54	0	796	97	0	0	0	390	595	0
71	Figueroa & Exposition	74	774	362	393	436	78	47	1,725	166	136	376	137
72	Flower & 37th Street	0	460	575	0	0	0	101	0	0	56	774	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	158	567	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	639	18	25	71	92
75	Broadway & 37th	2	518	8	4	4	5	3	622	9	13	14	26
76	Figueroa & 39th	11	629	82	204	33	118	56	1,006	47	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	187	0	204	106	69	0
78	Figueroa & MLK	127	412	185	257	1,229	206	115	759	105	94	1,306	168
79	I-110 SB Ramps & MLK	627	6	270	0	1,172	227	0	0	0	606	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	336	389	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	475	0	41	1,445	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	2,652	555
83	Figueroa & 9th	0	0	0	0	0	0	196	2,012	0	0	2,126	717
84	Flower & 9th	0	1,203	237	0	0	0	0	0	0	761	1,582	0
85	Broadway & 9th	0	473	101	0	0	0	64	607	0	148	1,065	196
86	Bixel & 8th	74	901	0	147	831	564	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	2,381	807	0	0	287	0	0	0
88	Figueroa & 8th	0	0	0	703	2,257	0	0	1,479	926	0	0	0
89	Flower & 8th	655	1,429	0	0	2,303	204	0	0	0	0	0	0
90	Hill & 8th	328	818	0	109	1,305	146	0	386	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,240	49	0	672	138	0	0	0
92	Bixel & Wilshire	63	286	25	38	703	76	49	75	35	147	716	58
93	Figueroa & Wilshire	0	0	0	121	303	0	147	1,370	177	0	644	383
94	Lucas & 6th	71	343	279	84	743	16	58	195	25	29	791	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	1,068	40
96	Figueroa & 6th	0	0	0	0	0	0	168	1,706	0	0	2,716	388
97	Flower & 6th	0	1,089	190	0	0	0	0	0	0	1,035	1,862	0
98	Grand & 6th	0	1,029	108	0	0	0	0	0	0	333	1,532	0
99	Hill & 6th	0	1,003	110	0	0	0	96	478	0	274	1,065	53
100	Spring & 6th	0	1,107	159	0	0	0	0	0	0	165	963	0
101	Main & 6th	0	0	0	0	0	0	137	1,002	0	0	860	331
102	Figueroa & 5th	0	0	0	313	1,183	0	0	1,378	904	0	0	0
103	Grand & 5th	201	761	0	67	1,714	327	0	0	0	0	0	0
104	Olive & 5th	179	0	0	43	1,458	0	0	714	470	0	0	0
105	Hill & 5th	401	893	0	132	1,009	77	0	483	94	0	0	0
106	Spring & 5th	411	1,183	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,036	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	58	120	579	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	558	54
110	Hope & 1st	18	561	92	84	502	77	41	103	24	127	667	64
111	Grand & 1st	79	748	156	200	541	106	312	129	40	151	619	55
112	Olive & 1st	0	0	0	0	523	69	286	0	340	310	685	0
113	Hill & 1st	56	1,026	52	31	478	169	50	376	18	79	709	92
114	Spring & 1st	158	1,298	31	0	490	42	0	0	0	58	669	24
115	Main & 1st	0	0	0	22	485	0	66	880	87	0	532	210
116	Hope & Temple/US-101 Ramps	14	473	107	141	365	71	72	180	32	130	427	178

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	355	763	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,023	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	547	0	0	0	0	0	226	362	465	0	45
120	Beaudry & Sunset	74	670	99	68	156	51	46	893	75	83	225	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,063	79	236	495	215	113	845	200
122	Grand & Cesar Chavez	19	177	16	27	1,011	347	59	103	230	397	736	25
123	Spring & Cesar Chavez	121	566	11	62	1,056	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,153	0	199	577	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	810	183	98	858	232	249	501	49
126	Main & Alpine	162	205	56	57	319	0	21	397	169	17	165	69
127	Alameda & Alpine	108	255	69	90	324	85	105	351	97	127	92	41
128	Hill & Alpine	45	1,350	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,594	326	186	133	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	842	488	83	0	98	589	871	0	0	0	0
131	Glendale & Bellevue	0	1,228	70	127	0	354	330	771	0	0	0	0
132	Glendale & Temple	200	912	115	153	373	22	15	665	64	332	366	265
133	Alvarado & US 101 NB Ramps	409	1,019	0	115	0	254	0	1,016	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,006	241	0	0	0	260	990	0	270	1	334
135	Alvarado & Beverly	100	1,098	27	63	568	69	60	1,011	27	58	645	84
136	Vermont & 6th	132	1,320	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	913	59	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	950	109	117	803	185	151	886	101	83	741	92
139	Normandie & Wilshire	61	498	78	67	1,171	127	149	546	77	86	1,077	41
140	Vermont & Wilshire	134	1,237	104	88	761	106	49	1,157	164	121	664	176
141	Alvarado & Wilshire	105	873	25	78	592	112	146	925	15	51	585	86
142	Vermont & 8th	140	1,279	60	79	543	23	64	1,336	75	93	547	66
143	Alvarado & 8th	72	835	69	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	743	194	132	686	95	95	897	102	37	952	93
145	Normandie & Olympic	122	596	98	78	1,454	97	148	593	151	156	1,590	90
146	Vermont & Olympic	174	1,166	176	136	1,230	83	110	1,285	154	113	1,605	192
147	Alvarado & Olympic	175	668	147	117	1,058	129	391	782	124	98	1,430	167
148	Union & Olympic	152	427	90	79	994	135	34	473	98	52	1,689	124
149	Western & Pico	110	1,135	71	87	558	92	80	1,105	78	108	699	128
150	Normandie & Pico	43	799	36	66	620	112	142	807	41	89	683	37
151	Vermont & Pico	84	1,250	61	111	651	52	202	1,382	78	102	563	69
152	Alvarado & Pico	159	667	156	144	812	101	338	781	24	29	638	316
153	Pico & Union	113	336	88	186	845	63	44	365	65	53	899	88
154	Hoover & Alvarado	0	711	0	9	0	732	989	794	0	0	0	0
155	Western & Venice	58	765	61	90	484	105	119	1,087	100	62	444	45
156	Normandie & Venice	56	921	39	60	448	43	56	937	108	6	625	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,239	96	71	430	76	108	1,403	73	48	579	86
158	Hoover & Venice	127	1,245	56	88	342	160	170	1,578	84	131	514	181
159	Western & Washington	102	1,199	83	108	478	93	82	1,218	88	119	684	92
160	Normandie & Washington	62	988	66	61	432	104	139	1,014	138	140	660	55
161	Vermont & Washington	68	1,264	87	30	623	160	84	1,536	96	70	717	87
162	Hoover & Washington	163	1,217	94	81	510	69	62	1,494	105	99	627	186
163	I-10 WB Ramp & 20th	0	0	0	0	54	694	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,021	561	0	0	0	222	1,348	0	342	18	566
165	I-10 EB Ramp & Hoover	0	953	332	0	0	0	265	1,144	0	260	0	820
166	Hill & Venice	32	488	35	214	543	29	28	1,295	52	60	300	64
167	Broadway & Venice	30	474	13	28	650	79	27	814	124	77	266	24
168	Main & Venice	58	521	40	37	658	48	37	659	37	52	183	59
169	Los Angeles & Venice	33	474	25	48	710	205	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	442	837	313	0	417	114	110	0	78
171	Central & Venice	299	709	0	308	438	281	0	534	181	0	0	0
172	Central & Washington	111	496	157	95	710	65	79	727	117	43	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	820	130	67	703	76	66	852	135
174	Arlington & Olympic	138	604	100	75	917	93	94	583	76	56	1,195	109
175	Arlington & Pico	100	638	73	71	550	50	61	605	79	56	637	86
176	Arlington & Venice	69	721	43	44	522	60	60	675	48	111	641	49
177	Arlington & Washington	50	840	33	46	509	101	163	664	56	115	641	63
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	164	913	197	95	10	13	138	1,471	356
2	Francisco & Olympic	33	5	11	225	1,201	405	18	9	9	229	1,198	156
3	Figueroa & Olympic	0	0	0	377	1,644	54	342	884	280	386	587	267
4	Flower & Olympic	613	506	106	0	1,438	227	0	0	0	230	544	0
5	Grand & Olympic	220	454	72	0	1,304	24	0	0	0	67	513	0
6	Olive & Olympic	0	0	0	64	960	0	110	490	379	0	454	77
7	Hill & Olympic	173	347	55	91	635	59	37	263	201	53	497	52
8	Broadway & Olympic	107	293	62	66	647	39	74	416	62	26	504	57
9	Main & Olympic	199	242	58	39	538	40	86	432	46	49	520	81
10	Los Angeles & Olympic	149	358	96	70	354	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	314	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	232	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	511	44
14	San Pedro & 9th	84	518	54	135	455	106	127	642	127	83	331	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	37	0	0	268	0	166	170	95
16	Figueroa & 11th	0	378	62	164	0	51	15	1,263	0	0	0	0
17	Flower & 11th	170	503	0	0	0	10	0	0	0	112	0	0
18	Grand & 11th	99	404	0	0	98	306	0	0	0	0	0	0
19	Olive & 11th	0	0	0	132	59	0	0	922	375	0	0	0
20	Figueroa & 12th	19	48	28	27	2	17	42	1,244	17	11	1	2
21	Flower & 12th	107	360	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	466	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	1,321	0	0	87	54
24	LA Live Way & Pico	160	0	0	82	467	0	455	735	786	0	560	0
25	LA Live Way & Bond	0	0	0	4	3	0	0	2,054	79	0	0	1
26	Figueroa & Pico	49	3	7	10	265	36	150	1,010	246	117	770	127
27	Flower & Pico	97	356	0	0	241	18	0	0	0	88	813	0
28	Grand & Pico	123	364	20	0	253	18	0	0	0	163	502	0
29	Olive & Pico	0	0	0	234	183	0	131	1,133	85	0	403	121
30	Hill & Pico	57	327	17	75	335	84	21	1,090	55	27	360	71
31	Broadway & Pico	67	256	17	36	300	34	48	417	220	33	292	59
32	Main & Pico	35	414	17	57	273	16	72	504	44	54	224	73
33	Blaine & Olympic	7	17	9	19	889	133	484	7	219	214	1,419	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	707	0	903	0	0	0	0	0	0
35	Blaine & 11th	41	882	349	0	0	7	0	0	0	152	84	0
36	Convention Center Drive & Venice	18	0	98	394	478	0	0	0	0	0	578	34

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37	Figueroa & Venice	241	447	37	37	346	89	103	1,189	168	169	356	96
38	Flower & Venice	87	327	48	0	368	19	0	0	0	59	447	0
39	Grand & Venice	52	438	46	0	270	45	0	0	0	103	335	0
40	Olive & Venice	0	0	0	164	227	0	38	945	86	0	300	76
41	Grand & 17th	345	251	0	0	685	95	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,003	702	0	0	1,140	169	0	0	0
43	Hill & 17th	124	280	0	609	1,571	19	0	598	75	0	0	0
44	Broadway & 17th	57	395	0	250	1,883	155	0	511	144	0	0	0
45	Main & 17th	155	349	0	60	2,006	88	0	465	77	0	0	0
46	Los Angeles & 17th	278	392	0	366	1,864	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	61	0
48	Grand & 18th	0	209	145	0	0	0	177	0	0	90	628	0
49	Olive & 18th	0	0	0	0	0	0	49	765	0	0	417	543
50	Hill & 18th	0	234	63	0	0	0	43	503	0	43	409	170
51	Broadway & 18th	0	483	68	0	0	0	58	609	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	161	359	93	118	629	108	126	1,060	134	101	528	98
55	Flower & Washington	77	142	20	0	795	45	0	0	0	93	654	0
56	Grand & Washington	121	143	47	12	610	38	85	172	68	26	642	0
57	Olive & Washington	0	0	0	92	626	188	18	501	31	13	623	125
58	Hill & Washington	31	175	71	72	656	25	40	408	23	1	125	54
59	Broadway & Washington	213	275	45	71	522	42	65	547	27	9	205	10
60	Main & Washington	51	301	48	58	727	75	83	526	55	50	587	46
61	Los Angeles & Washington	69	109	66	84	519	21	23	78	8	11	451	49
62	San Pedro & Washington	89	587	72	58	481	154	48	602	70	91	435	133
63	Figueroa & Adams	93	719	112	439	609	217	107	1,390	175	240	343	136
64	Flower & Adams	68	201	0	97	1,221	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	610	0	626	0	521	0	388	0	189	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	167	36	41	1,158	183
67	Hill & Adams	46	181	62	63	445	40	81	538	37	38	714	511
68	Broadway & Adams	48	302	32	24	464	29	31	437	72	41	413	195
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	220	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	647	244	341	405	66	38	1,258	164	134	350	135
72	Flower & 37th Street	0	157	518	0	0	0	100	0	0	55	621	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	157	500	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	484	18	25	68	91
75	Broadway & 37th	2	406	8	4	4	5	3	493	7	11	14	26
76	Figueroa & 39th	11	520	56	178	33	117	55	566	46	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	186	0	178	80	68	0
78	Figueroa & MLK	124	342	148	220	1,213	189	112	358	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,121	224	0	0	0	599	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	183	384	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	340	0	41	938	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,878	464
83	Figueroa & 9th	0	0	0	0	0	0	127	1,309	0	0	1,367	622
84	Flower & 9th	0	676	222	0	0	0	0	0	0	542	973	0
85	Broadway & 9th	0	374	97	0	0	0	63	472	0	64	822	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,865	603	0	0	238	0	0	0
88	Figueroa & 8th	0	0	0	658	1,805	0	0	998	611	0	0	0
89	Flower & 8th	643	946	0	0	1,819	145	0	0	0	0	0	0
90	Hill & 8th	250	616	0	94	944	94	0	277	76	0	0	0
91	Broadway & 8th	131	431	0	104	919	48	0	516	78	0	0	0
92	Bixel & Wilshire	44	222	25	19	453	68	48	64	35	113	593	20
93	Figueroa & Wilshire	0	0	0	120	185	0	147	952	95	0	547	243
94	Lucas & 6th	63	207	240	13	479	11	20	95	17	20	509	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	676	22
96	Figueroa & 6th	0	0	0	0	0	0	117	1,198	0	0	2,021	225
97	Flower & 6th	0	751	186	0	0	0	0	0	0	712	1,439	0
98	Grand & 6th	0	782	97	0	0	0	0	0	0	274	1,152	0
99	Hill & 6th	0	739	85	0	0	0	95	339	0	229	751	52
100	Spring & 6th	0	613	112	0	0	0	0	0	0	138	664	0
101	Main & 6th	0	0	0	0	0	0	98	615	0	0	633	209
102	Figueroa & 5th	0	0	0	290	804	0	0	1,050	557	0	0	0
103	Grand & 5th	190	606	0	63	1,249	245	0	0	0	0	0	0
104	Olive & 5th	117	0	0	32	1,004	0	0	395	436	0	0	0
105	Hill & 5th	214	626	0	76	732	57	0	345	92	0	0	0
106	Spring & 5th	247	686	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	575	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	40	111	541	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	287	37
110	Hope & 1st	18	471	37	39	268	62	41	82	24	95	359	58
111	Grand & 1st	64	634	34	97	287	92	8	67	14	112	294	54
112	Olive & 1st	0	0	0	0	343	45	198	0	148	27	315	0
113	Hill & 1st	55	804	51	31	276	18	39	246	18	20	339	64
114	Spring & 1st	55	649	29	0	255	25	0	0	0	26	359	24
115	Main & 1st	0	0	0	20	262	0	46	394	56	0	363	66
116	Hope & Temple/US-101 Ramps	14	398	63	110	327	66	71	109	32	64	325	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	142	345	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	487	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	412	0	0	0	0	0	144	184	315	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	111	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	648	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	349	583	25
123	Spring & Cesar Chavez	84	212	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	186	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	124	203	55	56	245	0	21	121	3	17	84	48
127	Alameda & Alpine	107	163	40	56	110	19	57	291	58	65	32	41
128	Hill & Alpine	44	1,164	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	1,263	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	721	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	1,097	69	125	0	328	205	642	0	0	0	0
132	Glendale & Temple	173	729	112	112	332	22	15	457	58	313	320	260
133	Alvarado & US 101 NB Ramps	296	928	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	867	214	0	0	0	246	881	0	256	1	208
135	Alvarado & Beverly	99	963	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	1,016	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	820	59	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	850	108	116	719	162	123	764	89	68	653	91
139	Normandie & Wilshire	60	459	69	55	1,082	115	138	506	73	81	984	41
140	Vermont & Wilshire	90	965	99	83	676	87	48	922	96	41	572	114
141	Alvarado & Wilshire	104	762	25	74	514	67	86	806	15	51	523	85
142	Vermont & 8th	123	1,022	48	68	401	23	63	1,090	67	83	384	46
143	Alvarado & 8th	66	682	69	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	625	178	120	511	83	80	748	101	37	734	92
145	Normandie & Olympic	92	562	81	66	1,236	78	128	553	87	104	1,347	65
146	Vermont & Olympic	148	942	158	122	1,015	81	108	1,065	109	69	1,362	171
147	Alvarado & Olympic	170	528	140	111	838	93	358	622	123	97	1,179	163
148	Union & Olympic	150	421	89	65	735	126	34	466	97	51	1,402	123
149	Western & Pico	98	1,012	70	86	461	91	79	954	77	107	578	113
150	Normandie & Pico	40	707	27	54	526	111	140	700	41	88	568	33
151	Vermont & Pico	82	983	58	108	546	51	201	1,120	77	101	441	67
152	Alvarado & Pico	151	499	154	141	709	98	314	601	24	29	522	305
153	Pico & Union	112	332	86	183	741	53	43	361	64	52	761	87
154	Hoover & Alvarado	0	678	0	9	0	561	785	673	0	0	0	0
155	Western & Venice	57	646	60	89	444	104	118	936	99	61	391	44
156	Normandie & Venice	55	827	39	59	408	42	55	828	107	6	570	55

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	64	972	95	70	390	75	107	1,142	72	47	524	85
158	Hoover & Venice	125	1,044	55	87	304	143	164	1,256	83	129	460	179
159	Western & Washington	101	1,075	82	107	377	92	81	1,065	87	118	570	91
160	Normandie & Washington	61	893	65	60	332	103	137	904	136	138	547	54
161	Vermont & Washington	67	997	86	30	521	158	83	1,273	95	69	603	86
162	Hoover & Washington	161	1,015	79	64	409	68	62	1,185	104	98	514	184
163	I-10 WB Ramp & 20th	0	0	0	0	53	585	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,175	0	279	18	463
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	983	0	239	0	725
166	Hill & Venice	23	313	30	207	518	29	28	1,141	51	60	294	64
167	Broadway & Venice	27	351	13	28	634	79	27	698	110	73	257	24
168	Main & Venice	53	387	40	37	647	47	37	502	37	51	175	58
169	Los Angeles & Venice	33	445	25	47	698	205	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	437	826	309	0	412	113	109	0	77
171	Central & Venice	296	637	0	304	427	278	0	483	179	0	0	0
172	Central & Washington	107	361	123	71	621	64	78	583	116	43	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	725	128	66	695	75	65	748	133
174	Arlington & Olympic	136	597	99	74	739	92	93	576	75	55	974	108
175	Arlington & Pico	99	630	72	70	443	49	60	598	78	55	504	85
176	Arlington & Venice	68	712	42	43	481	59	59	667	47	110	585	48
177	Arlington & Washington	49	830	33	45	408	100	161	656	55	114	528	62
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	856	8,560	0	0	68.1	67.1
- South of 1st St.	70	10	45	35	664	6,640	0	0	67.0	66.0
- North of 11th St.	70	10	45	35	481	4,810	0	0	65.6	64.6
- Between 11th and 12th St.	50	10	35	35	450	4,500	0	0	66.5	65.6
- Between 12th St. and Venice Ave.	50	10	35	35	441	4,410	0	0	66.4	65.5
- Between Venice Ave. and 17th St.	50	10	35	35	456	4,560	0	0	66.6	65.6
- Between 17th St. and Washington Ave.	50	10	35	35	316	3,160	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	377	3,770	0	0	65.8	64.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	874	8,740	0	0	68.2	67.2
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,681	16,810	0	0	71.1	70.1
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,597	15,970	0	0	70.8	69.9
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,490	14,900	0	0	70.5	69.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,806	18,060	0	0	71.4	70.4
- South of Pico Blvd.	70	10	45	35	1,990	19,900	0	0	71.8	70.8
Flower Street										
- North of 6th St.	70	10	45	35	707	7,070	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	803	8,030	0	0	68.4	67.5
- Between 8th and Pico Blvd.	60	10	40	35	586	5,860	0	0	67.1	66.1
- South of Pico Blvd.	40	10	30	35	409	4,090	0	0	66.9	65.9
- South of 18th St.	40	10	30	35	259	2,590	0	0	64.9	64.0
Hope Street										
- North of 1st St.	60	10	40	35	503	5,030	0	0	66.4	65.4
- South of 1st St.	70	10	45	35	470	4,700	0	0	65.5	64.5
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,065	10,650	0	0	68.7	67.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,219	12,190	0	0	69.3	68.3
- East of Figueroa St.	70	10	45	35	847	8,470	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,066	10,660	0	0	71.1	70.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	937	9,370	0	0	70.5	69.5
- East of Bixel St.	40	10	30	35	965	9,650	0	0	70.6	69.7
- East of Flower St.	40	10	30	35	1,016	10,160	0	0	70.9	69.9
- West of Main St.	40	10	30	35	702	7,020	0	0	69.3	68.3
- East of Main St.	40	10	30	35	594	5,940	0	0	68.5	67.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,054	20,540	0	0	71.5	70.6
- Between Alvarado St. & Union Ave.	80	10	50	35	1,803	18,030	0	0	71.0	70.0
- Between Union Ave. & Blaine St.	80	10	50	35	1,722	17,220	0	0	70.8	69.8
- Between Blaine St. & Georgia St.	80	10	50	35	1,944	19,440	0	0	71.3	70.3
- Between George St. & Francisco St.	80	10	50	35	2,010	20,100	0	0	71.4	70.5
- Between Francisco St. & Figueroa St.	80	10	50	35	2,007	20,070	0	0	71.4	70.4
- Between Figueroa St. & Flower St.	70	10	45	35	1,823	18,230	0	0	71.4	70.4
- East of Flower St.	70	10	45	35	1,516	15,160	0	0	70.6	69.6
W. 11th Street										
- West of Blaine St.	40	10	30	35	506	5,060	0	0	67.8	66.9
- Between Blaine St. & LA Live Wy.	40	10	30	35	558	5,580	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	561	5,610	0	0	66.9	65.9
- West of Grand Ave.	40	10	30	35	289	2,890	0	0	65.4	64.4
- East of Grand Ave.	40	10	30	35	264	2,640	0	0	65.0	64.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,588	15,880	0	0	71.4	70.4
- Between Alvarado St. & Union Ave.	60	10	40	35	1,537	15,370	0	0	71.3	70.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,271	12,710	0	0	70.4	69.5
- Between Figueroa & Flower St.	70	10	45	35	817	8,170	0	0	67.9	66.9
- East of Hill St.	50	10	35	35	526	5,260	0	0	67.2	66.2
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	721	7,210	0	0	69.2	68.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	574	5,740	0	0	68.2	67.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	391	3,910	0	0	66.7	65.7
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	108	1,080	0	0	61.1	60.2
E. 17th Street										
- West of Grand Ave.	40	10	30	35	863	8,630	0	0	70.2	69.2
W. 18th Street										
- West of Flower St.	40	10	30	35	33	330	0	0	56.0	55.0
- West of Grand Ave.	40	10	30	35	27	270	0	0	55.1	54.1
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,304	13,040	0	0	69.6	68.6
- Between Flower St. & Grand Ave.	80	10	50	35	1,148	11,480	0	0	69.0	68.0
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,003	10,030	0	0	68.4	67.4
- East of Los Angeles St.	80	10	50	35	934	9,340	0	0	68.1	67.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	433	4,330	0	0	65.2	64.2
- East of I-110 Fwy.	50	10	35	35	288	2,880	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,644	16,440	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,682	16,820	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,595	15,950	0	0	71.4	70.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,359	13,590	0	0	70.7	69.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,064	10,640	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	395	3,950	0	0	66.6	65.6
- South of 6th St.	40	10	30	30	231	2,310	0	0	64.2	63.3
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	653	6,530	0	0	68.7	67.8
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,890	18,900	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,373	13,730	0	0	71.4	70.4
- Between Grand Ave. and Main St.	50	10	35	35	1,005	10,050	0	0	70.0	69.0
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,094	10,940	0	0	70.4	69.4
- Between Bixel St. & Figueroa St.	50	10	35	35	995	9,950	0	0	70.0	69.0

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	754	7,540	0	0	68.8	67.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,267	12,670	0	0	69.8	68.9
- South of 1st St.	70	10	45	35	1,201	12,010	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	873	8,730	0	0	68.2	67.2
- Between 11th and 12th St.	50	10	35	35	974	9,740	0	0	69.9	68.9
- Between 12th St. and Venice Ave.	50	10	35	35	961	9,610	0	0	69.8	68.9
- Between Venice Ave. and 17th St.	50	10	35	35	943	9,430	0	0	69.7	68.8
- Between 17th St. and Washington Ave.	50	10	35	35	567	5,670	0	0	67.5	66.6
- South of Washington Ave.	50	10	35	35	581	5,810	0	0	67.6	66.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,194	11,940	0	0	69.6	68.6
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,348	23,480	0	0	72.5	71.5
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,250	22,500	0	0	72.3	71.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,218	22,180	0	0	72.3	71.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,608	26,080	0	0	73.0	72.0
- South of Pico Blvd.	70	10	45	35	2,626	26,260	0	0	73.0	72.0
Flower Street										
- North of 6th St.	70	10	45	35	1,031	10,310	0	0	68.9	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,354	13,540	0	0	70.7	69.7
- Between 8th and Pico Blvd.	60	10	40	35	1,149	11,490	0	0	70.0	69.0
- South of Pico Blvd.	40	10	30	35	945	9,450	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	693	6,930	0	0	69.2	68.2
Hope Street										
- North of 1st St.	60	10	40	35	713	7,130	0	0	67.9	67.0
- South of 1st St.	70	10	45	35	614	6,140	0	0	66.7	65.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,737	17,370	0	0	70.8	69.8
2nd Street										
- West of Figueroa St.	80	10	50	35	1,308	13,080	0	0	69.6	68.6
- East of Figueroa St.	70	10	45	35	922	9,220	0	0	68.4	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,649	16,490	0	0	73.0	72.0
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,690	16,900	0	0	73.1	72.1
- East of Bixel St.	40	10	30	35	1,760	17,600	0	0	73.3	72.3
- East of Flower St.	40	10	30	35	1,407	14,070	0	0	72.3	71.3
- West of Main St.	40	10	30	35	1,022	10,220	0	0	70.9	69.9
- East of Main St.	40	10	30	35	813	8,130	0	0	69.9	68.9
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,536	25,360	0	0	72.4	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,365	23,650	0	0	72.1	71.2
- Between Union Ave. & Blaine St.	80	10	50	35	2,289	22,890	0	0	72.0	71.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,627	26,270	0	0	72.6	71.6
- Between George St. & Francisco St.	80	10	50	35	2,567	25,670	0	0	72.5	71.5
- Between Francisco St. & Figueroa St.	80	10	50	35	2,691	26,910	0	0	72.7	71.7
- Between Figueroa St. & Flower St.	70	10	45	35	2,457	24,570	0	0	72.7	71.7
- East of Flower St.	70	10	45	35	2,108	21,080	0	0	72.0	71.1
W. 11th Street										
- West of Blaine St.	40	10	30	35	527	5,270	0	0	68.0	67.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	746	7,460	0	0	69.5	68.6
- East of LA Live Wy.	60	10	40	35	782	7,820	0	0	68.3	67.4
- West of Grand Ave.	40	10	30	35	705	7,050	0	0	69.3	68.3
- East of Grand Ave.	40	10	30	35	818	8,180	0	0	69.9	69.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,820	18,200	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,777	17,770	0	0	71.9	70.9
- Between Union Ave. & Figueroa St.	60	10	40	35	1,550	15,500	0	0	71.3	70.3
- Between Figueroa & Flower St.	70	10	45	35	1,083	10,830	0	0	69.1	68.2
- East of Hill St.	50	10	35	35	718	7,180	0	0	68.6	67.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	912	9,120	0	0	70.2	69.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	711	7,110	0	0	69.1	68.1
Venice Boulevard										
- East of Olive St.	40	10	30	35	431	4,310	0	0	67.1	66.2
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	380	3,800	0	0	66.6	65.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,278	12,780	0	0	71.9	70.9
W. 18th Street										
- West of Flower St.	40	10	30	35	68	680	0	0	59.1	58.1
- West of Grand Ave.	40	10	30	35	62	620	0	0	58.7	57.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,495	14,950	0	0	70.1	69.2
- Between Flower St. & Grand Ave.	80	10	50	35	1,379	13,790	0	0	69.8	68.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,241	12,410	0	0	69.3	68.4
- East of Los Angeles St.	80	10	50	35	1,130	11,300	0	0	68.9	68.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	488	4,880	0	0	65.7	64.7
- East of I-110 Fwy.	50	10	35	35	292	2,920	0	0	64.7	63.7
Alvarado Street										
- North of 8th St.	60	10	40	35	1,983	19,830	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,004	20,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,978	19,780	0	0	72.4	71.4
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,625	16,250	0	0	71.5	70.5
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,079	10,790	0	0	70.9	70.0
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	758	7,580	0	0	69.4	68.4
- South of 6th St.	40	10	30	30	556	5,560	0	0	68.1	67.1
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	504	5,040	0	0	67.6	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	857	8,570	0	0	69.9	69.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,060	20,600	0	0	73.1	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,562	15,620	0	0	71.9	71.0
- Between Grand Ave. and Main St.	50	10	35	35	1,188	11,880	0	0	70.7	69.8
- East of Main St.	50	10	35	35	1,075	10,750	0	0	70.3	69.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,562	15,620	0	0	71.9	71.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,433	14,330	0	0	71.6	70.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	993	9,930	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,909	19,090	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	1,155	11,550	0	0	69.4	68.5
- Between 11th and 12th St.	50	10	35	35	1,625	16,250	0	0	72.1	71.1
- Between 12th St. and Venice Ave.	50	10	35	35	2,159	21,590	0	0	73.3	72.4
- Between Venice Ave. and 17th St.	50	10	35	35	2,511	25,110	0	0	74.0	73.0
- Between 17th St. and Washington Ave.	50	10	35	35	1,454	14,540	0	0	71.6	70.7
- South of Washington Ave.	50	10	35	35	946	9,460	0	0	69.8	68.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,429	24,290	0	0	72.7	71.7
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,938	39,380	0	0	74.8	73.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,375	33,750	0	0	74.1	73.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,364	23,640	0	0	72.5	71.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,569	25,690	0	0	72.9	71.9
- South of Pico Blvd.	70	10	45	35	2,662	26,620	0	0	73.1	72.1
Flower Street										
- North of 6th St.	70	10	45	35	1,050	10,500	0	0	69.0	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,542	15,420	0	0	71.3	70.3
- Between 8th and Pico Blvd.	60	10	40	35	1,322	13,220	0	0	70.6	69.6
- South of Pico Blvd.	40	10	30	35	1,490	14,900	0	0	72.5	71.6
- South of 18th St.	40	10	30	35	986	9,860	0	0	70.7	69.8
Hope Street										
- North of 1st St.	60	10	40	35	1,182	11,820	0	0	70.1	69.2
- South of 1st St.	70	10	45	35	721	7,210	0	0	67.4	66.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,008	20,080	0	0	71.4	70.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,914	19,140	0	0	71.2	70.2
- East of Figueroa St.	70	10	45	35	986	9,860	0	0	68.7	67.8
6th Street										
- West of Lucas Ave.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,735	17,350	0	0	73.2	72.2
- East of Bixel St.	40	10	30	35	1,841	18,410	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,710	17,100	0	0	73.1	72.2
- West of Main St.	40	10	30	35	1,316	13,160	0	0	72.0	71.0
- East of Main St.	40	10	30	35	828	8,280	0	0	70.0	69.0
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,957	29,570	0	0	73.1	72.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,820	28,200	0	0	72.9	71.9
- Between Union Ave. & Blaine St.	80	10	50	35	2,858	28,580	0	0	73.0	72.0
- Between Blaine St. & Georgia St.	80	10	50	35	3,684	36,840	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,559	35,590	0	0	73.9	72.9
- Between Francisco St. & Figueroa St.	80	10	50	35	3,906	39,060	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,518	35,180	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,892	28,920	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,328	13,280	0	0	72.0	71.1
- East of LA Live Wy.	60	10	40	35	522	5,220	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	553	5,530	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	808	8,080	0	0	69.9	68.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,059	20,590	0	0	72.5	71.6
- Between Alvarado St. & Union Ave.	60	10	40	35	2,176	21,760	0	0	72.8	71.8
- Between Union Ave. & Figueroa St.	60	10	40	35	2,009	20,090	0	0	72.4	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,462	14,620	0	0	70.4	69.5
- East of Hill St.	50	10	35	35	887	8,870	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,400	14,000	0	0	72.1	71.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	773	7,730	0	0	69.5	68.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,461	14,610	0	0	72.4	71.5
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	518	5,180	0	0	67.9	67.0
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,173	21,730	0	0	74.2	73.2
W. 18th Street										
- West of Flower St.	40	10	30	35	147	1,470	0	0	62.5	61.5
- West of Grand Ave.	40	10	30	35	141	1,410	0	0	62.3	61.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,391	23,910	0	0	72.2	71.2
- Between Flower St. & Grand Ave.	80	10	50	35	2,094	20,940	0	0	71.6	70.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,691	16,910	0	0	70.7	69.7
- East of Los Angeles St.	80	10	50	35	1,611	16,110	0	0	70.5	69.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	574	5,740	0	0	66.4	65.4
- East of I-110 Fwy.	50	10	35	35	442	4,420	0	0	66.5	65.5
Alvarado Street										
- North of 8th St.	60	10	40	35	2,091	20,910	0	0	72.6	71.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,189	21,890	0	0	72.8	71.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,329	23,290	0	0	73.1	72.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,822	18,220	0	0	72.0	71.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,136	11,360	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	816	8,160	0	0	69.7	68.7
- South of 6th St.	40	10	30	30	611	6,110	0	0	68.5	67.5
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- Between Wilshire Blvd. & 6th St.	40	10	30	30	957	9,570	0	0	70.4	69.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,076	20,760	0	0	73.2	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,677	16,770	0	0	72.2	71.3
- Between Grand Ave. and Main St.	50	10	35	35	1,220	12,200	0	0	70.9	69.9
- East of Main St.	50	10	35	35	1,075	10,750	0	0	70.3	69.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,649	16,490	0	0	72.2	71.2
- Between Bixel St. & Figueroa St.	50	10	35	35	1,584	15,840	0	0	72.0	71.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,223	12,230	0	0	70.9	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday LACC Dark - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,498	14,980	0	0	70.6	69.6
- South of 1st St.	70	10	45	35	666	6,660	0	0	67.0	66.1
- North of 11th St.	70	10	45	35	673	6,730	0	0	67.1	66.1
- Between 11th and 12th St.	50	10	35	35	1,010	10,100	0	0	70.0	69.1
- Between 12th St. and Venice Ave.	50	10	35	35	1,549	15,490	0	0	71.9	70.9
- Between Venice Ave. and 17th St.	50	10	35	35	1,951	19,510	0	0	72.9	71.9
- Between 17th St. and Washington Ave.	50	10	35	35	1,202	12,020	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	742	7,420	0	0	68.7	67.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,109	21,090	0	0	72.0	71.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,271	32,710	0	0	73.9	73.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,722	27,220	0	0	73.1	72.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,635	16,350	0	0	70.9	70.0
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,853	18,530	0	0	71.5	70.5
- South of Pico Blvd.	70	10	45	35	2,185	21,850	0	0	72.2	71.2
Flower Street										
- North of 6th St.	70	10	45	35	726	7,260	0	0	67.4	66.4
- Between 6th St. and 8th St.	60	10	40	35	991	9,910	0	0	69.4	68.4
- Between 8th and Pico Blvd.	60	10	40	35	760	7,600	0	0	68.2	67.2
- South of Pico Blvd.	40	10	30	35	953	9,530	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	552	5,520	0	0	68.2	67.2
Hope Street										
- North of 1st St.	60	10	40	35	972	9,720	0	0	69.3	68.3
- South of 1st St.	70	10	45	35	577	5,770	0	0	66.4	65.4
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,825	18,250	0	0	71.0	70.0
- East of Figueroa St.	70	10	45	35	911	9,110	0	0	68.4	67.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,108	11,080	0	0	71.2	70.3
- Between Lucas Ave. & Bixel St.	40	10	30	35	982	9,820	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	1,046	10,460	0	0	71.0	70.0
- East of Flower St.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- West of Main St.	40	10	30	35	996	9,960	0	0	70.8	69.8
- East of Main St.	40	10	30	35	609	6,090	0	0	68.6	67.7
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,474	24,740	0	0	72.3	71.4
- Between Alvarado St. & Union Ave.	80	10	50	35	2,257	22,570	0	0	71.9	71.0
- Between Union Ave. & Blaine St.	80	10	50	35	2,280	22,800	0	0	72.0	71.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,945	29,450	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,907	29,070	0	0	73.0	72.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,132	31,320	0	0	73.4	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,785	27,850	0	0	73.2	72.3
- East of Flower St.	70	10	45	35	2,200	22,000	0	0	72.2	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	345	3,450	0	0	66.2	65.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,321	13,210	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	520	5,200	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	147	1,470	0	0	62.5	61.5
- East of Grand Ave.	40	10	30	35	264	2,640	0	0	65.0	64.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,826	18,260	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,935	19,350	0	0	72.3	71.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,728	17,280	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,193	11,930	0	0	69.6	68.6
- East of Hill St.	50	10	35	35	694	6,940	0	0	68.4	67.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,119	11,190	0	0	71.1	70.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	722	7,220	0	0	69.2	68.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,421	14,210	0	0	72.3	71.4
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	246	2,460	0	0	64.7	63.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,686	16,860	0	0	73.1	72.1
W. 18th Street										
- West of Flower St.	40	10	30	35	111	1,110	0	0	61.3	60.3
- West of Grand Ave.	40	10	30	35	105	1,050	0	0	61.0	60.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,200	22,000	0	0	71.8	70.8
- Between Flower St. & Grand Ave.	80	10	50	35	1,863	18,630	0	0	71.1	70.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,454	14,540	0	0	70.0	69.1
- East of Los Angeles St.	80	10	50	35	1,415	14,150	0	0	69.9	68.9
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	519	5,190	0	0	66.0	65.0
- East of I-110 Fwy.	50	10	35	35	438	4,380	0	0	66.4	65.4
Alvarado Street										
- North of 8th St.	60	10	40	35	1,752	17,520	0	0	71.8	70.9
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,867	18,670	0	0	72.1	71.1
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,946	19,460	0	0	72.3	71.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,556	15,560	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,116	11,160	0	0	71.1	70.1
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	453	4,530	0	0	67.2	66.2
- South of 6th St.	40	10	30	30	286	2,860	0	0	65.2	64.2
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	418	4,180	0	0	66.8	65.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	753	7,530	0	0	69.4	68.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,906	19,060	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,488	14,880	0	0	71.7	70.8
- Between Grand Ave. and Main St.	50	10	35	35	1,037	10,370	0	0	70.2	69.2
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,181	11,810	0	0	70.7	69.7
- Between Bixel St. & Figueroa St.	50	10	35	35	1,146	11,460	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	983	9,830	0	0	69.9	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	19	101	891	132	77	20	31	37	789	218
2	Francisco & Olympic	38	8	11	44	1,066	62	30	16	21	34	804	47
3	Figueroa & Olympic	0	0	0	223	838	93	141	1,088	305	173	516	165
4	Flower & Olympic	340	493	68	0	846	55	0	0	0	102	547	0
5	Grand & Olympic	138	341	31	0	697	62	0	0	0	66	473	0
6	Olive & Olympic	0	0	0	42	634	0	22	380	64	0	398	72
7	Hill & Olympic	115	273	28	29	576	12	17	192	22	26	386	32
8	Broadway & Olympic	69	266	23	61	490	29	40	444	45	23	360	54
9	Main & Olympic	120	261	38	30	450	33	33	404	29	23	322	84
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	275	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	276	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	189	43
13	Maple & 9th	31	111	17	58	221	74	78	159	28	63	334	22
14	San Pedro & 9th	32	325	36	62	268	55	85	324	27	55	339	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	206	0	169	435	150	36	78	79
16	Figueroa & 11th	61	188	16	143	207	59	22	1,315	81	61	46	67
17	Flower & 11th	199	454	0	0	230	34	0	0	0	89	0	0
18	Grand & 11th	73	408	0	0	216	48	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	207	0	0	468	62	0	0	0
20	Figueroa & 12th	18	272	31	31	8	9	38	1,499	9	11	0	3
21	Flower & 12th	52	370	74	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	413	30	0	0	0	0	0	0	41	67	0
23	Olive & 12th	0	0	0	0	0	0	10	486	0	0	67	29
24	LA Live Way & Pico	45	0	56	167	399	0	126	520	628	0	304	140
25	LA Live Way & Bond	0	0	0	65	2	0	0	1,296	0	0	2	3
26	Figueroa & Pico	42	207	29	81	332	68	82	1,309	203	121	216	144
27	Flower & Pico	70	324	0	0	433	19	0	0	0	66	256	0
28	Grand & Pico	49	396	7	0	352	17	0	0	0	63	222	0
29	Olive & Pico	0	0	0	18	318	0	37	461	53	0	196	32
30	Hill & Pico	32	258	5	15	273	7	22	192	28	12	204	18
31	Broadway & Pico	24	233	10	31	205	19	37	228	30	32	176	43
32	Main & Pico	17	303	9	34	222	23	40	356	36	32	137	31
33	Blaine & Olympic	9	78	3	23	680	194	153	17	101	166	846	12
34	Blaine & SR 110 SB Off-Ramps	0	446	0	275	0	135	0	0	0	0	0	0
35	Blaine & 11th	47	415	104	0	161	208	0	0	0	205	93	0
36	Convention Center Drive & Venice	9	0	7	17	364	0	0	0	0	0	545	9

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	20	345	22	75	215	62	44	1,429	127	123	243	70
38	Flower & Venice	50	340	27	0	294	27	0	0	0	71	246	0
39	Grand & Venice	33	356	39	0	185	28	0	0	0	69	169	0
40	Olive & Venice	0	0	0	21	163	0	23	353	44	0	184	25
41	Grand & 17th	265	193	0	0	598	73	0	0	0	0	0	0
42	Olive & 17th	0	0	0	120	615	0	0	450	81	0	0	0
43	Hill & 17th	70	209	0	45	448	8	0	153	59	0	0	0
44	Broadway & 17th	61	311	0	20	374	29	0	300	43	0	0	0
45	Main & 17th	104	316	0	26	423	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	453	0	118	368	76	0	75	10	0	0	0
47	Flower & 18th	0	245	8	0	0	0	0	0	0	14	19	0
48	Grand & 18th	0	149	119	0	0	0	124	0	0	56	565	0
49	Olive & 18th	0	0	0	0	0	0	18	193	0	0	472	337
50	Hill & 18th	0	169	57	0	0	0	47	197	0	15	440	21
51	Broadway & 18th	0	282	47	0	0	0	68	321	0	13	486	36
52	Main & 18th	0	319	61	0	0	0	144	368	0	62	484	40
53	Los Angeles & 18th	0	220	9	0	0	0	10	130	0	26	79	581
54	Figueroa & Washington	79	324	46	83	506	101	48	966	128	71	431	89
55	Flower & Washington	82	150	27	0	634	0	0	0	0	15	521	0
56	Grand & Washington	64	131	45	6	478	23	39	119	35	30	507	0
57	Olive & Washington	0	0	0	63	464	5	1	75	17	29	489	51
58	Hill & Washington	13	120	41	46	343	29	36	181	9	2	114	4
59	Broadway & Washington	30	230	35	54	372	42	50	315	23	1	189	8
60	Main & Washington	40	271	51	58	466	33	60	410	52	40	581	34
61	Los Angeles & Washington	79	122	79	48	416	11	15	61	6	9	365	33
62	San Pedro & Washington	54	575	61	39	354	71	45	484	71	74	419	122
63	Figueroa & Adams	113	577	84	480	652	135	69	1,331	213	218	431	123
64	Flower & Adams	24	165	0	0	1,258	0	0	0	0	239	369	0
65	I-110 NB Off General & Adams	0	0	0	0	440	0	166	0	275	0	383	0
66	Grand & Adams	36	138	49	34	347	40	32	129	28	28	539	141
67	Hill & Adams	29	123	19	20	369	30	40	302	17	12	516	87
68	Broadway & Adams	24	261	24	18	327	26	22	286	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	222	31	0	492	98	0	0	0	328	415	0
71	Figueroa & Exposition	71	604	219	286	339	38	55	1,023	169	102	392	98
72	Flower & 37th Street	0	117	565	0	0	0	115	0	0	37	672	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	588	0	0	83	408
74	Hill & 37th Street	14	134	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	336	1	2	1	0	2	289	3	10	20	42
76	Figueroa & 39th	14	525	70	174	10	98	50	440	21	14	37	114

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	66	49	0	148	112	79	0
78	Figueroa & MLK	118	385	157	157	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	963	242	0	0	0	582	889	0
80	I-110 NB Ramps/Hill & MLK	106	6	15	41	693	58	168	120	384	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	50	278	0	11	565	148
82	Francisco & 9th	0	0	63	0	0	0	0	0	0	0	1,009	212
83	Figueroa & 9th	0	0	0	0	0	0	136	1,368	0	0	812	274
84	Flower & 9th	0	588	189	0	0	0	0	0	0	300	632	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	37	526	103
86	Bixel & 8th	51	577	0	151	539	413	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,346	64	0	0	194	0	0	0
88	Figueroa & 8th	0	0	0	196	1,041	0	0	1,391	247	0	0	0
89	Flower & 8th	180	697	0	0	1,071	81	0	0	0	0	0	0
90	Hill & 8th	156	424	0	79	654	25	0	281	51	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	416	69	36	77	41	102	476	30
93	Figueroa & Wilshire	0	0	0	141	188	0	53	1,404	95	0	372	293
94	Lucas & 6th	85	95	16	14	386	14	8	91	8	15	478	94
95	Bixel & 6th	14	98	34	44	393	58	28	73	34	91	408	17
96	Figueroa & 6th	0	0	0	0	0	0	117	1,737	0	0	935	166
97	Flower & 6th	0	473	234	0	0	0	0	0	0	255	782	0
98	Grand & 6th	0	400	78	0	0	0	0	0	0	114	838	0
99	Hill & 6th	0	440	66	0	0	0	69	400	0	86	648	37
100	Spring & 6th	0	474	121	0	0	0	0	0	0	132	614	0
101	Main & 6th	0	0	0	0	0	0	98	667	0	0	496	206
102	Figueroa & 5th	0	0	0	195	889	0	0	993	530	0	0	0
103	Grand & 5th	136	313	0	74	1,091	191	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	763	2	0	613	466	0	0	0
105	Hill & 5th	80	440	0	92	668	41	0	386	74	0	0	0
106	Spring & 5th	125	474	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	604	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	189	15	20	182	53	109	559	133
109	Beaudry & 1st	91	181	29	78	346	58	47	243	42	17	233	34
110	Hope & 1st	35	118	49	110	415	66	62	115	42	67	380	76
111	Grand & 1st	114	349	45	186	441	80	15	103	37	80	317	59
112	Olive & 1st	0	0	0	0	336	39	229	0	163	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	419	33	27	422	161
114	Spring & 1st	58	343	26	0	305	29	0	0	0	32	441	26
115	Main & 1st	0	0	0	31	277	0	61	400	52	0	338	55
116	Hope & Temple/US-101 Ramps	26	80	66	93	382	58	144	144	57	47	262	113

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	171	398	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	564	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	227	335	0	0	18
120	Beaudry & Sunset	22	117	17	21	898	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	823	106	181	385	131	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	101	402	826	18
123	Spring & Cesar Chavez	42	77	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	221	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	139	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	218	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	539	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	613	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	916	0	0	0	0
131	Glendale & Bellevue	0	794	116	133	0	290	230	656	0	0	0	0
132	Glendale & Temple	182	566	77	101	374	28	22	600	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	936	309	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	938	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,043	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,195	79	63	676	119
137	Alvarado & 6th	112	770	27	80	469	52	110	869	29	62	452	95
138	Western & Wilshire	90	886	101	98	784	177	87	777	86	122	780	150
139	Normandie & Wilshire	59	495	53	43	973	96	89	463	36	45	927	46
140	Vermont & Wilshire	93	922	96	97	698	114	50	1,032	87	31	714	123
141	Alvarado & Wilshire	103	749	20	84	517	43	72	776	22	40	586	96
142	Vermont & 8th	120	967	45	50	418	25	63	1,031	70	74	357	43
143	Alvarado & 8th	67	628	23	75	462	27	99	814	22	39	215	37
144	Western & Olympic	65	638	133	74	597	48	23	847	85	46	623	59
145	Normandie & Olympic	90	576	64	76	1,192	64	116	591	93	64	1,062	55
146	Vermont & Olympic	117	852	96	88	733	80	47	957	102	58	689	141
147	Alvarado & Olympic	152	552	101	79	764	67	67	684	94	53	825	166
148	Union & Olympic	97	404	84	62	679	34	33	462	75	42	737	72
149	Western & Pico	76	1,059	62	59	455	83	100	926	89	100	570	103
150	Normandie & Pico	32	679	22	44	508	94	136	740	46	99	542	48
151	Vermont & Pico	81	904	39	92	496	55	87	1,019	91	63	372	56
152	Alvarado & Pico	123	537	67	140	717	95	53	625	9	26	533	180
153	Pico & Union	122	298	71	176	717	43	40	318	58	42	437	92
154	Hoover & Alvarado	0	652	0	11	0	542	584	709	0	0	0	0
155	Western & Venice	102	1,126	81	47	234	60	62	690	76	49	432	84
156	Normandie & Venice	63	818	39	44	410	48	45	835	89	12	533	80

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	52	997	73	70	411	74	68	1,118	51	78	513	64
158	Hoover & Venice	103	1,032	62	74	304	60	39	1,144	76	98	490	96
159	Western & Washington	49	1,236	79	85	341	101	90	1,117	92	101	487	77
160	Normandie & Washington	51	907	84	38	345	93	115	909	137	122	454	52
161	Vermont & Washington	61	848	147	74	514	135	87	1,049	96	43	525	58
162	Hoover & Washington	133	935	123	145	462	79	14	967	98	58	543	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	528	294	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	842	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	759	229	0	0	0	216	996	0	216	0	414
166	Hill & Venice	17	317	25	3	179	20	30	185	25	25	262	9
167	Broadway & Venice	15	289	17	10	160	19	24	267	33	72	239	18
168	Main & Venice	17	335	17	14	152	24	14	281	23	40	157	54
169	Los Angeles & Venice	23	376	17	29	167	0	9	137	12	48	125	38
170	San Pedro & Venice	138	521	0	155	163	290	0	195	79	116	0	39
171	Central & Venice	161	392	0	98	160	257	0	229	154	0	0	0
172	Central & Washington	84	254	101	40	493	21	37	296	58	42	553	43
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	782	110	67	773	60	58	929	168
174	Arlington & Olympic	129	714	105	64	764	66	68	702	68	69	989	105
175	Arlington & Pico	90	671	91	79	458	50	50	682	88	80	582	110
176	Arlington & Venice	70	755	30	45	486	60	34	731	55	123	787	63
177	Arlington & Washington	35	911	24	52	583	89	99	672	66	107	520	98
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	19	174	1,077	154	100	61	113	53	1,043	330
2	Francisco & Olympic	38	8	68	115	1,345	63	30	16	21	34	1,080	48
3	Figueroa & Olympic	0	0	0	305	1,041	129	206	1,703	452	230	763	195
4	Flower & Olympic	382	1,107	83	0	1,125	65	0	0	0	127	835	0
5	Grand & Olympic	191	675	85	0	925	71	0	0	0	114	725	0
6	Olive & Olympic	0	0	0	93	826	0	38	700	109	0	631	145
7	Hill & Olympic	151	521	32	43	746	162	109	304	59	85	555	52
8	Broadway & Olympic	99	378	35	63	735	29	40	521	104	57	535	110
9	Main & Olympic	202	469	48	42	612	35	35	620	32	23	470	124
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	428	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	429	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	341	44
13	Maple & 9th	31	112	17	59	224	75	79	167	28	64	504	22
14	San Pedro & 9th	32	329	36	66	271	56	86	338	27	60	503	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	320	0	195	457	152	41	144	80
16	Figueroa & 11th	62	280	16	201	289	60	22	2,083	141	151	47	68
17	Flower & 11th	213	1,088	0	0	357	267	0	0	0	90	0	0
18	Grand & 11th	104	769	0	0	601	217	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	428	0	0	848	359	0	0	0
20	Figueroa & 12th	18	374	42	31	8	9	68	2,082	9	11	0	3
21	Flower & 12th	53	958	235	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	899	63	0	0	0	0	0	0	88	292	0
23	Olive & 12th	0	0	0	0	0	0	10	1,062	0	0	201	154
24	LA Live Way & Pico	46	0	62	169	506	0	176	567	637	0	435	142
25	LA Live Way & Bond	0	0	0	66	2	0	0	1,402	0	0	2	3
26	Figueroa & Pico	72	243	33	87	406	108	95	1,833	209	138	314	228
27	Flower & Pico	115	875	10	0	556	0	0	0	0	70	382	0
28	Grand & Pico	102	863	20	0	427	47	0	0	0	74	341	0
29	Olive & Pico	0	0	0	23	417	0	55	988	60	0	283	76
30	Hill & Pico	42	432	10	29	359	10	27	342	34	28	283	27
31	Broadway & Pico	36	351	10	31	296	19	37	345	30	32	256	53
32	Main & Pico	31	443	9	37	300	23	40	495	36	32	196	52
33	Blaine & Olympic	9	79	3	23	926	260	238	17	135	171	1,122	12
34	Blaine & SR 110 SB Off-Ramps	0	518	0	394	0	200	0	0	0	0	0	0
35	Blaine & 11th	48	487	168	0	171	315	0	0	0	207	101	0
36	Convention Center Drive & Venice	9	0	7	30	416	0	0	0	0	0	603	9

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	38	374	25	111	261	63	48	1,904	129	124	283	85
38	Flower & Venice	69	874	30	0	358	34	0	0	0	72	291	0
39	Grand & Venice	59	832	44	0	223	28	0	0	0	80	206	0
40	Olive & Venice	0	0	0	36	182	0	23	875	64	0	190	60
41	Grand & 17th	538	407	0	0	740	102	0	0	0	0	0	0
42	Olive & 17th	0	0	0	306	752	0	0	807	115	0	0	0
43	Hill & 17th	118	341	0	60	711	33	0	292	70	0	0	0
44	Broadway & 17th	71	420	0	30	668	40	0	420	44	0	0	0
45	Main & 17th	123	434	0	46	716	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	477	0	145	775	77	0	82	10	0	0	0
47	Flower & 18th	0	679	8	0	0	0	0	0	0	14	54	0
48	Grand & 18th	0	328	182	0	0	0	125	0	0	136	854	0
49	Olive & 18th	0	0	0	0	0	0	18	367	0	0	610	553
50	Hill & 18th	0	309	73	0	0	0	48	329	0	15	560	38
51	Broadway & 18th	0	392	58	0	0	0	85	441	0	32	604	36
52	Main & 18th	0	521	79	0	0	0	275	476	0	72	604	56
53	Los Angeles & 18th	0	223	9	0	0	0	10	136	0	26	80	848
54	Figueroa & Washington	88	334	47	111	594	138	90	1,513	137	76	487	113
55	Flower & Washington	105	551	36	0	765	0	0	0	0	21	613	0
56	Grand & Washington	80	323	96	6	591	27	46	120	35	30	608	0
57	Olive & Washington	0	0	0	66	584	5	1	209	69	29	608	90
58	Hill & Washington	35	230	49	66	442	29	36	281	9	2	215	17
59	Broadway & Washington	32	328	64	60	487	49	62	432	23	1	284	23
60	Main & Washington	50	457	66	67	584	33	80	633	53	40	714	41
61	Los Angeles & Washington	80	123	80	49	523	11	15	62	6	9	452	37
62	San Pedro & Washington	55	582	62	39	447	72	51	490	88	85	499	123
63	Figueroa & Adams	118	749	92	533	669	203	78	1,920	229	228	448	128
64	Flower & Adams	51	603	0	13	1,368	0	0	0	0	242	399	0
65	I-110 NB Off General & Adams	43	0	13	0	513	0	243	0	305	0	457	0
66	Grand & Adams	36	282	50	34	419	40	32	131	28	28	690	143
67	Hill & Adams	35	216	19	20	435	30	40	457	17	12	611	143
68	Broadway & Adams	36	352	24	18	379	26	22	413	26	30	641	73
69	Main & Adams	34	566	31	22	381	50	76	685	43	40	515	97
70	Flower & Jefferson	92	550	37	0	642	99	0	0	0	390	593	0
71	Figueroa & Exposition	72	738	330	334	370	45	68	1,474	171	103	420	99
72	Flower & 37th Street	0	432	630	0	0	0	116	0	0	37	823	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	654	0	0	86	497
74	Hill & 37th Street	14	228	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	442	1	2	1	0	2	424	5	12	20	43
76	Figueroa & 39th	14	636	99	198	10	99	51	867	21	14	37	115

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	67	50	0	172	141	80	0
78	Figueroa & MLK	121	453	199	191	1,073	150	102	651	89	122	1,196	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,011	245	0	0	0	589	944	0
80	I-110 NB Ramps/Hill & MLK	107	98	15	41	737	59	170	272	389	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	58	457	0	11	1,072	178
82	Francisco & 9th	0	0	142	0	0	0	0	0	0	0	1,775	305
83	Figueroa & 9th	0	0	0	0	0	0	199	2,033	0	0	1,550	381
84	Flower & 9th	0	1,093	202	0	0	0	0	0	0	508	1,225	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	100	755	162
86	Bixel & 8th	52	872	0	154	698	506	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,775	214	0	0	242	0	0	0
88	Figueroa & 8th	0	0	0	218	1,409	0	0	1,906	505	0	0	0
89	Flower & 8th	193	1,155	0	0	1,448	142	0	0	0	0	0	0
90	Hill & 8th	234	631	0	93	996	81	0	388	57	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	622	75	36	95	41	145	630	78
93	Figueroa & Wilshire	0	0	0	143	315	0	54	1,858	173	0	481	455
94	Lucas & 6th	90	213	70	65	604	19	65	219	16	24	814	101
95	Bixel & 6th	35	119	40	50	711	75	52	87	38	97	832	30
96	Figueroa & 6th	0	0	0	0	0	0	166	2,305	0	0	1,585	314
97	Flower & 6th	0	792	239	0	0	0	0	0	0	568	1,168	0
98	Grand & 6th	0	638	90	0	0	0	0	0	0	157	1,197	0
99	Hill & 6th	0	702	89	0	0	0	70	538	0	135	952	37
100	Spring & 6th	0	960	153	0	0	0	0	0	0	155	902	0
101	Main & 6th	0	0	0	0	0	0	121	1,060	0	0	692	330
102	Figueroa & 5th	0	0	0	216	1,285	0	0	1,346	893	0	0	0
103	Grand & 5th	149	466	0	78	1,568	269	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,215	2	0	919	504	0	0	0
105	Hill & 5th	260	705	0	146	950	59	0	523	76	0	0	0
106	Spring & 5th	295	944	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,069	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	214	15	29	413	72	114	595	135
109	Beaudry & 1st	108	251	29	79	614	62	70	306	46	17	484	49
110	Hope & 1st	35	197	101	161	685	80	63	137	43	94	665	82
111	Grand & 1st	128	461	158	292	734	93	298	168	64	117	615	60
112	Olive & 1st	0	0	0	0	545	60	320	0	364	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	550	33	83	784	190
114	Spring & 1st	169	980	28	0	553	45	0	0	0	62	744	26
115	Main & 1st	0	0	0	33	510	0	81	873	83	0	499	199
116	Hope & Temple/US-101 Ramps	26	151	113	121	432	63	146	221	58	102	343	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	375	813	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,066	117
119	Grand & I-110 On-Ramp/US-101 Ramps	395	415	0	0	0	0	0	312	502	150	0	44
120	Beaudry & Sunset	31	205	84	21	996	137	108	138	116	280	1,271	45
121	Figueroa & Cesar Chavez	91	213	62	146	936	107	199	582	141	211	1,181	141
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	131	447	977	18
123	Spring & Cesar Chavez	85	436	10	41	1,198	199	20	1	5	199	876	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	604	159	0	835	62
125	Alameda & Cesar Chavez	117	962	104	57	986	162	102	696	172	334	701	55
126	Main & Alpine	84	175	44	45	259	0	18	418	153	7	207	70
127	Alameda & Alpine	44	273	52	89	309	97	74	295	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	686	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	898	25	21	118	47
130	Sunset & Elysian Park	0	765	61	516	0	796	98	1,022	0	0	0	0
131	Glendale & Bellevue	0	930	117	135	0	318	342	783	0	0	0	0
132	Glendale & Temple	213	753	80	130	410	28	22	805	70	125	354	259
133	Alvarado & US 101 NB Ramps	388	957	0	114	0	194	0	1,110	324	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,004	189	0	0	0	295	1,047	0	168	0	360
135	Alvarado & Beverly	74	1,014	21	63	642	55	60	1,163	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,502	90	72	901	126
137	Alvarado & 6th	138	868	27	82	676	65	129	978	29	63	662	99
138	Western & Wilshire	91	996	102	99	873	202	114	894	103	134	867	152
139	Normandie & Wilshire	60	530	65	52	1,064	106	100	511	41	48	1,018	47
140	Vermont & Wilshire	155	1,167	101	102	789	145	51	1,310	164	91	805	165
141	Alvarado & Wilshire	104	859	20	88	608	101	117	899	22	40	651	97
142	Vermont & 8th	139	1,225	55	62	563	25	64	1,290	81	82	505	61
143	Alvarado & 8th	77	786	23	79	632	27	100	978	22	39	417	40
144	Western & Olympic	66	768	146	91	790	65	34	991	86	47	818	60
145	Normandie & Olympic	114	614	75	96	1,407	89	130	628	146	139	1,307	88
146	Vermont & Olympic	134	1,084	110	108	935	82	49	1,177	136	116	935	171
147	Alvarado & Olympic	156	698	107	85	981	118	97	838	95	54	1,078	172
148	Union & Olympic	98	410	85	78	950	34	33	469	76	43	1,023	73
149	Western & Pico	93	1,194	63	60	557	84	101	1,071	90	101	678	115
150	Normandie & Pico	37	797	35	54	605	95	138	832	47	100	647	51
151	Vermont & Pico	83	1,192	42	94	601	56	88	1,271	92	64	486	58
152	Alvarado & Pico	133	722	69	143	818	98	75	801	9	26	646	188
153	Pico & Union	123	302	73	179	818	54	40	322	59	43	568	93
154	Hoover & Alvarado	0	689	0	11	0	730	779	818	0	0	0	0
155	Western & Venice	103	1,262	82	48	271	61	63	832	77	50	482	85
156	Normandie & Venice	64	938	39	45	449	49	46	928	90	12	584	81

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Peak Hour Traffic Volumes

157	Vermont & Venice	53	1,286	74	71	450	75	69	1,372	52	79	564	65
158	Hoover & Venice	104	1,254	63	75	342	75	45	1,446	77	99	541	97
159	Western & Washington	50	1,373	80	86	441	102	91	1,264	93	102	604	78
160	Normandie & Washington	52	1,028	85	38	445	94	116	1,003	139	123	570	53
161	Vermont & Washington	62	1,135	149	75	616	137	88	1,303	97	44	642	59
162	Hoover & Washington	135	1,157	138	164	564	80	14	1,256	99	59	661	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	646	376	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	947	522	0	0	0	207	1,299	0	322	16	408
165	I-10 EB Ramp & Hoover	0	888	241	0	0	0	219	1,151	0	236	0	505
166	Hill & Venice	27	496	30	10	202	20	30	338	25	25	269	9
167	Broadway & Venice	19	403	17	10	175	19	24	384	45	76	248	18
168	Main & Venice	21	471	17	14	162	24	14	419	23	40	165	55
169	Los Angeles & Venice	23	405	17	29	177	0	9	171	12	49	127	38
170	San Pedro & Venice	140	527	0	157	173	293	0	197	80	117	0	39
171	Central & Venice	163	452	0	99	170	260	0	290	156	0	0	0
172	Central & Washington	89	418	118	65	584	21	37	418	59	43	633	51
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	887	111	68	782	61	59	1,029	170
174	Arlington & Olympic	131	723	106	65	959	67	69	710	69	70	1,188	106
175	Arlington & Pico	91	679	92	80	577	51	51	690	89	81	701	111
176	Arlington & Venice	71	764	30	46	526	61	34	740	56	124	841	64
177	Arlington & Washington	35	922	24	53	686	90	100	680	67	108	637	99
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	20	174	1,584	264	133	337	245	53	1,384	406
2	Francisco & Olympic	82	8	110	115	1,918	315	77	16	21	109	1,380	48
3	Figueroa & Olympic	0	0	0	373	1,765	64	206	1,723	553	241	1,097	240
4	Flower & Olympic	660	1,094	83	0	1,575	65	0	0	0	127	1,169	0
5	Grand & Olympic	220	731	85	0	1,264	88	0	0	0	248	759	0
6	Olive & Olympic	0	0	0	93	826	0	82	827	465	0	665	145
7	Hill & Olympic	151	672	39	43	746	162	126	341	59	114	596	60
8	Broadway & Olympic	99	386	35	63	735	29	40	521	104	71	588	110
9	Main & Olympic	202	471	48	42	612	35	35	666	32	24	515	130
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	473	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	474	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	385	45
13	Maple & 9th	31	112	17	59	224	75	80	167	28	64	559	22
14	San Pedro & 9th	32	329	36	66	271	61	124	338	27	60	559	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	399	0	0	945	832	0	0	80
16	Figueroa & 11th	0	289	16	201	0	61	22	2,277	0	0	0	0
17	Flower & 11th	201	1,362	0	0	80	267	0	0	0	90	0	0
18	Grand & 11th	104	1,051	0	0	449	359	0	0	0	0	0	0
19	Olive & 11th	0	0	0	141	325	0	0	1,216	454	0	0	0
20	Figueroa & 12th	18	233	42	31	8	9	68	2,078	9	11	0	3
21	Flower & 12th	53	1,188	280	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	1,750	89	0	0	0	0	0	0	223	295	0
23	Olive & 12th	0	0	0	0	0	0	13	1,410	0	0	231	154
24	LA Live Way & Pico	0	0	0	0	506	0	308	176	666	0	859	0
25	LA Live Way & Bond	0	0	0	13	2	0	0	1,018	0	0	2	258
26	Figueroa & Pico	72	103	33	89	222	114	143	1,791	212	299	819	263
27	Flower & Pico	110	1,109	10	0	383	0	0	0	0	381	629	0
28	Grand & Pico	102	2,063	27	0	270	194	0	0	0	136	496	0
29	Olive & Pico	0	0	0	103	393	0	85	1,239	74	0	432	90
30	Hill & Pico	42	1,696	55	29	355	10	31	346	34	165	407	60
31	Broadway & Pico	29	409	10	31	299	19	37	345	31	80	381	53
32	Main & Pico	31	452	9	37	301	23	40	503	36	32	282	91
33	Blaine & Olympic	9	79	3	23	1,333	493	493	17	135	171	1,284	12
34	Blaine & SR 110 SB Off-Ramps	0	751	0	649	0	26	0	0	0	0	0	0
35	Blaine & 11th	48	720	0	0	0	1,244	0	0	0	207	101	0
36	Convention Center Drive & Venice	91	0	247	253	704	0	0	0	0	0	629	21

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Peak Hour Traffic Volumes

37	Figueroa & Venice	104	687	72	129	653	274	120	1,890	141	238	306	138
38	Flower & Venice	119	1,408	30	0	929	219	0	0	0	72	433	0
39	Grand & Venice	242	1,967	136	0	436	347	0	0	0	195	237	0
40	Olive & Venice	0	0	0	36	277	0	842	1,117	501	0	306	68
41	Grand & 17th	1,157	1,355	0	0	1,016	166	0	0	0	0	0	0
42	Olive & 17th	0	0	0	574	1,041	0	0	829	166	0	0	0
43	Hill & 17th	338	2,060	0	60	958	33	0	292	70	0	0	0
44	Broadway & 17th	71	610	0	35	914	40	0	423	44	0	0	0
45	Main & 17th	123	435	0	46	966	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	478	0	145	1,026	77	0	82	10	0	0	0
47	Flower & 18th	0	972	8	0	0	0	0	0	0	14	133	0
48	Grand & 18th	0	1,032	507	0	0	0	176	0	0	136	942	0
49	Olive & 18th	0	0	0	0	0	0	348	367	0	0	1,003	625
50	Hill & 18th	0	927	1,175	0	0	0	48	329	0	15	1,283	38
51	Broadway & 18th	0	437	204	0	0	0	85	444	0	32	2,429	36
52	Main & 18th	0	522	79	0	0	0	275	476	0	72	2,574	56
53	Los Angeles & 18th	0	224	9	0	0	0	10	136	0	26	80	2,818
54	Figueroa & Washington	349	453	106	116	1,208	183	90	1,567	146	76	487	125
55	Flower & Washington	159	785	41	0	1,375	82	0	0	0	61	631	0
56	Grand & Washington	425	626	158	6	927	27	46	171	46	30	631	0
57	Olive & Washington	0	0	0	66	785	5	166	529	194	29	699	90
58	Hill & Washington	232	438	262	66	447	29	36	281	9	2	472	17
59	Broadway & Washington	32	369	67	60	493	49	62	435	23	1	753	23
60	Main & Washington	50	457	67	67	589	33	81	633	53	40	1,186	41
61	Los Angeles & Washington	80	123	81	49	528	11	15	62	6	9	927	37
62	San Pedro & Washington	55	582	62	39	452	72	51	490	88	85	974	123
63	Figueroa & Adams	118	978	92	549	669	203	78	1,940	229	228	448	128
64	Flower & Adams	51	1,231	0	30	1,384	98	0	0	0	242	399	0
65	I-110 NB Off General & Adams	209	0	608	0	611	0	243	0	321	0	457	0
66	Grand & Adams	70	446	50	34	483	40	32	131	28	28	690	143
67	Hill & Adams	65	301	19	20	469	30	40	457	17	12	611	143
68	Broadway & Adams	70	359	24	18	379	26	22	416	26	30	641	73
69	Main & Adams	34	566	31	22	381	50	76	685	43	40	515	97
70	Flower & Jefferson	92	958	37	0	652	140	0	0	0	390	593	0
71	Figueroa & Exposition	72	922	384	338	370	56	68	1,490	171	103	420	99
72	Flower & 37th Street	0	513	986	0	0	0	116	0	0	37	878	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	658	0	0	86	497
74	Hill & 37th Street	14	313	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	449	1	2	1	0	2	428	5	12	20	43
76	Figueroa & 39th	14	823	99	203	10	99	51	875	21	14	37	115

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	217	50	0	177	222	80	0
78	Figueroa & MLK	121	451	387	199	1,073	150	102	651	89	122	1,196	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,019	292	0	0	0	777	954	0
80	I-110 NB Ramps/Hill & MLK	154	98	15	41	737	59	170	272	397	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	128	813	0	11	1,072	178
82	Francisco & 9th	0	0	598	0	0	0	0	0	0	0	1,949	536
83	Figueroa & 9th	0	0	0	0	0	0	226	2,165	0	0	1,781	794
84	Flower & 9th	0	1,304	259	0	0	0	0	0	0	562	1,429	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	108	1,017	162
86	Bixel & 8th	52	872	0	254	930	1,140	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	173	2,529	214	0	0	558	0	0	0
88	Figueroa & 8th	0	0	0	445	2,017	0	0	2,676	777	0	0	0
89	Flower & 8th	445	1,273	0	0	2,031	142	0	0	0	0	0	0
90	Hill & 8th	249	629	0	93	996	81	0	641	65	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	708	75	100	131	41	145	631	78
93	Figueroa & Wilshire	0	0	0	268	324	0	148	3,392	250	0	483	519
94	Lucas & 6th	90	211	73	65	646	19	65	276	16	24	814	101
95	Bixel & 6th	35	119	40	50	753	75	88	87	38	97	835	30
96	Figueroa & 6th	0	0	0	0	0	0	431	3,763	0	0	1,610	314
97	Flower & 6th	0	809	241	0	0	0	0	0	0	557	1,469	0
98	Grand & 6th	0	642	90	0	0	0	0	0	0	157	1,736	0
99	Hill & 6th	0	717	98	0	0	0	95	765	0	135	1,392	37
100	Spring & 6th	0	962	153	0	0	0	0	0	0	155	1,197	0
101	Main & 6th	0	0	0	0	0	0	121	1,320	0	0	707	609
102	Figueroa & 5th	0	0	0	673	2,091	0	0	2,156	1,541	0	0	0
103	Grand & 5th	149	468	0	78	1,968	271	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,257	2	0	1,237	864	0	0	0
105	Hill & 5th	275	706	0	326	950	59	0	813	102	0	0	0
106	Spring & 5th	295	946	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,609	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	278	15	29	1,073	614	114	595	135
109	Beaudry & 1st	108	251	29	79	623	62	70	306	46	17	484	49
110	Hope & 1st	35	195	101	161	694	80	172	137	43	94	818	553
111	Grand & 1st	128	463	158	670	743	93	298	168	64	117	615	322
112	Olive & 1st	0	0	0	0	581	60	361	0	714	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	1,011	69	83	799	215
114	Spring & 1st	169	982	28	0	553	45	0	0	0	62	759	26
115	Main & 1st	0	0	0	33	510	0	81	1,467	83	0	499	214
116	Hope & Temple/US-101 Ramps	26	149	113	121	432	63	146	692	58	102	343	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	826	972	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,517	117
119	Grand & I-110 On-Ramp/US-101 Ramps	395	415	0	0	0	0	0	317	1,140	152	0	44
120	Beaudry & Sunset	31	205	84	21	1,037	137	108	138	116	280	1,271	45
121	Figueroa & Cesar Chavez	91	213	62	146	941	107	199	582	177	211	1,181	141
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	136	447	977	18
123	Spring & Cesar Chavez	85	442	10	41	1,198	199	20	1	5	199	876	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	763	159	0	835	62
125	Alameda & Cesar Chavez	117	962	104	57	986	162	102	696	172	334	701	55
126	Main & Alpine	84	175	44	45	259	0	18	506	153	7	207	70
127	Alameda & Alpine	44	273	52	89	309	97	74	366	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	1,170	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	1,382	25	21	118	47
130	Sunset & Elysian Park	0	765	61	516	0	796	98	1,063	0	0	0	0
131	Glendale & Bellevue	0	931	115	135	0	318	781	1,056	0	0	0	0
132	Glendale & Temple	213	754	80	130	410	28	22	1,477	70	125	354	259
133	Alvarado & US 101 NB Ramps	388	957	0	114	0	194	0	1,128	416	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,004	189	0	0	0	295	1,157	0	168	0	360
135	Alvarado & Beverly	74	1,014	21	63	642	55	60	1,273	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,568	90	72	901	126
137	Alvarado & 6th	138	868	27	124	676	65	129	1,046	29	63	662	99
138	Western & Wilshire	91	996	102	105	932	205	114	954	103	134	870	152
139	Normandie & Wilshire	60	530	65	53	1,131	107	100	526	41	48	1,020	47
140	Vermont & Wilshire	155	1,167	101	108	859	148	51	1,370	164	91	807	165
141	Alvarado & Wilshire	104	859	20	88	671	122	117	967	40	40	653	97
142	Vermont & 8th	139	1,228	55	62	563	25	64	1,350	81	82	505	61
143	Alvarado & 8th	77	807	23	129	632	154	100	1,015	22	39	417	40
144	Western & Olympic	66	771	146	118	1,058	79	34	1,024	86	47	830	60
145	Normandie & Olympic	114	615	75	103	1,716	92	130	636	146	139	1,319	88
146	Vermont & Olympic	134	1,087	110	135	1,253	129	49	1,210	136	116	947	171
147	Alvarado & Olympic	304	698	107	93	1,169	215	248	867	169	54	1,089	172
148	Union & Olympic	98	410	85	78	1,243	148	33	469	76	43	1,185	73
149	Western & Pico	93	1,211	63	65	637	87	101	1,099	90	101	690	115
150	Normandie & Pico	37	801	35	55	693	96	138	839	47	100	659	51
151	Vermont & Pico	83	1,242	42	99	690	186	88	1,299	92	64	499	58
152	Alvarado & Pico	160	792	69	242	988	371	71	805	39	26	507	339
153	Pico & Union	123	302	73	179	1,360	54	40	322	59	43	425	93
154	Hoover & Alvarado	0	705	0	11	0	1,072	788	824	0	0	0	0
155	Western & Venice	103	1,281	82	61	452	68	63	846	77	50	488	85
156	Normandie & Venice	64	943	39	48	650	51	46	932	90	12	591	81

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157	Vermont & Venice	53	1,465	74	84	656	82	69	1,386	52	79	570	65
158	Hoover & Venice	155	1,562	63	78	517	204	49	1,458	77	99	547	97
159	Western & Washington	50	1,399	80	100	624	109	91	1,264	93	102	616	78
160	Normandie & Washington	52	1,034	85	42	650	96	116	1,003	139	123	583	53
161	Vermont & Washington	62	1,321	149	89	826	144	88	1,303	97	44	654	59
162	Hoover & Washington	186	1,542	138	167	745	95	14	1,268	99	59	673	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	1,019	375	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	980	522	0	0	0	207	1,299	0	322	16	408
165	I-10 EB Ramp & Hoover	0	915	241	0	0	0	219	1,151	0	236	0	518
166	Hill & Venice	105	1,873	224	10	219	20	30	338	25	588	642	9
167	Broadway & Venice	19	510	17	10	186	19	24	385	52	160	730	18
168	Main & Venice	28	472	17	14	165	24	14	419	23	40	639	63
169	Los Angeles & Venice	23	406	17	29	180	0	9	171	12	49	573	38
170	San Pedro & Venice	145	527	0	157	176	293	0	197	80	563	0	39
171	Central & Venice	163	564	0	99	170	260	0	305	159	0	0	0
172	Central & Washington	89	614	136	65	584	21	37	423	64	72	973	64
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	946	111	68	782	61	59	1,032	170
174	Arlington & Olympic	131	723	106	65	1,227	67	69	710	69	70	1,200	106
175	Arlington & Pico	91	679	92	80	656	51	51	690	89	81	713	111
176	Arlington & Venice	71	764	30	46	707	61	34	740	56	124	848	64
177	Arlington & Washington	35	922	24	53	667	90	100	680	67	108	649	99
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	20	101	1,388	242	110	295	163	37	1,040	294
2	Francisco & Olympic	82	8	53	44	1,639	314	77	16	21	109	1,014	47
3	Figueroa & Olympic	0	0	0	291	1,552	28	141	1,107	417	184	760	210
4	Flower & Olympic	618	480	68	0	1,286	55	0	0	0	102	791	0
5	Grand & Olympic	167	397	31	0	1,026	79	0	0	0	110	507	0
6	Olive & Olympic	0	0	0	42	634	0	66	507	419	0	432	72
7	Hill & Olympic	115	424	35	29	576	12	34	229	22	55	427	40
8	Broadway & Olympic	69	274	23	61	490	29	40	444	45	37	413	54
9	Main & Olympic	120	263	38	30	450	33	33	450	29	24	367	90
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	320	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	321	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	233	44
13	Maple & 9th	31	111	17	58	221	74	79	159	28	63	389	22
14	San Pedro & 9th	32	325	36	62	268	60	123	324	27	55	395	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	412	0	0	946	829	0	0	79
16	Figueroa & 11th	0	197	16	143	0	60	22	1,520	0	0	0	0
17	Flower & 11th	187	727	0	0	0	34	0	0	0	89	0	0
18	Grand & 11th	73	600	0	0	74	190	0	0	0	0	0	0
19	Olive & 11th	0	0	0	131	113	0	0	836	157	0	0	0
20	Figueroa & 12th	18	221	31	31	8	9	38	1,566	9	11	0	3
21	Flower & 12th	52	599	119	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	1,174	56	0	0	0	0	0	0	176	70	0
23	Olive & 12th	0	0	0	0	0	0	13	834	0	0	97	29
24	LA Live Way & Pico	0	0	0	0	399	0	258	176	657	0	728	0
25	LA Live Way & Bond	0	0	0	11	2	0	0	1,049	0	0	2	258
26	Figueroa & Pico	42	156	29	83	148	74	130	1,339	205	281	719	179
27	Flower & Pico	65	558	0	0	260	19	0	0	0	376	502	0
28	Grand & Pico	49	1,506	14	0	195	164	0	0	0	125	377	0
29	Olive & Pico	0	0	0	98	294	0	67	712	67	0	344	46
30	Hill & Pico	32	1,522	50	15	269	7	26	196	28	149	327	51
31	Broadway & Pico	17	291	10	31	207	19	37	228	31	80	300	43
32	Main & Pico	17	312	9	34	223	23	40	364	36	32	223	69
33	Blaine & Olympic	9	78	3	23	1,076	427	408	17	101	166	1,008	12
34	Blaine & SR 110 SB Off-Ramps	0	679	0	440	0	50	0	0	0	0	0	0
35	Blaine & 11th	47	648	19	0	0	1,209	0	0	0	205	93	0
36	Convention Center Drive & Venice	90	0	245	239	652	0	0	0	0	0	571	21

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37	Figueroa & Venice	86	746	69	93	607	183	44	1,487	139	236	266	123
38	Flower & Venice	100	873	27	0	775	212	0	0	0	71	316	0
39	Grand & Venice	126	1,490	131	0	398	347	0	0	0	112	200	0
40	Olive & Venice	0	0	0	21	258	0	842	595	481	0	300	33
41	Grand & 17th	812	1,141	0	0	874	137	0	0	0	0	0	0
42	Olive & 17th	0	0	0	387	904	0	0	471	132	0	0	0
43	Hill & 17th	290	1,928	0	45	694	8	0	153	59	0	0	0
44	Broadway & 17th	61	501	0	25	620	29	0	303	43	0	0	0
45	Main & 17th	104	317	0	26	673	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	454	0	118	618	76	0	75	10	0	0	0
47	Flower & 18th	0	538	8	0	0	0	0	0	0	14	97	0
48	Grand & 18th	0	853	444	0	0	0	175	0	0	56	652	0
49	Olive & 18th	0	0	0	0	0	0	348	193	0	0	864	409
50	Hill & 18th	0	787	1,159	0	0	0	47	197	0	15	1,162	21
51	Broadway & 18th	0	326	193	0	0	0	68	324	0	13	2,310	36
52	Main & 18th	0	320	61	0	0	0	144	368	0	62	2,453	40
53	Los Angeles & 18th	0	221	9	0	0	0	10	130	0	26	79	2,550
54	Figueroa & Washington	340	442	105	88	1,120	146	48	1,020	137	71	431	101
55	Flower & Washington	136	384	32	0	1,244	82	0	0	0	55	539	0
56	Grand & Washington	409	434	107	6	814	23	39	170	46	30	530	0
57	Olive & Washington	0	0	0	63	665	5	166	395	142	29	580	51
58	Hill & Washington	210	328	254	46	348	29	36	181	9	2	371	4
59	Broadway & Washington	30	271	38	54	377	42	50	318	23	1	658	8
60	Main & Washington	40	271	52	58	471	33	61	410	52	40	1,053	34
61	Los Angeles & Washington	79	122	80	48	421	11	15	61	6	9	840	33
62	San Pedro & Washington	54	575	61	39	359	71	45	484	71	74	894	122
63	Figueroa & Adams	113	805	84	496	652	135	69	1,351	213	218	431	123
64	Flower & Adams	24	793	0	17	1,274	98	0	0	0	239	369	0
65	I-110 NB Off General & Adams	164	0	588	0	538	0	166	0	291	0	383	0
66	Grand & Adams	70	302	49	34	411	40	32	129	28	28	539	141
67	Hill & Adams	59	208	19	20	403	30	40	302	17	12	516	87
68	Broadway & Adams	58	268	24	18	327	26	22	289	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	630	31	0	502	139	0	0	0	328	415	0
71	Figueroa & Exposition	71	788	273	290	339	49	55	1,039	169	102	392	98
72	Flower & 37th Street	0	198	921	0	0	0	115	0	0	37	726	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	592	0	0	83	408
74	Hill & 37th Street	14	219	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	343	1	2	1	0	2	292	3	10	20	42
76	Figueroa & 39th	14	712	70	179	10	98	50	448	21	14	37	114

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	216	49	0	153	193	79	0
78	Figueroa & MLK	118	383	345	165	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	971	289	0	0	0	770	899	0
80	I-110 NB Ramps/Hill & MLK	153	6	15	41	693	58	168	120	392	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	120	633	0	11	565	148
82	Francisco & 9th	0	0	519	0	0	0	0	0	0	0	1,183	305
83	Figueroa & 9th	0	0	0	0	0	0	163	1,499	0	0	1,043	687
84	Flower & 9th	0	799	246	0	0	0	0	0	0	354	836	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	45	788	103
86	Bixel & 8th	51	577	0	251	771	1,047	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	125	2,100	64	0	0	510	0	0	0
88	Figueroa & 8th	0	0	0	423	1,649	0	0	2,161	519	0	0	0
89	Flower & 8th	432	815	0	0	1,654	81	0	0	0	0	0	0
90	Hill & 8th	171	422	0	79	654	25	0	534	59	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	502	69	100	113	41	102	477	30
93	Figueroa & Wilshire	0	0	0	266	197	0	147	2,938	172	0	373	357
94	Lucas & 6th	85	93	19	14	428	14	8	148	8	15	478	94
95	Bixel & 6th	14	98	34	44	435	58	64	73	34	91	411	17
96	Figueroa & 6th	0	0	0	0	0	0	381	3,195	0	0	960	166
97	Flower & 6th	0	490	236	0	0	0	0	0	0	244	1,082	0
98	Grand & 6th	0	404	78	0	0	0	0	0	0	114	1,377	0
99	Hill & 6th	0	455	75	0	0	0	94	627	0	86	1,088	37
100	Spring & 6th	0	476	121	0	0	0	0	0	0	132	908	0
101	Main & 6th	0	0	0	0	0	0	98	927	0	0	511	485
102	Figueroa & 5th	0	0	0	652	1,695	0	0	1,803	1,178	0	0	0
103	Grand & 5th	136	315	0	74	1,491	193	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	805	2	0	930	826	0	0	0
105	Hill & 5th	95	441	0	272	668	41	0	676	100	0	0	0
106	Spring & 5th	125	476	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	1,143	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	253	15	20	842	595	109	559	133
109	Beaudry & 1st	91	181	29	78	355	58	47	243	42	17	233	34
110	Hope & 1st	35	116	49	110	424	66	171	115	42	67	533	547
111	Grand & 1st	114	351	45	564	450	80	15	103	37	80	317	321
112	Olive & 1st	0	0	0	0	372	39	270	0	513	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	880	69	27	437	186
114	Spring & 1st	58	345	26	0	305	29	0	0	0	32	456	26
115	Main & 1st	0	0	0	31	277	0	61	994	52	0	338	70
116	Hope & Temple/US-101 Ramps	26	78	66	93	382	58	144	615	57	47	262	113

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	622	557	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	1,015	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	232	973	2	0	18
120	Beaudry & Sunset	22	117	17	21	939	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	828	106	181	385	167	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	106	402	826	18
123	Spring & Cesar Chavez	42	83	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	380	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	227	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	289	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	1,023	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	1,097	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	957	0	0	0	0
131	Glendale & Bellevue	0	795	114	133	0	290	669	929	0	0	0	0
132	Glendale & Temple	182	567	77	101	374	28	22	1,272	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	954	401	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	1,048	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,153	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,261	79	63	676	119
137	Alvarado & 6th	112	770	27	122	469	52	110	937	29	62	452	95
138	Western & Wilshire	90	886	101	104	842	180	87	837	86	122	783	150
139	Normandie & Wilshire	59	495	53	44	1,040	97	89	478	36	45	929	46
140	Vermont & Wilshire	93	922	96	103	767	117	50	1,092	87	31	716	123
141	Alvarado & Wilshire	103	749	20	84	580	64	72	844	40	40	588	96
142	Vermont & 8th	120	970	45	50	418	25	63	1,091	70	74	357	43
143	Alvarado & 8th	67	649	23	125	462	154	99	851	22	39	215	37
144	Western & Olympic	65	641	133	101	864	62	23	880	85	46	635	59
145	Normandie & Olympic	90	577	64	83	1,500	67	116	599	93	64	1,074	55
146	Vermont & Olympic	117	855	96	115	1,051	127	47	990	102	58	701	141
147	Alvarado & Olympic	300	552	101	87	951	164	218	713	168	53	836	166
148	Union & Olympic	97	404	84	62	971	138	33	462	75	42	899	72
149	Western & Pico	76	1,076	62	64	534	86	100	954	89	100	582	103
150	Normandie & Pico	32	683	22	45	595	95	136	747	46	99	554	48
151	Vermont & Pico	81	954	39	97	585	185	87	1,047	91	63	384	56
152	Alvarado & Pico	150	607	67	239	887	368	49	629	39	26	393	331
153	Pico & Union	122	298	71	176	1,259	43	40	318	58	42	293	92
154	Hoover & Alvarado	0	668	0	11	0	884	593	715	0	0	0	0
155	Western & Venice	102	1,145	81	60	415	67	62	704	76	49	438	84
156	Normandie & Venice	63	823	39	47	611	50	45	839	89	12	539	80

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	52	1,176	73	83	617	81	68	1,132	51	78	519	64
158	Hoover & Venice	154	1,339	62	77	479	189	42	1,156	76	98	496	96
159	Western & Washington	49	1,262	79	99	524	108	90	1,117	92	101	499	77
160	Normandie & Washington	51	913	84	42	550	95	115	909	137	122	466	52
161	Vermont & Washington	61	1,034	147	88	724	142	87	1,049	96	43	537	58
162	Hoover & Washington	184	1,319	123	148	643	94	14	979	98	58	555	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	900	293	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	875	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	786	229	0	0	0	216	996	0	216	0	427
166	Hill & Venice	95	1,694	219	3	196	20	30	185	25	588	635	9
167	Broadway & Venice	15	395	17	10	171	19	24	268	40	156	721	18
168	Main & Venice	24	336	17	14	155	24	14	281	23	40	631	62
169	Los Angeles & Venice	23	377	17	29	170	0	9	137	12	48	571	38
170	San Pedro & Venice	143	521	0	155	166	290	0	195	79	562	0	39
171	Central & Venice	161	504	0	98	160	257	0	244	157	0	0	0
172	Central & Washington	84	449	119	40	493	21	37	301	63	71	893	56
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	840	110	67	773	60	58	932	168
174	Arlington & Olympic	129	714	105	64	1,031	66	68	702	68	69	1,001	105
175	Arlington & Pico	90	671	91	79	537	50	50	682	88	80	594	110
176	Arlington & Venice	70	755	30	45	667	60	34	731	55	123	793	63
177	Arlington & Washington	35	911	24	52	566	89	99	672	66	107	532	98
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	586	5,860	0	0	66.5	65.5
- South of 1st St.	70	10	45	35	526	5,260	0	0	66.0	65.0
- North of 11th St.	70	10	45	35	446	4,460	0	0	65.3	64.3
- Between 11th and 12th St.	50	10	35	35	423	4,230	0	0	66.3	65.3
- Between 12th St. and Venice Ave.	50	10	35	35	455	4,550	0	0	66.6	65.6
- Between Venice Ave. and 17th St.	50	10	35	35	459	4,590	0	0	66.6	65.6
- Between 17th St. and Washington Ave.	50	10	35	35	361	3,610	0	0	65.6	64.6
- South of Washington Ave.	50	10	35	35	482	4,820	0	0	66.8	65.9
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	818	8,180	0	0	67.9	67.0
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,358	13,580	0	0	70.1	69.2
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,089	10,890	0	0	69.2	68.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,182	11,820	0	0	69.5	68.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,416	14,160	0	0	70.3	69.3
- South of Pico Blvd.	70	10	45	35	1,558	15,580	0	0	70.7	69.8
Flower Street										
- North of 6th St.	70	10	45	35	466	4,660	0	0	65.5	64.5
- Between 6th St. and 8th St.	60	10	40	35	644	6,440	0	0	67.5	66.5
- Between 8th and Pico Blvd.	60	10	40	35	560	5,600	0	0	66.9	65.9
- South of Pico Blvd.	40	10	30	35	428	4,280	0	0	67.1	66.1
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	336	3,360	0	0	64.7	63.7
- South of 1st St.	70	10	45	35	406	4,060	0	0	64.9	63.9
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	787	7,870	0	0	67.4	66.4
2nd Street										
- West of Figueroa St.	80	10	50	35	1,162	11,620	0	0	69.1	68.1
- East of Figueroa St.	70	10	45	35	854	8,540	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,139	11,390	0	0	71.4	70.4
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,041	10,410	0	0	71.0	70.0
- East of Bixel St.	40	10	30	35	1,065	10,650	0	0	71.1	70.1
- East of Flower St.	40	10	30	35	1,121	11,210	0	0	71.3	70.3
- West of Main St.	40	10	30	35	842	8,420	0	0	70.1	69.1
- East of Main St.	40	10	30	35	731	7,310	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,322	23,220	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	80	10	50	35	2,193	21,930	0	0	71.8	70.8
- Between Union Ave. & Blaine St.	80	10	50	35	2,078	20,780	0	0	71.6	70.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,237	22,370	0	0	71.9	70.9
- Between George St. & Francisco St.	80	10	50	35	2,219	22,190	0	0	71.9	70.9
- Between Francisco St. & Figueroa St.	80	10	50	35	2,100	21,000	0	0	71.6	70.6
- Between Figueroa St. & Flower St.	70	10	45	35	2,008	20,080	0	0	71.8	70.9
- East of Flower St.	70	10	45	35	1,666	16,660	0	0	71.0	70.0
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	560	5,600	0	0	68.3	67.3
- East of LA Live Wy.	60	10	40	35	493	4,930	0	0	66.3	65.4
- West of Grand Ave.	40	10	30	35	212	2,120	0	0	64.1	63.1
- East of Grand Ave.	40	10	30	35	132	1,320	0	0	62.0	61.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,613	16,130	0	0	71.5	70.5
- Between Alvarado St. & Union Ave.	60	10	40	35	1,604	16,040	0	0	71.5	70.5
- Between Union Ave. & Figueroa St.	60	10	40	35	1,434	14,340	0	0	71.0	70.0
- Between Figueroa & Flower St.	70	10	45	35	896	8,960	0	0	68.3	67.3
- East of Hill St.	50	10	35	35	703	7,030	0	0	68.5	67.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	837	8,370	0	0	69.8	68.9
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	642	6,420	0	0	68.7	67.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	482	4,820	0	0	67.6	66.7
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	883	8,830	0	0	70.3	69.3
W. 18th Street										
- West of Flower St.	40	10	30	35	65	650	0	0	58.9	58.0
- West of Grand Ave.	40	10	30	35	54	540	0	0	58.1	57.1
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,502	15,020	0	0	70.2	69.2
- Between Flower St. & Grand Ave.	80	10	50	35	1,341	13,410	0	0	69.7	68.7
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,168	11,680	0	0	69.1	68.1
- East of Los Angeles St.	80	10	50	35	1,087	10,870	0	0	68.8	67.8
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	390	3,900	0	0	64.7	63.7
- East of I-110 Fwy.	50	10	35	35	282	2,820	0	0	64.5	63.5
Alvarado Street										
- North of 8th St.	60	10	40	35	1,649	16,490	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,685	16,850	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,541	15,410	0	0	71.3	70.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,290	12,900	0	0	70.5	69.5
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,139	11,390	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	349	3,490	0	0	66.0	65.1
- South of 6th St.	40	10	30	30	239	2,390	0	0	64.4	63.4
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,858	18,580	0	0	72.7	71.7
- Between Flower St. & Grand Ave.	50	10	35	35	1,439	14,390	0	0	71.6	70.6
- Between Grand Ave. and Main St.	50	10	35	35	1,235	12,350	0	0	70.9	69.9
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,092	10,920	0	0	70.4	69.4
- Between Bixel St. & Figueroa St.	50	10	35	35	972	9,720	0	0	69.9	68.9

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	722	7,220	0	0	68.6	67.6

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,003	10,030	0	0	68.8	67.8
- South of 1st St.	70	10	45	35	1,085	10,850	0	0	69.2	68.2
- North of 11th St.	70	10	45	35	854	8,540	0	0	68.1	67.1
- Between 11th and 12th St.	50	10	35	35	962	9,620	0	0	69.8	68.9
- Between 12th St. and Venice Ave.	50	10	35	35	954	9,540	0	0	69.8	68.8
- Between Venice Ave. and 17th St.	50	10	35	35	930	9,300	0	0	69.7	68.7
- Between 17th St. and Washington Ave.	50	10	35	35	608	6,080	0	0	67.8	66.9
- South of Washington Ave.	50	10	35	35	686	6,860	0	0	68.4	67.4
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,122	11,220	0	0	69.3	68.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,975	19,750	0	0	71.8	70.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,708	17,080	0	0	71.1	70.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,889	18,890	0	0	71.6	70.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,222	22,220	0	0	72.3	71.3
- South of Pico Blvd.	70	10	45	35	2,214	22,140	0	0	72.3	71.3
Flower Street										
- North of 6th St.	70	10	45	35	808	8,080	0	0	67.9	66.9
- Between 6th St. and 8th St.	60	10	40	35	1,222	12,220	0	0	70.3	69.3
- Between 8th and Pico Blvd.	60	10	40	35	1,123	11,230	0	0	69.9	68.9
- South of Pico Blvd.	40	10	30	35	949	9,490	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	553	5,530	0	0	66.8	65.9
- South of 1st St.	70	10	45	35	564	5,640	0	0	66.3	65.3
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,445	14,450	0	0	70.0	69.0
2nd Street										
- West of Figueroa St.	80	10	50	35	1,254	12,540	0	0	69.4	68.4
- East of Figueroa St.	70	10	45	35	929	9,290	0	0	68.5	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,714	17,140	0	0	73.1	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,784	17,840	0	0	73.3	72.3
- East of Bixel St.	40	10	30	35	1,861	18,610	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,548	15,480	0	0	72.7	71.7
- West of Main St.	40	10	30	35	1,191	11,910	0	0	71.6	70.6
- East of Main St.	40	10	30	35	997	9,970	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,804	28,040	0	0	72.9	71.9
- Between Alvarado St. & Union Ave.	80	10	50	35	2,743	27,430	0	0	72.8	71.8
- Between Union Ave. & Blaine St.	80	10	50	35	2,633	26,330	0	0	72.6	71.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,892	28,920	0	0	73.0	72.0
- Between George St. & Francisco St.	80	10	50	35	2,790	27,900	0	0	72.9	71.9
- Between Francisco St. & Figueroa St.	80	10	50	35	2,796	27,960	0	0	72.9	71.9
- Between Figueroa St. & Flower St.	70	10	45	35	2,660	26,600	0	0	73.0	72.1
- East of Flower St.	70	10	45	35	2,282	22,820	0	0	72.4	71.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	376	3,760	0	0	66.6	65.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	744	7,440	0	0	69.5	68.5
- East of LA Live Wy.	60	10	40	35	719	7,190	0	0	68.0	67.0
- West of Grand Ave.	40	10	30	35	652	6,520	0	0	68.9	68.0
- East of Grand Ave.	40	10	30	35	741	7,410	0	0	69.5	68.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,851	18,510	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	60	10	40	35	1,854	18,540	0	0	72.1	71.1
- Between Union Ave. & Figueroa St.	60	10	40	35	1,730	17,300	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,174	11,740	0	0	69.5	68.5
- East of Hill St.	50	10	35	35	909	9,090	0	0	69.6	68.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,042	10,420	0	0	70.8	69.8
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	762	7,620	0	0	69.4	68.4
Venice Boulevard										
- East of Olive St.	40	10	30	35	522	5,220	0	0	68.0	67.0
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,292	12,920	0	0	71.9	70.9
W. 18th Street										
- West of Flower St.	40	10	30	35	108	1,080	0	0	61.1	60.2
- West of Grand Ave.	40	10	30	35	97	970	0	0	60.7	59.7
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,699	16,990	0	0	70.7	69.7
- Between Flower St. & Grand Ave.	80	10	50	35	1,575	15,750	0	0	70.4	69.4
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,406	14,060	0	0	69.9	68.9
- East of Los Angeles St.	80	10	50	35	1,281	12,810	0	0	69.5	68.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	444	4,440	0	0	65.3	64.3
- East of I-110 Fwy.	50	10	35	35	286	2,860	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,989	19,890	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,008	20,080	0	0	72.4	71.5
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,910	19,100	0	0	72.2	71.2
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,555	15,550	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,154	11,540	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	707	7,070	0	0	69.1	68.1
- South of 6th St.	40	10	30	30	535	5,350	0	0	67.9	66.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,040	20,400	0	0	73.1	72.1
- Between Flower St. & Grand Ave.	50	10	35	35	1,620	16,200	0	0	72.1	71.1
- Between Grand Ave. and Main St.	50	10	35	35	1,408	14,080	0	0	71.5	70.5
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,556	15,560	0	0	71.9	70.9
- Between Bixel St. & Figueroa St.	50	10	35	35	1,391	13,910	0	0	71.4	70.5

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	938	9,380	0	0	69.7	68.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,367	13,670	0	0	70.2	69.2
- South of 1st St.	70	10	45	35	1,486	14,860	0	0	70.5	69.5
- North of 11th St.	70	10	45	35	911	9,110	0	0	68.4	67.4
- Between 11th and 12th St.	50	10	35	35	1,155	11,550	0	0	70.6	69.7
- Between 12th St. and Venice Ave.	50	10	35	35	1,023	10,230	0	0	70.1	69.1
- Between Venice Ave. and 17th St.	50	10	35	35	1,136	11,360	0	0	70.6	69.6
- Between 17th St. and Washington Ave.	50	10	35	35	1,008	10,080	0	0	70.0	69.1
- South of Washington Ave.	50	10	35	35	1,123	11,230	0	0	70.5	69.5
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,290	12,900	0	0	69.9	68.9
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,078	20,780	0	0	72.0	71.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,212	22,120	0	0	72.2	71.3
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,249	22,490	0	0	72.3	71.3
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,530	25,300	0	0	72.8	71.9
- South of Pico Blvd.	70	10	45	35	2,533	25,330	0	0	72.8	71.9
Flower Street										
- North of 6th St.	70	10	45	35	1,279	12,790	0	0	69.9	68.9
- Between 6th St. and 8th St.	60	10	40	35	2,104	21,040	0	0	72.6	71.7
- Between 8th and Pico Blvd.	60	10	40	35	1,347	13,470	0	0	70.7	69.7
- South of Pico Blvd.	40	10	30	35	1,007	10,070	0	0	70.8	69.9
- South of 18th St.	40	10	30	35	650	6,500	0	0	68.9	68.0
Hope Street										
- North of 1st St.	60	10	40	35	922	9,220	0	0	69.0	68.1
- South of 1st St.	70	10	45	35	933	9,330	0	0	68.5	67.5
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,474	14,740	0	0	70.1	69.1
2nd Street										
- West of Figueroa St.	80	10	50	35	1,267	12,670	0	0	69.4	68.5
- East of Figueroa St.	70	10	45	35	943	9,430	0	0	68.5	67.6
6th Street										
- West of Lucas Ave.	40	10	30	35	1,736	17,360	0	0	73.2	72.2
- Between Lucas Ave. & Bixel St.	40	10	30	35	2,017	20,170	0	0	73.8	72.9
- East of Bixel St.	40	10	30	35	2,094	20,940	0	0	74.0	73.0
- East of Flower St.	40	10	30	35	2,052	20,520	0	0	73.9	72.9
- West of Main St.	40	10	30	35	1,191	11,910	0	0	71.6	70.6
- East of Main St.	40	10	30	35	997	9,970	0	0	70.8	69.8
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,098	30,980	0	0	73.3	72.3
- Between Alvarado St. & Union Ave.	80	10	50	35	3,191	31,910	0	0	73.4	72.5
- Between Union Ave. & Blaine St.	80	10	50	35	3,168	31,680	0	0	73.4	72.4
- Between Blaine St. & Georgia St.	80	10	50	35	3,695	36,950	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,680	36,800	0	0	74.1	73.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,993	39,930	0	0	74.4	73.4
- Between Figueroa St. & Flower St.	70	10	45	35	3,510	35,100	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,899	28,990	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	289	2,890	0	0	65.4	64.4
- Between Blaine St. & LA Live Wy.	40	10	30	35	475	4,750	0	0	67.6	66.6
- East of LA Live Wy.	60	10	40	35	304	3,040	0	0	64.2	63.3
- West of Grand Ave.	40	10	30	35	554	5,540	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	930	9,300	0	0	70.5	69.5
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,024	20,240	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	60	10	40	35	2,126	21,260	0	0	72.7	71.7
- Between Union Ave. & Figueroa St.	60	10	40	35	2,045	20,450	0	0	72.5	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,575	15,750	0	0	70.8	69.8
- East of Hill St.	50	10	35	35	1,098	10,980	0	0	70.4	69.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,368	13,680	0	0	72.0	71.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,313	13,130	0	0	71.8	70.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	843	8,430	0	0	70.1	69.1
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	406	4,060	0	0	66.9	65.9
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,439	14,390	0	0	72.4	71.4
W. 18th Street										
- West of Flower St.	40	10	30	35	120	1,200	0	0	61.6	60.6
- West of Grand Ave.	40	10	30	35	109	1,090	0	0	61.2	60.2
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,848	18,480	0	0	71.1	70.1
- Between Flower St. & Grand Ave.	80	10	50	35	1,725	17,250	0	0	70.8	69.8
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,556	15,560	0	0	70.3	69.3
- East of Los Angeles St.	80	10	50	35	1,405	14,050	0	0	69.9	68.9
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	697	6,970	0	0	67.2	66.3
- East of I-110 Fwy.	50	10	35	35	407	4,070	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	2,084	20,840	0	0	72.6	71.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,070	20,700	0	0	72.6	71.6
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,301	23,010	0	0	73.0	72.0
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,797	17,970	0	0	71.9	71.0
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,345	13,450	0	0	71.9	70.9
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,198	11,980	0	0	71.4	70.4
- South of Pico Blvd.	40	10	30	30	926	9,260	0	0	70.3	69.3
Lucas Ave.										
- North of 6th St.	40	10	30	30	1,049	10,490	0	0	70.8	69.8
- South of 6th St.	40	10	30	30	666	6,660	0	0	68.8	67.9
Bixel Street										
- North of 8th St.	40	10	30	30	399	3,990	0	0	66.6	65.6
- Between 8th St. & Wilshire Blvd.	40	10	30	30	494	4,940	0	0	67.5	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	895	8,950	0	0	70.1	69.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,370	23,700	0	0	73.7	72.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,982	19,820	0	0	73.0	72.0
- Between Grand Ave. and Main St.	50	10	35	35	1,690	16,900	0	0	72.3	71.3
- East of Main St.	50	10	35	35	1,310	13,100	0	0	71.2	70.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,722	17,220	0	0	72.4	71.4
- Between Bixel St. & Figueroa St.	50	10	35	35	1,557	15,570	0	0	71.9	70.9

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,215	12,150	0	0	70.8	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	950	9,500	0	0	68.6	67.6
- South of 1st St.	70	10	45	35	927	9,270	0	0	68.5	67.5
- North of 11th St.	70	10	45	35	503	5,030	0	0	65.8	64.8
- Between 11th and 12th St.	50	10	35	35	616	6,160	0	0	67.9	66.9
- Between 12th St. and Venice Ave.	50	10	35	35	524	5,240	0	0	67.2	66.2
- Between Venice Ave. and 17th St.	50	10	35	35	591	5,910	0	0	67.7	66.7
- Between 17th St. and Washington Ave.	50	10	35	35	421	4,210	0	0	66.2	65.3
- South of Washington Ave.	50	10	35	35	532	5,320	0	0	67.3	66.3
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	986	9,860	0	0	68.7	67.8
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,461	14,610	0	0	70.4	69.5
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,563	15,630	0	0	70.7	69.8
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,482	14,820	0	0	70.5	69.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,576	15,760	0	0	70.8	69.8
- South of Pico Blvd.	70	10	45	35	1,562	15,620	0	0	70.7	69.8
Flower Street										
- North of 6th St.	70	10	45	35	937	9,370	0	0	68.5	67.5
- Between 6th St. and 8th St.	60	10	40	35	1,526	15,260	0	0	71.2	70.3
- Between 8th and Pico Blvd.	60	10	40	35	772	7,720	0	0	68.3	67.3
- South of Pico Blvd.	40	10	30	35	462	4,620	0	0	67.4	66.5
- South of 18th St.	40	10	30	35	227	2,270	0	0	64.4	63.4
Hope Street										
- North of 1st St.	60	10	40	35	705	7,050	0	0	67.9	66.9
- South of 1st St.	70	10	45	35	775	7,750	0	0	67.7	66.7
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	816	8,160	0	0	67.5	66.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,175	11,750	0	0	69.1	68.1
- East of Figueroa St.	70	10	45	35	868	8,680	0	0	68.2	67.2
6th Street										
- West of Lucas Ave.	40	10	30	35	1,161	11,610	0	0	71.4	70.5
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,274	12,740	0	0	71.9	70.9
- East of Bixel St.	40	10	30	35	1,298	12,980	0	0	71.9	71.0
- East of Flower St.	40	10	30	35	1,625	16,250	0	0	72.9	71.9
- West of Main St.	40	10	30	35	842	8,420	0	0	70.1	69.1
- East of Main St.	40	10	30	35	731	7,310	0	0	69.4	68.5
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,570	25,700	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,639	26,390	0	0	72.6	71.6
- Between Union Ave. & Blaine St.	80	10	50	35	2,603	26,030	0	0	72.6	71.6
- Between Blaine St. & Georgia St.	80	10	50	35	2,930	29,300	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,843	28,430	0	0	72.9	72.0
- Between Francisco St. & Figueroa St.	80	10	50	35	3,111	31,110	0	0	73.3	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,915	29,150	0	0	73.4	72.5
- East of Flower St.	70	10	45	35	2,315	23,150	0	0	72.4	71.5
W. 11th Street										
- West of Blaine St.	40	10	30	35	277	2,770	0	0	65.2	64.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	454	4,540	0	0	67.4	66.4
- East of LA Live Wy.	60	10	40	35	266	2,660	0	0	63.6	62.7
- West of Grand Ave.	40	10	30	35	197	1,970	0	0	63.7	62.8
- East of Grand Ave.	40	10	30	35	404	4,040	0	0	66.9	65.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,740	17,400	0	0	71.8	70.8
- Between Alvarado St. & Union Ave.	60	10	40	35	1,878	18,780	0	0	72.1	71.2
- Between Union Ave. & Figueroa St.	60	10	40	35	1,721	17,210	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,239	12,390	0	0	69.7	68.8
- East of Hill St.	50	10	35	35	892	8,920	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,084	10,840	0	0	71.0	70.0
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	1,272	12,720	0	0	71.6	70.7
Venice Boulevard										
- East of Olive St.	40	10	30	35	729	7,290	0	0	69.4	68.5
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	155	1,550	0	0	62.7	61.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
W. 18th Street										
- West of Flower St.	40	10	30	35	77	770	0	0	59.7	58.7
- West of Grand Ave.	40	10	30	35	66	660	0	0	59.0	58.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,651	16,510	0	0	70.6	69.6
- Between Flower St. & Grand Ave.	80	10	50	35	1,491	14,910	0	0	70.1	69.2
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,271	12,710	0	0	69.4	68.5
- East of Los Angeles St.	80	10	50	35	1,164	11,640	0	0	69.1	68.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	420	4,200	0	0	65.0	64.1
- East of I-110 Fwy.	50	10	35	35	403	4,030	0	0	66.1	65.1
Alvarado Street										
- North of 8th St.	60	10	40	35	1,697	16,970	0	0	71.7	70.7
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,700	17,000	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,836	18,360	0	0	72.0	71.1
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,463	14,630	0	0	71.1	70.1
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,314	13,140	0	0	71.8	70.8
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,178	11,780	0	0	71.3	70.3
- South of Pico Blvd.	40	10	30	30	905	9,050	0	0	70.2	69.2
Lucas Ave.										
- North of 6th St.	40	10	30	30	691	6,910	0	0	69.0	68.0
- South of 6th St.	40	10	30	30	370	3,700	0	0	66.3	65.3
Bixel Street										
- North of 8th St.	40	10	30	30	321	3,210	0	0	65.7	64.7
- Between 8th St. & Wilshire Blvd.	40	10	30	30	378	3,780	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	694	6,940	0	0	69.0	68.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,876	18,760	0	0	72.7	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,801	18,010	0	0	72.6	71.6
- Between Grand Ave. and Main St.	50	10	35	35	1,517	15,170	0	0	71.8	70.8
- East of Main St.	50	10	35	35	1,196	11,960	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,258	12,580	0	0	71.0	70.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,138	11,380	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	999	9,990	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	136	916	96	62	16	13	50	1,006	291
2	Francisco & Olympic	33	5	11	101	1,075	59	18	9	9	161	783	141
3	Figueroa & Olympic	0	0	0	234	1,045	74	179	809	283	189	494	141
4	Flower & Olympic	389	457	106	0	920	76	0	0	0	117	564	0
5	Grand & Olympic	188	416	72	0	767	24	0	0	0	48	589	0
6	Olive & Olympic	0	0	0	64	732	0	38	386	70	0	530	77
7	Hill & Olympic	157	347	55	84	583	48	37	163	41	53	501	52
8	Broadway & Olympic	107	293	62	66	583	39	74	415	55	26	508	57
9	Main & Olympic	168	230	58	39	505	40	86	431	46	49	520	85
10	Los Angeles & Olympic	149	358	96	70	321	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	281	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	199	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	511	44
14	San Pedro & 9th	84	518	54	135	455	75	127	642	127	83	331	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	116	19	251	555	98	199	48	95
16	Figueroa & 11th	75	125	62	162	181	51	15	1,063	163	33	42	124
17	Flower & 11th	170	376	0	0	177	10	0	0	0	160	0	0
18	Grand & 11th	99	347	0	0	113	19	0	0	0	0	0	0
19	Olive & 11th	0	0	0	45	101	0	0	443	61	0	0	0
20	Figueroa & 12th	19	172	28	27	2	17	42	1,212	17	11	1	2
21	Flower & 12th	107	281	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	424	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	452	0	0	87	54
24	LA Live Way & Pico	22	0	204	175	379	0	140	699	669	0	469	133
25	LA Live Way & Bond	0	0	0	69	3	0	0	1,471	0	0	0	1
26	Figueroa & Pico	57	119	7	10	333	36	89	977	209	128	420	128
27	Flower & Pico	58	316	0	0	347	18	0	0	0	94	398	0
28	Grand & Pico	86	363	20	0	329	18	0	0	0	69	365	0
29	Olive & Pico	0	0	0	40	310	0	54	400	33	0	356	31
30	Hill & Pico	57	325	17	19	259	18	21	169	32	27	369	22
31	Broadway & Pico	68	256	17	36	233	34	48	373	88	35	299	59
32	Main & Pico	22	409	17	57	220	16	72	503	44	54	231	74
33	Blaine & Olympic	7	17	9	19	813	133	237	7	219	214	970	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	460	0	273	0	0	0	0	0	0
35	Blaine & 11th	41	342	259	0	79	142	0	0	0	152	84	0
36	Convention Center Drive & Venice	10	0	55	157	456	0	0	0	0	0	420	26

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	20	407	19	13	314	56	103	1,054	162	133	223	63
38	Flower & Venice	51	333	48	0	315	19	0	0	0	59	296	0
39	Grand & Venice	51	344	46	0	219	31	0	0	0	79	212	0
40	Olive & Venice	0	0	0	31	202	0	38	220	46	0	211	42
41	Grand & 17th	226	237	0	0	657	62	0	0	0	0	0	0
42	Olive & 17th	0	0	0	127	666	0	0	443	144	0	0	0
43	Hill & 17th	93	280	0	96	651	19	0	250	55	0	0	0
44	Broadway & 17th	57	345	0	126	497	37	0	443	96	0	0	0
45	Main & 17th	154	349	0	60	379	88	0	465	77	0	0	0
46	Los Angeles & 17th	105	392	0	366	410	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	49	0
48	Grand & 18th	0	162	145	0	0	0	147	0	0	90	343	0
49	Olive & 18th	0	0	0	0	0	0	49	247	0	0	305	339
50	Hill & 18th	0	234	63	0	0	0	43	246	0	43	409	58
51	Broadway & 18th	0	315	68	0	0	0	58	493	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	122	358	69	112	629	106	94	939	134	101	433	83
55	Flower & Washington	77	142	20	0	787	0	0	0	0	39	557	0
56	Grand & Washington	84	143	47	12	594	38	70	137	68	26	545	0
57	Olive & Washington	0	0	0	58	614	6	18	74	25	13	572	64
58	Hill & Washington	31	175	71	55	430	25	40	217	21	1	123	5
59	Broadway & Washington	45	276	45	71	447	42	65	431	27	9	203	10
60	Main & Washington	51	301	48	58	652	75	83	526	55	50	585	46
61	Los Angeles & Washington	69	109	66	84	444	21	23	78	8	11	449	49
62	San Pedro & Washington	89	587	72	58	406	154	48	602	70	91	433	133
63	Figueroa & Adams	93	718	112	421	609	217	107	1,352	175	240	343	136
64	Flower & Adams	68	179	0	0	1,203	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	183	0	529	0	521	0	206	0	171	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	163	36	41	595	137
67	Hill & Adams	46	181	62	63	445	40	81	276	37	38	598	65
68	Broadway & Adams	48	303	32	24	464	29	31	438	72	41	413	79
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	212	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	641	250	333	405	66	38	1,227	164	134	350	135
72	Flower & 37th Street	0	149	518	0	0	0	100	0	0	55	627	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	107	492	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	271	18	25	68	42
75	Broadway & 37th	2	407	8	4	4	5	3	494	7	11	14	26
76	Figueroa & 39th	11	514	56	156	33	117	55	558	46	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	65	0	156	72	68	0
78	Figueroa & MLK	124	343	141	211	1,213	189	112	359	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,112	224	0	0	0	592	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	88	375	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	278	0	41	592	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,116	151
83	Figueroa & 9th	0	0	0	0	0	0	125	1,054	0	0	1,189	43
84	Flower & 9th	0	517	222	0	0	0	0	0	0	479	856	0
85	Broadway & 9th	0	374	97	0	0	0	63	471	0	64	820	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,323	68	0	0	214	0	0	0
88	Figueroa & 8th	0	0	0	225	1,218	0	0	898	122	0	0	0
89	Flower & 8th	162	641	0	0	1,280	104	0	0	0	0	0	0
90	Hill & 8th	137	508	0	94	805	66	0	278	76	0	0	0
91	Broadway & 8th	131	431	0	104	753	48	0	516	77	0	0	0
92	Bixel & Wilshire	44	222	25	19	454	68	48	64	35	113	426	20
93	Figueroa & Wilshire	0	0	0	120	185	0	37	947	96	0	380	243
94	Lucas & 6th	63	76	29	13	479	11	20	95	17	20	487	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	443	22
96	Figueroa & 6th	0	0	0	0	0	0	116	1,194	0	0	1,011	130
97	Flower & 6th	0	304	162	0	0	0	0	0	0	181	959	0
98	Grand & 6th	0	436	97	0	0	0	0	0	0	153	1,002	0
99	Hill & 6th	0	557	85	0	0	0	95	339	0	164	751	52
100	Spring & 6th	0	414	112	0	0	0	0	0	0	138	664	0
101	Main & 6th	0	0	0	0	0	0	98	617	0	0	633	209
102	Figueroa & 5th	0	0	0	154	804	0	0	849	557	0	0	0
103	Grand & 5th	78	317	0	54	1,084	188	0	0	0	0	0	0
104	Olive & 5th	117	0	0	31	772	0	0	383	436	0	0	0
105	Hill & 5th	118	415	0	76	596	50	0	345	92	0	0	0
106	Spring & 5th	104	487	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	577	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	41	111	527	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	258	37
110	Hope & 1st	18	102	37	39	268	62	41	82	24	95	330	58
111	Grand & 1st	64	270	34	97	287	84	8	67	14	83	294	54
112	Olive & 1st	0	0	0	0	335	45	198	0	148	27	315	0
113	Hill & 1st	47	488	51	31	276	18	39	246	18	20	339	64
114	Spring & 1st	55	292	29	0	255	25	0	0	0	26	359	24
115	Main & 1st	0	0	0	20	262	0	46	396	56	0	363	66
116	Hope & Temple/US-101 Ramps	14	29	37	110	327	66	71	109	32	64	325	140

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	142	347	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	487	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	364	0	0	0	0	0	144	184	7	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	63	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	600	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	301	583	25
123	Spring & Cesar Chavez	84	123	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	186	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	79	203	55	56	245	0	21	123	3	17	84	48
127	Alameda & Alpine	62	163	40	56	65	19	57	291	58	65	32	41
128	Hill & Alpine	44	857	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	956	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	673	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	946	69	125	0	328	205	643	0	0	0	0
132	Glendale & Temple	173	570	112	112	332	22	15	458	58	87	320	260
133	Alvarado & US 101 NB Ramps	296	925	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	864	214	0	0	0	246	881	0	201	1	208
135	Alvarado & Beverly	99	905	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	973	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	784	37	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	811	104	116	719	162	121	764	89	68	620	91
139	Normandie & Wilshire	60	449	68	55	1,083	115	138	506	73	81	945	41
140	Vermont & Wilshire	90	926	95	83	677	87	46	922	96	41	531	114
141	Alvarado & Wilshire	104	726	25	74	515	67	86	806	15	39	487	85
142	Vermont & 8th	123	983	48	68	401	23	63	1,088	67	83	384	46
143	Alvarado & 8th	66	667	36	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	604	160	120	511	83	71	746	101	37	578	92
145	Normandie & Olympic	92	557	76	66	1,236	78	126	553	87	104	1,164	65
146	Vermont & Olympic	148	921	140	122	1,015	81	77	1,063	109	69	1,172	171
147	Alvarado & Olympic	170	518	135	111	841	93	119	622	123	50	975	163
148	Union & Olympic	150	421	89	65	738	47	34	466	97	51	953	123
149	Western & Pico	98	995	66	86	461	91	77	943	77	107	547	113
150	Normandie & Pico	40	703	26	54	526	111	140	697	41	88	531	33
151	Vermont & Pico	82	966	54	108	546	51	114	1,087	77	101	403	67
152	Alvarado & Pico	151	499	98	141	712	108	61	514	24	29	544	153
153	Pico & Union	112	332	86	183	754	53	43	361	64	52	474	87
154	Hoover & Alvarado	0	674	0	9	0	574	498	662	0	0	0	0
155	Western & Venice	57	637	51	89	444	104	114	923	99	61	284	44
156	Normandie & Venice	55	825	37	59	408	42	54	825	107	6	450	55

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	64	963	86	70	390	75	103	1,022	72	47	401	85
158	Hoover & Venice	125	1,055	53	87	304	113	67	992	83	129	358	145
159	Western & Washington	101	1,075	73	107	377	92	77	1,048	87	118	461	91
160	Normandie & Washington	61	893	63	60	332	103	136	900	136	138	425	54
161	Vermont & Washington	67	997	77	30	521	158	79	1,149	95	69	478	86
162	Hoover & Washington	161	998	77	64	409	68	39	859	104	98	409	150
163	I-10 WB Ramp & 20th	0	0	0	0	53	568	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,153	0	279	18	356
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	965	0	239	0	394
166	Hill & Venice	23	313	30	24	360	29	28	280	51	29	288	12
167	Broadway & Venice	27	353	13	28	309	29	27	522	94	72	252	24
168	Main & Venice	48	387	40	37	276	46	37	502	37	51	172	57
169	Los Angeles & Venice	33	445	25	47	326	32	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	433	281	309	0	412	113	109	0	77
171	Central & Venice	283	635	0	304	253	278	0	409	171	0	0	0
172	Central & Washington	101	365	123	59	577	64	78	513	91	41	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	725	128	66	695	75	65	715	133
174	Arlington & Olympic	136	597	99	74	739	92	93	576	75	55	818	108
175	Arlington & Pico	99	630	72	70	443	49	60	598	78	55	473	85
176	Arlington & Venice	68	712	42	43	481	59	59	667	47	110	478	48
177	Arlington & Washington	49	830	33	45	408	100	161	656	55	114	419	62
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	202	1,107	136	71	39	42	82	1,272	388
2	Francisco & Olympic	33	5	69	171	1,371	60	18	9	9	163	1,053	143
3	Figueroa & Olympic	0	0	0	316	1,277	117	238	1,403	419	256	730	167
4	Flower & Olympic	435	1,113	122	0	1,230	87	0	0	0	134	843	0
5	Grand & Olympic	244	757	131	0	1,024	35	0	0	0	105	825	0
6	Olive & Olympic	0	0	0	116	952	0	53	718	119	0	746	156
7	Hill & Olympic	198	600	59	95	775	193	129	272	80	116	651	72
8	Broadway & Olympic	146	422	77	68	838	39	75	496	108	60	667	111
9	Main & Olympic	249	449	69	49	679	42	89	663	49	50	655	123
10	Los Angeles & Olympic	151	383	97	71	495	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	454	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	369	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	680	45
14	San Pedro & 9th	85	524	55	140	460	76	129	660	129	88	493	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	218	19	284	592	99	206	120	96
16	Figueroa & 11th	76	234	63	216	260	52	15	1,800	222	134	43	125
17	Flower & 11th	185	1,044	0	0	294	285	0	0	0	162	0	0
18	Grand & 11th	135	719	0	0	517	224	0	0	0	0	0	0
19	Olive & 11th	0	0	0	46	382	0	0	838	447	0	0	0
20	Figueroa & 12th	19	274	41	27	2	17	86	1,812	17	11	1	2
21	Flower & 12th	108	849	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	889	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	1,125	0	0	203	184
24	LA Live Way & Pico	22	0	211	177	487	0	201	767	678	0	609	135
25	LA Live Way & Bond	0	0	0	70	3	0	0	1,609	0	0	0	1
26	Figueroa & Pico	83	152	12	16	411	78	103	1,520	216	145	523	228
27	Flower & Pico	98	849	11	0	469	0	0	0	0	100	537	0
28	Grand & Pico	135	808	32	0	408	50	0	0	0	81	497	0
29	Olive & Pico	0	0	0	47	412	0	78	1,012	42	0	446	85
30	Hill & Pico	68	494	22	35	350	21	26	315	39	45	455	32
31	Broadway & Pico	82	381	17	36	329	34	49	487	89	35	383	71
32	Main & Pico	34	547	17	61	304	16	73	660	45	55	287	102
33	Blaine & Olympic	7	17	9	19	1,036	177	347	7	264	220	1,246	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	615	0	343	0	0	0	0	0	0
35	Blaine & 11th	41	392	329	0	87	238	0	0	0	154	94	0
36	Convention Center Drive & Venice	10	0	56	172	512	0	0	0	0	0	480	26

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	40	441	22	50	361	57	106	1,538	164	135	268	77
38	Flower & Venice	71	850	52	0	380	26	0	0	0	60	347	0
39	Grand & Venice	77	804	51	0	260	31	0	0	0	90	253	0
40	Olive & Venice	0	0	0	43	223	0	38	816	66	0	218	82
41	Grand & 17th	489	445	0	0	803	90	0	0	0	0	0	0
42	Olive & 17th	0	0	0	342	807	0	0	847	178	0	0	0
43	Hill & 17th	140	409	0	108	948	35	0	391	68	0	0	0
44	Broadway & 17th	69	460	0	139	808	46	0	561	97	0	0	0
45	Main & 17th	173	465	0	86	686	196	0	597	84	0	0	0
46	Los Angeles & 17th	111	415	0	394	845	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	92	0
48	Grand & 18th	0	338	206	0	0	0	149	0	0	169	666	0
49	Olive & 18th	0	0	0	0	0	0	50	430	0	0	436	594
50	Hill & 18th	0	362	81	0	0	0	44	384	0	44	525	74
51	Broadway & 18th	0	425	83	0	0	0	79	612	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	132	369	70	141	724	141	135	1,498	146	105	486	106
55	Flower & Washington	103	531	29	0	921	0	0	0	0	43	648	0
56	Grand & Washington	101	332	97	12	711	42	78	139	69	26	644	0
57	Olive & Washington	0	0	0	61	738	6	18	215	77	13	688	102
58	Hill & Washington	52	274	79	77	533	25	40	322	21	1	221	17
59	Broadway & Washington	48	376	66	78	569	50	74	548	27	9	294	25
60	Main & Washington	62	495	59	70	781	76	97	738	56	51	703	54
61	Los Angeles & Washington	70	110	67	85	544	21	23	79	8	11	541	54
62	San Pedro & Washington	90	594	73	59	495	156	51	609	83	103	519	135
63	Figueroa & Adams	102	905	127	473	628	288	117	1,929	191	249	356	140
64	Flower & Adams	105	622	0	8	1,309	0	0	0	0	217	409	0
65	I-110 NB Off General & Adams	228	0	543	0	595	0	262	0	195	0	455	0
66	Grand & Adams	46	300	50	63	521	50	62	165	36	41	730	139
67	Hill & Adams	50	271	63	64	516	40	82	431	37	38	680	120
68	Broadway & Adams	60	400	32	24	524	29	31	557	74	44	482	88
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	531	54	0	796	97	0	0	0	390	595	0
71	Figueroa & Exposition	74	768	368	385	436	78	47	1,694	166	136	376	137
72	Flower & 37th Street	0	452	575	0	0	0	101	0	0	56	780	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	108	559	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	426	18	25	71	43
75	Broadway & 37th	2	519	8	4	4	5	3	623	9	13	14	26
76	Figueroa & 39th	11	623	82	182	33	118	56	998	47	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	66	0	182	98	69	0
78	Figueroa & MLK	127	413	178	248	1,229	206	115	760	105	94	1,306	168
79	I-110 SB Ramps & MLK	627	6	270	0	1,163	227	0	0	0	599	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	241	380	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	416	0	41	1,099	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	1,890	240
83	Figueroa & 9th	0	0	0	0	0	0	194	1,698	0	0	1,948	138
84	Flower & 9th	0	1,044	237	0	0	0	0	0	0	698	1,465	0
85	Broadway & 9th	0	473	101	0	0	0	64	606	0	148	1,063	196
86	Bixel & 8th	74	901	0	147	831	489	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,764	213	0	0	263	0	0	0
88	Figueroa & 8th	0	0	0	249	1,595	0	0	1,379	378	0	0	0
89	Flower & 8th	174	1,124	0	0	1,668	163	0	0	0	0	0	0
90	Hill & 8th	215	710	0	109	1,166	118	0	387	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,074	49	0	672	137	0	0	0
92	Bixel & Wilshire	63	286	25	38	704	76	49	75	35	147	549	58
93	Figueroa & Wilshire	0	0	0	121	303	0	37	1,365	178	0	477	383
94	Lucas & 6th	71	212	68	84	743	16	58	195	25	29	769	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	835	40
96	Figueroa & 6th	0	0	0	0	0	0	167	1,702	0	0	1,706	293
97	Flower & 6th	0	642	166	0	0	0	0	0	0	504	1,382	0
98	Grand & 6th	0	683	108	0	0	0	0	0	0	212	1,382	0
99	Hill & 6th	0	821	110	0	0	0	96	478	0	209	1,065	53
100	Spring & 6th	0	908	159	0	0	0	0	0	0	165	963	0
101	Main & 6th	0	0	0	0	0	0	137	1,004	0	0	860	331
102	Figueroa & 5th	0	0	0	177	1,183	0	0	1,177	904	0	0	0
103	Grand & 5th	89	472	0	58	1,549	270	0	0	0	0	0	0
104	Olive & 5th	179	0	0	42	1,226	0	0	702	470	0	0	0
105	Hill & 5th	305	682	0	132	873	70	0	483	94	0	0	0
106	Spring & 5th	268	984	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,038	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	59	120	565	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	529	54
110	Hope & 1st	18	192	92	84	502	77	41	103	24	127	638	64
111	Grand & 1st	79	384	156	200	541	98	312	129	40	122	619	55
112	Olive & 1st	0	0	0	0	515	69	286	0	340	310	685	0
113	Hill & 1st	48	710	52	31	478	169	50	376	18	79	709	92
114	Spring & 1st	158	941	31	0	490	42	0	0	0	58	669	24
115	Main & 1st	0	0	0	22	485	0	66	882	87	0	532	210
116	Hope & Temple/US-101 Ramps	14	104	81	141	365	71	72	180	32	130	427	178

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117	Main & Aliso	0	0	0	0	0	0	355	765	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,023	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	499	0	0	0	0	0	226	362	157	0	45
120	Beaudry & Sunset	74	670	99	68	156	51	46	893	75	83	177	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,063	79	236	495	215	113	797	200
122	Grand & Cesar Chavez	19	177	16	27	1,011	347	59	103	230	349	736	25
123	Spring & Cesar Chavez	121	477	11	62	1,056	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,153	0	199	577	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	810	183	98	858	232	249	501	49
126	Main & Alpine	117	205	56	57	319	0	21	399	169	17	165	69
127	Alameda & Alpine	63	255	69	90	279	85	105	351	97	127	92	41
128	Hill & Alpine	45	1,043	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,287	326	186	133	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	794	488	83	0	98	589	871	0	0	0	0
131	Glendale & Bellevue	0	1,077	70	127	0	354	330	772	0	0	0	0
132	Glendale & Temple	200	753	115	153	373	22	15	666	64	106	366	265
133	Alvarado & US 101 NB Ramps	409	1,016	0	115	0	254	0	1,016	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,003	241	0	0	0	260	990	0	215	1	334
135	Alvarado & Beverly	100	1,040	27	63	568	69	60	1,011	27	58	645	84
136	Vermont & 6th	132	1,277	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	877	37	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	911	105	117	803	185	149	886	101	83	708	92
139	Normandie & Wilshire	61	488	77	67	1,172	127	149	546	77	86	1,038	41
140	Vermont & Wilshire	134	1,198	100	88	762	106	47	1,157	164	121	623	176
141	Alvarado & Wilshire	105	837	25	78	593	112	146	925	15	39	549	86
142	Vermont & 8th	140	1,240	60	79	543	23	64	1,334	75	93	547	66
143	Alvarado & 8th	72	820	36	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	722	176	132	686	95	86	895	102	37	796	93
145	Normandie & Olympic	122	591	93	78	1,454	97	146	593	151	156	1,407	90
146	Vermont & Olympic	174	1,145	158	136	1,230	83	79	1,283	154	113	1,415	192
147	Alvarado & Olympic	175	658	142	117	1,061	129	150	782	124	51	1,226	167
148	Union & Olympic	152	427	90	79	997	48	34	473	98	52	1,238	124
149	Western & Pico	110	1,118	67	87	558	92	78	1,094	78	108	668	128
150	Normandie & Pico	43	795	35	66	620	112	142	804	41	89	646	37
151	Vermont & Pico	84	1,233	57	111	651	52	115	1,349	78	102	525	69
152	Alvarado & Pico	159	667	100	144	815	111	85	694	24	29	662	162
153	Pico & Union	113	336	88	186	858	63	44	365	65	53	614	88
154	Hoover & Alvarado	0	707	0	9	0	745	702	783	0	0	0	0
155	Western & Venice	58	756	52	90	484	105	115	1,074	100	62	337	45
156	Normandie & Venice	56	919	37	60	448	43	55	934	108	6	505	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,230	87	71	430	76	104	1,283	73	48	456	86
158	Hoover & Venice	127	1,256	54	88	342	130	73	1,314	84	131	412	147
159	Western & Washington	102	1,199	74	108	478	93	78	1,201	88	119	575	92
160	Normandie & Washington	62	988	64	61	432	104	138	1,010	138	140	538	55
161	Vermont & Washington	68	1,264	78	30	623	160	80	1,412	96	70	592	87
162	Hoover & Washington	163	1,200	92	81	510	69	39	1,168	105	99	522	152
163	I-10 WB Ramp & 20th	0	0	0	0	54	677	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,021	561	0	0	0	222	1,326	0	342	18	459
165	I-10 EB Ramp & Hoover	0	953	332	0	0	0	265	1,126	0	260	0	489
166	Hill & Venice	32	488	35	31	385	29	28	432	52	29	294	12
167	Broadway & Venice	30	476	13	28	325	29	27	638	108	76	261	24
168	Main & Venice	53	521	40	37	287	47	37	659	37	52	180	58
169	Los Angeles & Venice	33	474	25	48	338	32	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	438	292	313	0	417	114	110	0	78
171	Central & Venice	286	707	0	308	264	281	0	460	173	0	0	0
172	Central & Washington	105	500	157	83	666	65	79	657	92	41	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	820	130	67	703	76	66	819	135
174	Arlington & Olympic	138	604	100	75	917	93	94	583	76	56	1,039	109
175	Arlington & Pico	100	638	73	71	550	50	61	605	79	56	606	86
176	Arlington & Venice	69	721	43	44	522	60	60	675	48	111	534	49
177	Arlington & Washington	50	840	33	46	509	101	163	664	56	115	532	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	59	7	19	230	1,191	311	128	33	42	170	1,780	453
2	Francisco & Olympic	33	5	69	295	1,735	327	18	9	9	233	1,533	158
3	Figueroa & Olympic	0	0	0	459	1,958	97	238	1,537	416	537	804	293
4	Flower & Olympic	659	1,162	122	0	1,754	238	0	0	0	266	785	0
5	Grand & Olympic	276	795	131	0	1,571	35	0	0	0	124	711	0
6	Olive & Olympic	0	0	0	116	1,182	0	163	897	436	0	632	156
7	Hill & Olympic	214	600	59	102	827	204	129	372	242	116	757	72
8	Broadway & Olympic	146	422	77	68	902	39	75	497	115	60	663	111
9	Main & Olympic	280	461	69	49	712	42	89	664	49	50	655	119
10	Los Angeles & Olympic	151	383	97	71	528	63	138	337	66	109	590	70
11	Santee & Olympic	133	94	30	47	487	26	79	86	36	140	611	70
12	Maple & Olympic	97	189	64	38	402	14	82	180	59	150	485	85
13	Maple & 9th	50	191	28	101	297	89	91	182	38	132	680	45
14	San Pedro & 9th	85	524	55	140	460	107	129	660	129	88	493	43
15	LA Live Way & Chick Hearn Ct	0	0	0	78	56	0	0	294	0	166	170	96
16	Figueroa & 11th	0	571	63	218	0	52	15	2,059	0	0	0	0
17	Flower & 11th	185	1,190	0	0	31	285	0	0	0	119	0	0
18	Grand & 11th	135	776	0	0	419	511	0	0	0	0	0	0
19	Olive & 11th	0	0	0	216	257	0	0	1,355	761	0	0	0
20	Figueroa & 12th	19	465	41	27	2	17	86	1,844	17	11	1	2
21	Flower & 12th	108	952	284	0	0	0	0	0	0	6	116	0
22	Grand & 12th	0	931	91	0	0	0	0	0	0	87	319	0
23	Olive & 12th	0	0	0	0	0	0	13	2,032	0	0	203	184
24	LA Live Way & Pico	160	0	0	84	575	0	575	735	795	0	700	0
25	LA Live Way & Bond	0	0	0	5	3	0	0	2,188	79	0	0	1
26	Figueroa & Pico	75	351	12	16	343	78	164	1,553	253	134	932	227
27	Flower & Pico	137	913	11	0	363	0	0	0	0	94	1,011	0
28	Grand & Pico	172	809	32	0	332	50	0	0	0	175	662	0
29	Olive & Pico	0	0	0	241	285	0	155	1,745	94	0	493	213
30	Hill & Pico	68	496	22	91	426	87	26	1,238	62	45	446	81
31	Broadway & Pico	81	381	17	36	396	34	49	531	221	33	376	71
32	Main & Pico	47	552	17	61	357	16	73	661	45	55	280	101
33	Blaine & Olympic	7	17	9	19	1,120	177	673	7	264	220	1,697	7
34	Blaine & SR 110 SB Off-Ramps	9	418	0	941	0	894	0	0	0	0	0	0
35	Blaine & 11th	41	932	340	0	0	28	0	0	0	154	94	0
36	Convention Center Drive & Venice	18	0	99	416	534	0	0	0	0	0	638	67

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Peak Hour Traffic Volumes

37	Figueroa & Venice	268	514	40	74	393	57	106	1,673	170	171	401	110
38	Flower & Venice	131	844	52	0	433	26	0	0	0	60	498	0
39	Grand & Venice	78	898	51	0	311	119	0	0	0	114	376	0
40	Olive & Venice	0	0	0	176	322	0	38	1,541	106	0	307	116
41	Grand & 17th	608	533	0	0	831	389	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,218	1,109	0	0	1,544	203	0	0	0
43	Hill & 17th	171	409	0	623	2,134	35	0	739	88	0	0	0
44	Broadway & 17th	69	510	0	263	2,462	164	0	629	145	0	0	0
45	Main & 17th	174	465	0	86	2,581	196	0	597	84	0	0	0
46	Los Angeles & 17th	284	415	0	394	2,567	75	0	145	26	0	0	0
47	Flower & 18th	0	634	5	0	0	0	0	0	0	16	104	0
48	Grand & 18th	0	725	206	0	0	0	179	0	0	169	951	0
49	Olive & 18th	0	0	0	0	0	0	50	948	0	0	548	798
50	Hill & 18th	0	362	81	0	0	0	44	641	0	44	525	186
51	Broadway & 18th	0	593	83	0	0	0	79	728	0	33	580	48
52	Main & 18th	0	565	97	0	0	0	269	608	0	59	561	77
53	Los Angeles & 18th	0	225	8	0	0	0	2	262	0	35	64	821
54	Figueroa & Washington	171	370	94	147	724	143	167	1,619	146	105	581	121
55	Flower & Washington	103	531	29	0	929	45	0	0	0	97	745	0
56	Grand & Washington	138	672	97	12	727	89	93	174	69	26	741	0
57	Olive & Washington	0	0	0	95	797	188	18	642	83	13	739	163
58	Hill & Washington	52	274	79	94	806	25	40	513	23	1	223	66
59	Broadway & Washington	216	375	66	78	691	50	74	664	27	9	296	25
60	Main & Washington	62	495	59	70	903	76	97	738	56	51	705	54
61	Los Angeles & Washington	70	110	67	85	666	21	23	79	8	11	543	54
62	San Pedro & Washington	90	697	73	59	617	156	51	609	83	103	521	135
63	Figueroa & Adams	212	1,606	439	491	628	288	117	1,967	191	249	356	140
64	Flower & Adams	105	644	0	105	1,327	0	0	0	0	529	409	0
65	I-110 NB Off General & Adams	655	0	640	0	595	0	444	0	213	0	455	0
66	Grand & Adams	46	687	50	63	521	50	62	169	36	41	1,293	185
67	Hill & Adams	50	271	63	64	516	40	82	693	37	38	796	566
68	Broadway & Adams	60	399	32	24	524	29	31	556	74	44	482	204
69	Main & Adams	50	600	43	68	485	80	65	773	71	55	569	110
70	Flower & Jefferson	108	851	54	0	796	97	0	0	0	474	595	0
71	Figueroa & Exposition	74	1,005	362	393	436	78	47	1,725	166	136	376	137
72	Flower & 37th Street	0	841	575	0	0	0	101	0	0	56	774	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	112	0	0	158	567	0	0	129	439
74	Hill & 37th Street	18	253	3	9	18	0	6	639	18	25	71	92
75	Broadway & 37th	2	518	8	4	4	5	3	622	9	13	14	26
76	Figueroa & 39th	242	629	82	204	256	118	56	1,006	166	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	56	187	0	427	106	69	0
78	Figueroa & MLK	127	412	185	376	1,451	206	115	853	105	94	1,306	168
79	I-110 SB Ramps & MLK	746	6	270	0	1,394	227	0	0	0	606	1,053	0
80	I-110 NB Ramps/Hill & MLK	107	88	40	29	878	128	166	336	611	321	796	29
81	Georgia & James Wood	0	0	0	0	0	0	35	475	0	41	1,445	30
82	Francisco & 9th	0	0	151	0	0	0	0	0	0	0	2,652	555
83	Figueroa & 9th	0	0	0	0	0	0	196	2,012	0	0	2,126	717
84	Flower & 9th	0	1,203	237	0	0	0	0	0	0	761	1,582	0
85	Broadway & 9th	0	473	101	0	0	0	64	607	0	148	1,065	196
86	Bixel & 8th	74	901	0	147	831	564	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	2,381	807	0	0	287	0	0	0
88	Figueroa & 8th	0	0	0	703	2,257	0	0	1,479	926	0	0	0
89	Flower & 8th	655	1,429	0	0	2,303	204	0	0	0	0	0	0
90	Hill & 8th	328	818	0	109	1,305	146	0	386	82	0	0	0
91	Broadway & 8th	179	533	0	113	1,240	49	0	672	138	0	0	0
92	Bixel & Wilshire	63	286	25	38	703	76	49	75	35	147	716	58
93	Figueroa & Wilshire	0	0	0	121	303	0	147	1,370	177	0	644	383
94	Lucas & 6th	71	343	279	84	743	16	58	195	25	29	791	77
95	Bixel & 6th	53	133	52	53	790	88	43	68	28	83	1,068	40
96	Figueroa & 6th	0	0	0	0	0	0	168	1,706	0	0	2,716	388
97	Flower & 6th	0	1,089	190	0	0	0	0	0	0	1,035	1,862	0
98	Grand & 6th	0	1,029	108	0	0	0	0	0	0	333	1,532	0
99	Hill & 6th	0	1,003	110	0	0	0	96	478	0	274	1,065	53
100	Spring & 6th	0	1,107	159	0	0	0	0	0	0	165	963	0
101	Main & 6th	0	0	0	0	0	0	137	1,002	0	0	860	331
102	Figueroa & 5th	0	0	0	313	1,183	0	0	1,378	904	0	0	0
103	Grand & 5th	201	761	0	67	1,714	327	0	0	0	0	0	0
104	Olive & 5th	179	0	0	43	1,458	0	0	714	470	0	0	0
105	Hill & 5th	401	893	0	132	1,009	77	0	483	94	0	0	0
106	Spring & 5th	411	1,183	0	0	759	173	0	0	0	0	0	0
107	Main & 5th	0	0	0	88	666	0	0	1,036	253	0	0	0
108	Figueroa & 2nd	192	253	36	29	234	41	24	392	58	120	579	84
109	Beaudry & 1st	72	281	37	70	464	35	54	260	35	24	558	54
110	Hope & 1st	18	561	92	84	502	77	41	103	24	127	667	64
111	Grand & 1st	79	748	156	200	541	106	312	129	40	151	619	55
112	Olive & 1st	0	0	0	0	523	69	286	0	340	310	685	0
113	Hill & 1st	56	1,026	52	31	478	169	50	376	18	79	709	92
114	Spring & 1st	158	1,298	31	0	490	42	0	0	0	58	669	24
115	Main & 1st	0	0	0	22	485	0	66	880	87	0	532	210
116	Hope & Temple/US-101 Ramps	14	473	107	141	624	71	72	180	32	130	427	178

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	355	763	0	0	904	116
118	Los Angeles & Aliso	0	370	167	0	0	0	80	251	0	112	1,023	129
119	Grand & I-110 On-Ramp/US-101 Ramps	444	547	0	0	0	0	0	226	362	724	0	45
120	Beaudry & Sunset	74	670	99	68	582	51	46	893	75	83	225	171
121	Figueroa & Cesar Chavez	91	135	69	137	1,230	79	236	495	474	113	845	200
122	Grand & Cesar Chavez	19	177	16	27	1,178	347	59	103	230	397	736	25
123	Spring & Cesar Chavez	121	566	11	62	1,223	297	19	2	3	155	645	3
124	Main & Cesar Chavez	0	0	0	149	1,320	0	199	577	219	0	591	63
125	Alameda & Cesar Chavez	143	966	92	80	977	183	98	981	232	249	501	49
126	Main & Alpine	162	205	56	57	319	0	21	397	169	17	165	69
127	Alameda & Alpine	108	255	69	90	324	85	105	474	97	127	92	41
128	Hill & Alpine	45	1,350	284	214	106	51	63	531	44	27	216	33
129	Hill & College	54	1,594	326	186	330	43	79	684	40	49	154	77
130	Sunset & Elysian Park	0	842	1,913	83	0	98	1,015	871	0	0	0	0
131	Glendale & Bellevue	0	1,228	70	127	0	354	330	771	0	0	0	0
132	Glendale & Temple	200	912	115	153	373	22	15	665	64	332	366	265
133	Alvarado & US 101 NB Ramps	409	1,019	0	115	0	254	0	1,729	288	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,006	241	0	0	0	260	1,046	0	270	1	991
135	Alvarado & Beverly	100	1,098	27	63	568	69	60	1,011	27	58	645	140
136	Vermont & 6th	132	1,320	93	133	828	95	103	1,261	91	52	865	165
137	Alvarado & 6th	142	913	59	35	644	93	118	947	49	44	709	86
138	Western & Wilshire	79	950	109	117	803	185	151	886	101	83	741	92
139	Normandie & Wilshire	61	498	78	67	1,171	127	149	546	77	86	1,077	41
140	Vermont & Wilshire	134	1,284	104	88	761	106	49	1,157	164	121	664	176
141	Alvarado & Wilshire	105	920	25	78	592	112	146	925	15	51	585	86
142	Vermont & 8th	140	1,326	60	79	543	23	64	1,336	75	93	547	66
143	Alvarado & 8th	72	882	69	89	633	46	107	916	52	34	474	56
144	Western & Olympic	90	743	194	132	686	95	95	897	102	37	998	93
145	Normandie & Olympic	122	596	98	78	1,454	97	148	593	151	156	1,636	90
146	Vermont & Olympic	174	1,213	176	136	1,230	83	110	1,285	154	113	1,651	192
147	Alvarado & Olympic	175	715	147	117	1,058	129	391	782	124	144	1,430	167
148	Union & Olympic	152	427	90	79	994	135	34	473	98	52	1,689	124
149	Western & Pico	110	1,135	71	87	558	92	80	1,105	78	108	745	128
150	Normandie & Pico	43	799	36	66	620	112	142	807	41	89	729	37
151	Vermont & Pico	84	1,297	61	111	651	52	202	1,382	78	102	609	69
152	Alvarado & Pico	159	760	156	144	812	101	338	781	24	75	638	316
153	Pico & Union	113	336	88	186	845	63	44	365	65	53	899	88
154	Hoover & Alvarado	0	711	0	9	0	871	989	794	0	0	0	0
155	Western & Venice	58	765	61	90	484	105	119	1,087	100	62	490	45
156	Normandie & Venice	56	921	39	60	448	43	56	937	108	6	671	56

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Peak Hour Traffic Volumes

157	Vermont & Venice	65	1,286	96	71	430	76	108	1,403	73	48	625	86
158	Hoover & Venice	127	1,384	56	88	342	160	170	1,578	84	177	514	181
159	Western & Washington	102	1,199	83	108	478	93	82	1,218	88	119	730	92
160	Normandie & Washington	62	988	66	61	432	104	139	1,014	138	140	706	55
161	Vermont & Washington	68	1,311	87	30	623	160	84	1,536	96	70	763	87
162	Hoover & Washington	163	1,402	94	81	510	69	62	1,494	105	145	627	186
163	I-10 WB Ramp & 20th	0	0	0	0	54	694	467	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	1,068	561	0	0	0	222	1,348	0	653	18	566
165	I-10 EB Ramp & Hoover	0	1,184	332	0	0	0	265	1,144	0	344	0	820
166	Hill & Venice	32	488	35	214	617	29	28	1,295	52	60	300	64
167	Broadway & Venice	30	474	13	28	724	79	27	814	124	77	266	24
168	Main & Venice	58	521	40	37	732	48	37	659	37	52	183	59
169	Los Angeles & Venice	33	474	25	48	784	205	20	374	23	57	164	38
170	San Pedro & Venice	325	857	0	442	911	416	0	417	114	110	0	78
171	Central & Venice	299	709	0	308	438	370	0	534	181	0	0	0
172	Central & Washington	111	585	157	95	757	65	79	727	117	43	804	75
173	Wilton Place (ext. of Arlington) & Wilshire	116	712	41	53	820	130	67	703	76	66	852	135
174	Arlington & Olympic	138	604	100	75	917	93	94	583	76	56	1,241	109
175	Arlington & Pico	100	638	73	71	550	50	61	605	79	56	683	86
176	Arlington & Venice	69	721	43	44	522	60	60	675	48	111	687	49
177	Arlington & Washington	50	840	33	46	509	101	163	664	56	115	687	63
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	16	7	19	164	913	197	95	10	13	138	1,471	356
2	Francisco & Olympic	33	5	11	225	1,201	405	18	9	9	229	1,198	156
3	Figueroa & Olympic	0	0	0	377	1,644	54	342	884	280	386	587	267
4	Flower & Olympic	613	506	106	0	1,438	227	0	0	0	230	544	0
5	Grand & Olympic	220	454	72	0	1,304	24	0	0	0	67	513	0
6	Olive & Olympic	0	0	0	64	960	0	110	490	379	0	454	77
7	Hill & Olympic	173	347	55	91	635	59	37	263	201	53	497	52
8	Broadway & Olympic	107	293	62	66	647	39	74	416	62	26	504	57
9	Main & Olympic	199	242	58	39	538	40	86	432	46	49	520	81
10	Los Angeles & Olympic	149	358	96	70	354	62	136	305	62	105	449	69
11	Santee & Olympic	131	93	28	44	314	26	78	85	36	138	469	69
12	Maple & Olympic	96	187	63	38	232	14	81	172	55	143	348	84
13	Maple & 9th	49	189	28	100	293	88	90	174	38	130	511	44
14	San Pedro & 9th	84	518	54	135	455	106	127	642	127	83	331	42
15	LA Live Way & Chick Hearn Ct	0	0	0	59	37	0	0	268	0	166	170	95
16	Figueroa & 11th	0	378	62	164	0	51	15	1,263	0	0	0	0
17	Flower & 11th	170	503	0	0	0	10	0	0	0	112	0	0
18	Grand & 11th	99	404	0	0	98	306	0	0	0	0	0	0
19	Olive & 11th	0	0	0	132	59	0	0	922	375	0	0	0
20	Figueroa & 12th	19	48	28	27	2	17	42	1,244	17	11	1	2
21	Flower & 12th	107	360	132	0	0	0	0	0	0	6	59	0
22	Grand & 12th	0	466	55	0	0	0	0	0	0	45	110	0
23	Olive & 12th	0	0	0	0	0	0	13	1,321	0	0	87	54
24	LA Live Way & Pico	160	0	0	82	467	0	455	735	786	0	560	0
25	LA Live Way & Bond	0	0	0	4	3	0	0	2,054	79	0	0	1
26	Figueroa & Pico	49	3	7	10	265	36	150	1,010	246	117	770	127
27	Flower & Pico	97	356	0	0	241	18	0	0	0	88	813	0
28	Grand & Pico	123	364	20	0	253	18	0	0	0	163	502	0
29	Olive & Pico	0	0	0	234	183	0	131	1,133	85	0	403	121
30	Hill & Pico	57	327	17	75	335	84	21	1,090	55	27	360	71
31	Broadway & Pico	67	256	17	36	300	34	48	417	220	33	292	59
32	Main & Pico	35	414	17	57	273	16	72	504	44	54	224	73
33	Blaine & Olympic	7	17	9	19	889	133	484	7	219	214	1,419	7
34	Blaine & SR 110 SB Off-Ramps	9	368	0	707	0	903	0	0	0	0	0	0
35	Blaine & 11th	41	882	349	0	0	7	0	0	0	152	84	0
36	Convention Center Drive & Venice	18	0	98	394	478	0	0	0	0	0	578	34

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Peak Hour Traffic Volumes

37	Figueroa & Venice	241	447	37	37	346	89	103	1,189	168	169	356	96
38	Flower & Venice	87	327	48	0	368	19	0	0	0	59	447	0
39	Grand & Venice	52	438	46	0	270	45	0	0	0	103	335	0
40	Olive & Venice	0	0	0	164	227	0	38	945	86	0	300	76
41	Grand & 17th	345	251	0	0	685	95	0	0	0	0	0	0
42	Olive & 17th	0	0	0	1,003	702	0	0	1,140	169	0	0	0
43	Hill & 17th	124	280	0	609	1,571	19	0	598	75	0	0	0
44	Broadway & 17th	57	395	0	250	1,883	155	0	511	144	0	0	0
45	Main & 17th	155	349	0	60	2,006	88	0	465	77	0	0	0
46	Los Angeles & 17th	278	392	0	366	1,864	74	0	137	26	0	0	0
47	Flower & 18th	0	211	5	0	0	0	0	0	0	16	61	0
48	Grand & 18th	0	209	145	0	0	0	177	0	0	90	628	0
49	Olive & 18th	0	0	0	0	0	0	49	765	0	0	417	543
50	Hill & 18th	0	234	63	0	0	0	43	503	0	43	409	170
51	Broadway & 18th	0	483	68	0	0	0	58	609	0	20	459	47
52	Main & 18th	0	358	80	0	0	0	153	492	0	52	435	54
53	Los Angeles & 18th	0	222	8	0	0	0	2	255	0	35	63	563
54	Figueroa & Washington	161	359	93	118	629	108	126	1,060	134	101	528	98
55	Flower & Washington	77	142	20	0	795	45	0	0	0	93	654	0
56	Grand & Washington	121	143	47	12	610	38	85	172	68	26	642	0
57	Olive & Washington	0	0	0	92	626	188	18	501	31	13	623	125
58	Hill & Washington	31	175	71	72	656	25	40	408	23	1	125	54
59	Broadway & Washington	213	275	45	71	522	42	65	547	27	9	205	10
60	Main & Washington	51	301	48	58	727	75	83	526	55	50	587	46
61	Los Angeles & Washington	69	109	66	84	519	21	23	78	8	11	451	49
62	San Pedro & Washington	89	587	72	58	481	154	48	602	70	91	435	133
63	Figueroa & Adams	93	719	112	439	609	217	107	1,390	175	240	343	136
64	Flower & Adams	68	201	0	97	1,221	0	0	0	0	214	373	0
65	I-110 NB Off General & Adams	610	0	626	0	521	0	388	0	189	0	376	0
66	Grand & Adams	45	159	49	62	448	49	61	167	36	41	1,158	183
67	Hill & Adams	46	181	62	63	445	40	81	538	37	38	714	511
68	Broadway & Adams	48	302	32	24	464	29	31	437	72	41	413	195
69	Main & Adams	46	410	42	67	428	79	64	566	70	54	516	92
70	Flower & Jefferson	31	220	44	0	637	96	0	0	0	335	436	0
71	Figueroa & Exposition	73	647	244	341	405	66	38	1,258	164	134	350	135
72	Flower & 37th Street	0	157	518	0	0	0	100	0	0	55	621	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	109	0	0	157	500	0	0	125	362
74	Hill & 37th Street	18	164	3	9	16	0	6	484	18	25	68	91
75	Broadway & 37th	2	406	8	4	4	5	3	493	7	11	14	26
76	Figueroa & 39th	11	520	56	178	33	117	55	566	46	8	10	34

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	55	186	0	178	80	68	0
78	Figueroa & MLK	124	342	148	220	1,213	189	112	358	102	90	1,288	164
79	I-110 SB Ramps & MLK	608	6	267	0	1,121	224	0	0	0	599	1,002	0
80	I-110 NB Ramps/Hill & MLK	106	1	40	29	830	126	164	183	384	317	748	29
81	Georgia & James Wood	0	0	0	0	0	0	28	340	0	41	938	3
82	Francisco & 9th	0	0	71	0	0	0	0	0	0	0	1,878	464
83	Figueroa & 9th	0	0	0	0	0	0	127	1,309	0	0	1,367	622
84	Flower & 9th	0	676	222	0	0	0	0	0	0	542	973	0
85	Broadway & 9th	0	374	97	0	0	0	63	472	0	64	822	116
86	Bixel & 8th	73	621	0	144	664	394	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,865	603	0	0	238	0	0	0
88	Figueroa & 8th	0	0	0	658	1,805	0	0	998	611	0	0	0
89	Flower & 8th	643	946	0	0	1,819	145	0	0	0	0	0	0
90	Hill & 8th	250	616	0	94	944	94	0	277	76	0	0	0
91	Broadway & 8th	131	431	0	104	919	48	0	516	78	0	0	0
92	Bixel & Wilshire	44	222	25	19	453	68	48	64	35	113	593	20
93	Figueroa & Wilshire	0	0	0	120	185	0	147	952	95	0	547	243
94	Lucas & 6th	63	207	240	13	479	11	20	95	17	20	509	73
95	Bixel & 6th	39	120	44	47	438	72	21	49	25	75	676	22
96	Figueroa & 6th	0	0	0	0	0	0	117	1,198	0	0	2,021	225
97	Flower & 6th	0	751	186	0	0	0	0	0	0	712	1,439	0
98	Grand & 6th	0	782	97	0	0	0	0	0	0	274	1,152	0
99	Hill & 6th	0	739	85	0	0	0	95	339	0	229	751	52
100	Spring & 6th	0	613	112	0	0	0	0	0	0	138	664	0
101	Main & 6th	0	0	0	0	0	0	98	615	0	0	633	209
102	Figueroa & 5th	0	0	0	290	804	0	0	1,050	557	0	0	0
103	Grand & 5th	190	606	0	63	1,249	245	0	0	0	0	0	0
104	Olive & 5th	117	0	0	32	1,004	0	0	395	436	0	0	0
105	Hill & 5th	214	626	0	76	732	57	0	345	92	0	0	0
106	Spring & 5th	247	686	0	0	550	127	0	0	0	0	0	0
107	Main & 5th	0	0	0	73	460	0	0	575	206	0	0	0
108	Figueroa & 2nd	190	250	31	29	210	41	16	174	40	111	541	83
109	Beaudry & 1st	54	215	37	69	229	33	29	198	34	24	287	37
110	Hope & 1st	18	471	37	39	268	62	41	82	24	95	359	58
111	Grand & 1st	64	634	34	97	287	92	8	67	14	112	294	54
112	Olive & 1st	0	0	0	0	343	45	198	0	148	27	315	0
113	Hill & 1st	55	804	51	31	276	18	39	246	18	20	339	64
114	Spring & 1st	55	649	29	0	255	25	0	0	0	26	359	24
115	Main & 1st	0	0	0	20	262	0	46	394	56	0	363	66
116	Hope & Temple/US-101 Ramps	14	398	63	110	327	66	71	109	32	64	325	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	142	345	0	0	400	68
118	Los Angeles & Aliso	0	328	165	0	0	0	16	237	0	43	487	17
119	Grand & I-110 On-Ramp/US-101 Ramps	316	412	0	0	0	0	0	144	184	315	0	21
120	Beaudry & Sunset	62	591	27	67	64	26	24	832	74	82	111	169
121	Figueroa & Cesar Chavez	90	88	68	75	943	78	218	298	206	104	648	190
122	Grand & Cesar Chavez	19	76	16	27	887	233	45	37	202	349	583	25
123	Spring & Cesar Chavez	84	212	11	61	932	279	19	2	3	132	541	3
124	Main & Cesar Chavez	0	0	0	25	1,034	0	179	186	196	0	488	62
125	Alameda & Cesar Chavez	141	713	78	79	684	181	97	685	229	246	381	48
126	Main & Alpine	124	203	55	56	245	0	21	121	3	17	84	48
127	Alameda & Alpine	107	163	40	56	110	19	57	291	58	65	32	41
128	Hill & Alpine	44	1,164	138	93	105	50	62	384	43	27	213	33
129	Hill & College	53	1,263	213	93	131	42	78	417	40	48	152	76
130	Sunset & Elysian Park	0	721	482	82	0	97	582	760	0	0	0	0
131	Glendale & Bellevue	0	1,097	69	125	0	328	205	642	0	0	0	0
132	Glendale & Temple	173	729	112	112	332	22	15	457	58	313	320	260
133	Alvarado & US 101 NB Ramps	296	928	0	96	0	211	0	822	276	0	0	0
134	Alvarado & US 101 SB Ramps	0	867	214	0	0	0	246	881	0	256	1	208
135	Alvarado & Beverly	99	963	27	62	319	67	56	902	27	57	365	83
136	Vermont & 6th	123	1,016	92	131	601	86	92	977	82	43	637	156
137	Alvarado & 6th	112	820	59	34	432	74	105	837	48	43	496	82
138	Western & Wilshire	78	850	108	116	719	162	123	764	89	68	653	91
139	Normandie & Wilshire	60	459	69	55	1,082	115	138	506	73	81	984	41
140	Vermont & Wilshire	90	965	99	83	676	87	48	922	96	41	572	114
141	Alvarado & Wilshire	104	762	25	74	514	67	86	806	15	51	523	85
142	Vermont & 8th	123	1,022	48	68	401	23	63	1,090	67	83	384	46
143	Alvarado & 8th	66	682	69	85	458	45	106	747	51	34	269	48
144	Western & Olympic	89	625	178	120	511	83	80	748	101	37	734	92
145	Normandie & Olympic	92	562	81	66	1,236	78	128	553	87	104	1,347	65
146	Vermont & Olympic	148	942	158	122	1,015	81	108	1,065	109	69	1,362	171
147	Alvarado & Olympic	170	528	140	111	838	93	358	622	123	97	1,179	163
148	Union & Olympic	150	421	89	65	735	126	34	466	97	51	1,402	123
149	Western & Pico	98	1,012	70	86	461	91	79	954	77	107	578	113
150	Normandie & Pico	40	707	27	54	526	111	140	700	41	88	568	33
151	Vermont & Pico	82	983	58	108	546	51	201	1,120	77	101	441	67
152	Alvarado & Pico	151	499	154	141	709	98	314	601	24	29	522	305
153	Pico & Union	112	332	86	183	741	53	43	361	64	52	761	87
154	Hoover & Alvarado	0	678	0	9	0	561	785	673	0	0	0	0
155	Western & Venice	57	646	60	89	444	104	118	936	99	61	391	44
156	Normandie & Venice	55	827	39	59	408	42	55	828	107	6	570	55

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Peak Hour Traffic Volumes

157	Vermont & Venice	64	972	95	70	390	75	107	1,142	72	47	524	85
158	Hoover & Venice	125	1,044	55	87	304	143	164	1,256	83	129	460	179
159	Western & Washington	101	1,075	82	107	377	92	81	1,065	87	118	570	91
160	Normandie & Washington	61	893	65	60	332	103	137	904	136	138	547	54
161	Vermont & Washington	67	997	86	30	521	158	83	1,273	95	69	603	86
162	Hoover & Washington	161	1,015	79	64	409	68	62	1,185	104	98	514	184
163	I-10 WB Ramp & 20th	0	0	0	0	53	585	373	0	39	17	40	0
164	Vermont & I-10 EB Ramps	0	921	493	0	0	0	219	1,175	0	279	18	463
165	I-10 EB Ramp & Hoover	0	830	323	0	0	0	262	983	0	239	0	725
166	Hill & Venice	23	313	30	207	518	29	28	1,141	51	60	294	64
167	Broadway & Venice	27	351	13	28	634	79	27	698	110	73	257	24
168	Main & Venice	53	387	40	37	647	47	37	502	37	51	175	58
169	Los Angeles & Venice	33	445	25	47	698	205	20	340	23	56	162	38
170	San Pedro & Venice	321	847	0	437	826	309	0	412	113	109	0	77
171	Central & Venice	296	637	0	304	427	278	0	483	179	0	0	0
172	Central & Washington	107	361	123	71	621	64	78	583	116	43	717	69
173	Wilton Place (ext. of Arlington) & Wilshire	115	704	41	52	725	128	66	695	75	65	748	133
174	Arlington & Olympic	136	597	99	74	739	92	93	576	75	55	974	108
175	Arlington & Pico	99	630	72	70	443	49	60	598	78	55	504	85
176	Arlington & Venice	68	712	42	43	481	59	59	667	47	110	585	48
177	Arlington & Washington	49	830	33	45	408	100	161	656	55	114	528	62
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	858	8,580	0	0	68.1	67.2
- South of 1st St.	70	10	45	35	666	6,660	0	0	67.0	66.1
- North of 11th St.	70	10	45	35	483	4,830	0	0	65.6	64.7
- Between 11th and 12th St.	50	10	35	35	452	4,520	0	0	66.6	65.6
- Between 12th St. and Venice Ave.	50	10	35	35	452	4,520	0	0	66.6	65.6
- Between Venice Ave. and 17th St.	50	10	35	35	475	4,750	0	0	66.8	65.8
- Between 17th St. and Washington Ave.	50	10	35	35	316	3,160	0	0	65.0	64.0
- South of Washington Ave.	50	10	35	35	377	3,770	0	0	65.8	64.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	883	8,830	0	0	68.3	67.3
- Between 5th St. and Wilshire Blvd.	70	10	45	35	1,694	16,940	0	0	71.1	70.1
- Between Wilshire Blvd. and 9th St.	70	10	45	35	1,623	16,230	0	0	70.9	69.9
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,524	15,240	0	0	70.6	69.7
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,884	18,840	0	0	71.6	70.6
- South of Pico Blvd.	70	10	45	35	2,083	20,830	0	0	72.0	71.0
Flower Street										
- North of 6th St.	70	10	45	35	707	7,070	0	0	67.3	66.3
- Between 6th St. and 8th St.	60	10	40	35	807	8,070	0	0	68.5	67.5
- Between 8th and Pico Blvd.	60	10	40	35	591	5,910	0	0	67.1	66.1
- South of Pico Blvd.	40	10	30	35	493	4,930	0	0	67.7	66.8
- South of 18th St.	40	10	30	35	259	2,590	0	0	64.9	64.0
Hope Street										
- North of 1st St.	60	10	40	35	503	5,030	0	0	66.4	65.4
- South of 1st St.	70	10	45	35	470	4,700	0	0	65.5	64.5
1st Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,065	10,650	0	0	68.7	67.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,228	12,280	0	0	69.3	68.3
- East of Figueroa St.	70	10	45	35	847	8,470	0	0	68.1	67.1
6th Street										
- West of Lucas Ave.	40	10	30	35	1,066	10,660	0	0	71.1	70.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	940	9,400	0	0	70.5	69.6
- East of Bixel St.	40	10	30	35	968	9,680	0	0	70.7	69.7
- East of Flower St.	40	10	30	35	1,024	10,240	0	0	70.9	69.9
- West of Main St.	40	10	30	35	710	7,100	0	0	69.3	68.3
- East of Main St.	40	10	30	35	602	6,020	0	0	68.6	67.6
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,101	21,010	0	0	71.6	70.6
- Between Alvarado St. & Union Ave.	80	10	50	35	1,850	18,500	0	0	71.1	70.1
- Between Union Ave. & Blaine St.	80	10	50	35	1,769	17,690	0	0	70.9	69.9
- Between Blaine St. & Georgia St.	80	10	50	35	1,997	19,970	0	0	71.4	70.4
- Between George St. & Francisco St.	80	10	50	35	2,068	20,680	0	0	71.6	70.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,065	20,650	0	0	71.5	70.6
- Between Figueroa St. & Flower St.	70	10	45	35	1,833	18,330	0	0	71.4	70.5
- East of Flower St.	70	10	45	35	1,526	15,260	0	0	70.6	69.7
W. 11th Street										
- West of Blaine St.	40	10	30	35	506	5,060	0	0	67.8	66.9
- Between Blaine St. & LA Live Wy.	40	10	30	35	725	7,250	0	0	69.4	68.4
- East of LA Live Wy.	60	10	40	35	593	5,930	0	0	67.1	66.2
- West of Grand Ave.	40	10	30	35	302	3,020	0	0	65.6	64.6
- East of Grand Ave.	40	10	30	35	277	2,770	0	0	65.2	64.2
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,635	16,350	0	0	71.5	70.6
- Between Alvarado St. & Union Ave.	60	10	40	35	1,614	16,140	0	0	71.5	70.5
- Between Union Ave. & Figueroa St.	60	10	40	35	1,456	14,560	0	0	71.0	70.1
- Between Figueroa & Flower St.	70	10	45	35	1,006	10,060	0	0	68.8	67.9
- East of Hill St.	50	10	35	35	573	5,730	0	0	67.6	66.6
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	721	7,210	0	0	69.2	68.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	660	6,600	0	0	68.8	67.8
Venice Boulevard										
- East of Olive St.	40	10	30	35	404	4,040	0	0	66.9	65.9
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	108	1,080	0	0	61.1	60.2
E. 17th Street										
- West of Grand Ave.	40	10	30	35	882	8,820	0	0	70.3	69.3
W. 18th Street										
- West of Flower St.	40	10	30	35	100	1,000	0	0	60.8	59.8
- West of Grand Ave.	40	10	30	35	94	940	0	0	60.5	59.6
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,347	13,470	0	0	69.7	68.7
- Between Flower St. & Grand Ave.	80	10	50	35	1,158	11,580	0	0	69.0	68.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,013	10,130	0	0	68.5	67.5
- East of Los Angeles St.	80	10	50	35	944	9,440	0	0	68.1	67.2
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	433	4,330	0	0	65.2	64.2
- East of I-110 Fwy.	50	10	35	35	288	2,880	0	0	64.6	63.6
Alvarado Street										
- North of 8th St.	60	10	40	35	1,644	16,440	0	0	71.6	70.6
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,682	16,820	0	0	71.7	70.7
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,595	15,950	0	0	71.4	70.5
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,374	13,740	0	0	70.8	69.8
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,064	10,640	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	398	3,980	0	0	66.6	65.6
- South of 6th St.	40	10	30	30	231	2,310	0	0	64.2	63.3
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	382	3,820	0	0	66.4	65.4
- Between Wilshire Blvd. & 6th St.	40	10	30	30	653	6,530	0	0	68.7	67.8
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,890	18,900	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,373	13,730	0	0	71.4	70.4
- Between Grand Ave. and Main St.	50	10	35	35	1,005	10,050	0	0	70.0	69.0
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,106	11,060	0	0	70.4	69.5
- Between Bixel St. & Figueroa St.	50	10	35	35	1,007	10,070	0	0	70.0	69.1

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	757	7,570	0	0	68.8	67.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,269	12,690	0	0	69.8	68.9
- South of 1st St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	875	8,750	0	0	68.2	67.2
- Between 11th and 12th St.	50	10	35	35	976	9,760	0	0	69.9	68.9
- Between 12th St. and Venice Ave.	50	10	35	35	973	9,730	0	0	69.9	68.9
- Between Venice Ave. and 17th St.	50	10	35	35	962	9,620	0	0	69.8	68.9
- Between 17th St. and Washington Ave.	50	10	35	35	567	5,670	0	0	67.5	66.6
- South of Washington Ave.	50	10	35	35	581	5,810	0	0	67.6	66.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- Between 5th St. and Wilshire Blvd.	70	10	45	35	2,361	23,610	0	0	72.5	71.6
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,276	22,760	0	0	72.4	71.4
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,253	22,530	0	0	72.3	71.4
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,687	26,870	0	0	73.1	72.1
- South of Pico Blvd.	70	10	45	35	2,722	27,220	0	0	73.1	72.2
Flower Street										
- North of 6th St.	70	10	45	35	1,031	10,310	0	0	68.9	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,359	13,590	0	0	70.7	69.8
- Between 8th and Pico Blvd.	60	10	40	35	1,154	11,540	0	0	70.0	69.0
- South of Pico Blvd.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
- South of 18th St.	40	10	30	35	693	6,930	0	0	69.2	68.2
Hope Street										
- North of 1st St.	60	10	40	35	713	7,130	0	0	67.9	67.0
- South of 1st St.	70	10	45	35	614	6,140	0	0	66.7	65.7
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,737	17,370	0	0	70.8	69.8
2nd Street										
- West of Figueroa St.	80	10	50	35	1,317	13,170	0	0	69.6	68.6
- East of Figueroa St.	70	10	45	35	922	9,220	0	0	68.4	67.5
6th Street										
- West of Lucas Ave.	40	10	30	35	1,649	16,490	0	0	73.0	72.0
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,693	16,930	0	0	73.1	72.1
- East of Bixel St.	40	10	30	35	1,763	17,630	0	0	73.3	72.3
- East of Flower St.	40	10	30	35	1,416	14,160	0	0	72.3	71.3
- West of Main St.	40	10	30	35	1,030	10,300	0	0	70.9	70.0
- East of Main St.	40	10	30	35	821	8,210	0	0	69.9	69.0
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,584	25,840	0	0	72.5	71.5
- Between Alvarado St. & Union Ave.	80	10	50	35	2,413	24,130	0	0	72.2	71.3
- Between Union Ave. & Blaine St.	80	10	50	35	2,337	23,370	0	0	72.1	71.1
- Between Blaine St. & Georgia St.	80	10	50	35	2,680	26,800	0	0	72.7	71.7
- Between George St. & Francisco St.	80	10	50	35	2,625	26,250	0	0	72.6	71.6
- Between Francisco St. & Figueroa St.	80	10	50	35	2,749	27,490	0	0	72.8	71.8
- Between Figueroa St. & Flower St.	70	10	45	35	2,467	24,670	0	0	72.7	71.7
- East of Flower St.	70	10	45	35	2,118	21,180	0	0	72.1	71.1
W. 11th Street										
- West of Blaine St.	40	10	30	35	527	5,270	0	0	68.0	67.0
- Between Blaine St. & LA Live Wy.	40	10	30	35	915	9,150	0	0	70.4	69.4
- East of LA Live Wy.	60	10	40	35	814	8,140	0	0	68.5	67.5
- West of Grand Ave.	40	10	30	35	718	7,180	0	0	69.4	68.4
- East of Grand Ave.	40	10	30	35	831	8,310	0	0	70.0	69.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,868	18,680	0	0	72.1	71.1
- Between Alvarado St. & Union Ave.	60	10	40	35	1,855	18,550	0	0	72.1	71.1
- Between Union Ave. & Figueroa St.	60	10	40	35	1,737	17,370	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,274	12,740	0	0	69.9	68.9
- East of Hill St.	50	10	35	35	766	7,660	0	0	68.8	67.9
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	912	9,120	0	0	70.2	69.2
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	798	7,980	0	0	69.6	68.6
Venice Boulevard										
- East of Olive St.	40	10	30	35	444	4,440	0	0	67.3	66.3
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	380	3,800	0	0	66.6	65.6
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,297	12,970	0	0	71.9	71.0
W. 18th Street										
- West of Flower St.	40	10	30	35	136	1,360	0	0	62.1	61.2
- West of Grand Ave.	40	10	30	35	130	1,300	0	0	61.9	61.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,538	15,380	0	0	70.3	69.3
- Between Flower St. & Grand Ave.	80	10	50	35	1,389	13,890	0	0	69.8	68.9
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,251	12,510	0	0	69.4	68.4
- East of Los Angeles St.	80	10	50	35	1,140	11,400	0	0	69.0	68.0
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	488	4,880	0	0	65.7	64.7
- East of I-110 Fwy.	50	10	35	35	292	2,920	0	0	64.7	63.7
Alvarado Street										
- North of 8th St.	60	10	40	35	1,983	19,830	0	0	72.4	71.4
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,004	20,040	0	0	72.4	71.4
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,978	19,780	0	0	72.4	71.4
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,640	16,400	0	0	71.5	70.6
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,079	10,790	0	0	70.9	70.0
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	761	7,610	0	0	69.4	68.4
- South of 6th St.	40	10	30	30	556	5,560	0	0	68.1	67.1
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	504	5,040	0	0	67.6	66.6
- Between Wilshire Blvd. & 6th St.	40	10	30	30	857	8,570	0	0	69.9	69.0
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,060	20,600	0	0	73.1	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,562	15,620	0	0	71.9	71.0
- Between Grand Ave. and Main St.	50	10	35	35	1,188	11,880	0	0	70.7	69.8
- East of Main St.	50	10	35	35	1,075	10,750	0	0	70.3	69.3
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,574	15,740	0	0	72.0	71.0
- Between Bixel St. & Figueroa St.	50	10	35	35	1,445	14,450	0	0	71.6	70.6

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	997	9,970	0	0	70.0	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
Grand Avenue										
- North of 1st St.	70	10	45	35	1,909	19,090	0	0	71.6	70.6
- South of 1st St.	70	10	45	35	1,203	12,030	0	0	69.6	68.6
- North of 11th St.	70	10	45	35	1,155	11,550	0	0	69.4	68.5
- Between 11th and 12th St.	50	10	35	35	1,625	16,250	0	0	72.1	71.1
- Between 12th St. and Venice Ave.	50	10	35	35	2,159	21,590	0	0	73.3	72.4
- Between Venice Ave. and 17th St.	50	10	35	35	2,511	25,110	0	0	74.0	73.0
- Between 17th St. and Washington Ave.	50	10	35	35	1,454	14,540	0	0	71.6	70.7
- South of Washington Ave.	50	10	35	35	946	9,460	0	0	69.8	68.8
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,429	24,290	0	0	72.7	71.7
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,938	39,380	0	0	74.8	73.8
- Between Wilshire Blvd. and 9th St.	70	10	45	35	3,375	33,750	0	0	74.1	73.1
- Between 9th St. and Olympic Blvd.	70	10	45	35	2,364	23,640	0	0	72.5	71.6
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	2,569	25,690	0	0	72.9	71.9
- South of Pico Blvd.	70	10	45	35	2,662	26,620	0	0	73.1	72.1
Flower Street										
- North of 6th St.	70	10	45	35	1,050	10,500	0	0	69.0	68.0
- Between 6th St. and 8th St.	60	10	40	35	1,542	15,420	0	0	71.3	70.3
- Between 8th and Pico Blvd.	60	10	40	35	1,322	13,220	0	0	70.6	69.6
- South of Pico Blvd.	40	10	30	35	1,490	14,900	0	0	72.5	71.6
- South of 18th St.	40	10	30	35	986	9,860	0	0	70.7	69.8
Hope Street										
- North of 1st St.	60	10	40	35	1,182	11,820	0	0	70.1	69.2
- South of 1st St.	70	10	45	35	721	7,210	0	0	67.4	66.4
1st Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	2,008	20,080	0	0	71.4	70.5
2nd Street										
- West of Figueroa St.	80	10	50	35	1,914	19,140	0	0	71.2	70.2
- East of Figueroa St.	70	10	45	35	986	9,860	0	0	68.7	67.8
6th Street										
- West of Lucas Ave.	40	10	30	35	1,691	16,910	0	0	73.1	72.1
- Between Lucas Ave. & Bixel St.	40	10	30	35	1,735	17,350	0	0	73.2	72.2
- East of Bixel St.	40	10	30	35	1,841	18,410	0	0	73.5	72.5
- East of Flower St.	40	10	30	35	1,710	17,100	0	0	73.1	72.2
- West of Main St.	40	10	30	35	1,316	13,160	0	0	72.0	71.0
- East of Main St.	40	10	30	35	828	8,280	0	0	70.0	69.0
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	3,026	30,260	0	0	73.2	72.2
- Between Alvarado St. & Union Ave.	80	10	50	35	2,820	28,200	0	0	72.9	71.9
- Between Union Ave. & Blaine St.	80	10	50	35	2,858	28,580	0	0	73.0	72.0
- Between Blaine St. & Georgia St.	80	10	50	35	3,684	36,840	0	0	74.1	73.1
- Between George St. & Francisco St.	80	10	50	35	3,559	35,590	0	0	73.9	72.9
- Between Francisco St. & Figueroa St.	80	10	50	35	3,906	39,060	0	0	74.3	73.3
- Between Figueroa St. & Flower St.	70	10	45	35	3,518	35,180	0	0	74.3	73.3
- East of Flower St.	70	10	45	35	2,892	28,920	0	0	73.4	72.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	356	3,560	0	0	66.3	65.3
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,328	13,280	0	0	72.0	71.1
- East of LA Live Wy.	60	10	40	35	522	5,220	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	553	5,530	0	0	68.2	67.3
- East of Grand Ave.	40	10	30	35	808	8,080	0	0	69.9	68.9
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	2,128	21,280	0	0	72.7	71.7
- Between Alvarado St. & Union Ave.	60	10	40	35	2,176	21,760	0	0	72.8	71.8
- Between Union Ave. & Figueroa St.	60	10	40	35	2,009	20,090	0	0	72.4	71.5
- Between Figueroa & Flower St.	70	10	45	35	1,462	14,620	0	0	70.4	69.5
- East of Hill St.	50	10	35	35	887	8,870	0	0	69.5	68.5
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,400	14,000	0	0	72.1	71.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	773	7,730	0	0	69.5	68.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,461	14,610	0	0	72.4	71.5
W. 12th Street										

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	518	5,180	0	0	67.9	67.0
E. 17th Street										
- West of Grand Ave.	40	10	30	35	2,173	21,730	0	0	74.2	73.2
W. 18th Street										
- West of Flower St.	40	10	30	35	147	1,470	0	0	62.5	61.5
- West of Grand Ave.	40	10	30	35	141	1,410	0	0	62.3	61.3
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,391	23,910	0	0	72.2	71.2
- Between Flower St. & Grand Ave.	80	10	50	35	2,094	20,940	0	0	71.6	70.6
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,691	16,910	0	0	70.7	69.7
- East of Los Angeles St.	80	10	50	35	1,611	16,110	0	0	70.5	69.5
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	1,089	10,890	0	0	69.2	68.2
- East of I-110 Fwy.	50	10	35	35	621	6,210	0	0	67.9	67.0
Alvarado Street										
- North of 8th St.	60	10	40	35	2,162	21,620	0	0	72.7	71.8
- Between 8th St. & Olympic Blvd.	60	10	40	35	2,260	22,600	0	0	72.9	72.0
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	2,469	24,690	0	0	73.3	72.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,926	19,260	0	0	72.2	71.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,213	12,130	0	0	71.4	70.5
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,136	11,360	0	0	71.2	70.2
- South of Pico Blvd.	40	10	30	30	820	8,200	0	0	69.7	68.8
Lucas Ave.										
- North of 6th St.	40	10	30	30	816	8,160	0	0	69.7	68.7
- South of 6th St.	40	10	30	30	611	6,110	0	0	68.5	67.5
Bixel Street										
- North of 8th St.	40	10	30	30	361	3,610	0	0	66.2	65.2
- Between 8th St. & Wilshire Blvd.	40	10	30	30	540	5,400	0	0	67.9	66.9
- Between Wilshire Blvd. & 6th St.	40	10	30	30	957	9,570	0	0	70.4	69.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	2,076	20,760	0	0	73.2	72.2
- Between Flower St. & Grand Ave.	50	10	35	35	1,677	16,770	0	0	72.2	71.3
- Between Grand Ave. and Main St.	50	10	35	35	1,320	13,200	0	0	71.2	70.2
- East of Main St.	50	10	35	35	1,208	12,080	0	0	70.8	69.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,649	16,490	0	0	72.2	71.2
- Between Bixel St. & Figueroa St.	50	10	35	35	1,584	15,840	0	0	72.0	71.0

FUTURE WITHOUT PROJECT (2038)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	1,223	12,230	0	0	70.9	69.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Saturday with Dodgers & Coliseum - Post-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	1,498	14,980	0	0	70.6	69.6
- South of 1st St.	70	10	45	35	666	6,660	0	0	67.0	66.1
- North of 11th St.	70	10	45	35	673	6,730	0	0	67.1	66.1
- Between 11th and 12th St.	50	10	35	35	1,010	10,100	0	0	70.0	69.1
- Between 12th St. and Venice Ave.	50	10	35	35	1,549	15,490	0	0	71.9	70.9
- Between Venice Ave. and 17th St.	50	10	35	35	1,951	19,510	0	0	72.9	71.9
- Between 17th St. and Washington Ave.	50	10	35	35	1,202	12,020	0	0	70.8	69.8
- South of Washington Ave.	50	10	35	35	742	7,420	0	0	68.7	67.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	2,109	21,090	0	0	72.0	71.1
- Between 5th St. and Wilshire Blvd.	70	10	45	35	3,271	32,710	0	0	73.9	73.0
- Between Wilshire Blvd. and 9th St.	70	10	45	35	2,722	27,220	0	0	73.1	72.2
- Between 9th St. and Olympic Blvd.	70	10	45	35	1,635	16,350	0	0	70.9	70.0
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	1,853	18,530	0	0	71.5	70.5
- South of Pico Blvd.	70	10	45	35	2,185	21,850	0	0	72.2	71.2
Flower Street										
- North of 6th St.	70	10	45	35	726	7,260	0	0	67.4	66.4
- Between 6th St. and 8th St.	60	10	40	35	991	9,910	0	0	69.4	68.4
- Between 8th and Pico Blvd.	60	10	40	35	760	7,600	0	0	68.2	67.2
- South of Pico Blvd.	40	10	30	35	953	9,530	0	0	70.6	69.6
- South of 18th St.	40	10	30	35	552	5,520	0	0	68.2	67.2
Hope Street										
- North of 1st St.	60	10	40	35	972	9,720	0	0	69.3	68.3
- South of 1st St.	70	10	45	35	577	5,770	0	0	66.4	65.4
1st Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- Between Hope St. and Grand Ave.	80	10	50	35	1,336	13,360	0	0	69.7	68.7
2nd Street										
- West of Figueroa St.	80	10	50	35	1,825	18,250	0	0	71.0	70.0
- East of Figueroa St.	70	10	45	35	911	9,110	0	0	68.4	67.4
6th Street										
- West of Lucas Ave.	40	10	30	35	1,108	11,080	0	0	71.2	70.3
- Between Lucas Ave. & Bixel St.	40	10	30	35	982	9,820	0	0	70.7	69.7
- East of Bixel St.	40	10	30	35	1,046	10,460	0	0	71.0	70.0
- East of Flower St.	40	10	30	35	1,318	13,180	0	0	72.0	71.0
- West of Main St.	40	10	30	35	996	9,960	0	0	70.8	69.8
- East of Main St.	40	10	30	35	609	6,090	0	0	68.6	67.7
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	2,474	24,740	0	0	72.3	71.4
- Between Alvarado St. & Union Ave.	80	10	50	35	2,257	22,570	0	0	71.9	71.0
- Between Union Ave. & Blaine St.	80	10	50	35	2,280	22,800	0	0	72.0	71.0
- Between Blaine St. & Georgia St.	80	10	50	35	2,945	29,450	0	0	73.1	72.1
- Between George St. & Francisco St.	80	10	50	35	2,907	29,070	0	0	73.0	72.1
- Between Francisco St. & Figueroa St.	80	10	50	35	3,132	31,320	0	0	73.4	72.4
- Between Figueroa St. & Flower St.	70	10	45	35	2,785	27,850	0	0	73.2	72.3
- East of Flower St.	70	10	45	35	2,200	22,000	0	0	72.2	71.2
W. 11th Street										
- West of Blaine St.	40	10	30	35	345	3,450	0	0	66.2	65.2
- Between Blaine St. & LA Live Wy.	40	10	30	35	1,321	13,210	0	0	72.0	71.0
- East of LA Live Wy.	60	10	40	35	520	5,200	0	0	66.6	65.6
- West of Grand Ave.	40	10	30	35	147	1,470	0	0	62.5	61.5
- East of Grand Ave.	40	10	30	35	264	2,640	0	0	65.0	64.0
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,826	18,260	0	0	72.0	71.0
- Between Alvarado St. & Union Ave.	60	10	40	35	1,935	19,350	0	0	72.3	71.3
- Between Union Ave. & Figueroa St.	60	10	40	35	1,728	17,280	0	0	71.8	70.8
- Between Figueroa & Flower St.	70	10	45	35	1,193	11,930	0	0	69.6	68.6
- East of Hill St.	50	10	35	35	694	6,940	0	0	68.4	67.4
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	1,119	11,190	0	0	71.1	70.1
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	722	7,220	0	0	69.2	68.2
Venice Boulevard										
- East of Olive St.	40	10	30	35	1,421	14,210	0	0	72.3	71.4
W. 12th Street										

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
- West of Grand Ave.	40	10	30	35	246	2,460	0	0	64.7	63.7
E. 17th Street										
- West of Grand Ave.	40	10	30	35	1,686	16,860	0	0	73.1	72.1
W. 18th Street										
- West of Flower St.	40	10	30	35	111	1,110	0	0	61.3	60.3
- West of Grand Ave.	40	10	30	35	105	1,050	0	0	61.0	60.0
Washington Boulevard										
- West of Flower St.	80	10	50	35	2,200	22,000	0	0	71.8	70.8
- Between Flower St. & Grand Ave.	80	10	50	35	1,863	18,630	0	0	71.1	70.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	1,454	14,540	0	0	70.0	69.1
- East of Los Angeles St.	80	10	50	35	1,415	14,150	0	0	69.9	68.9
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	519	5,190	0	0	66.0	65.0
- East of I-110 Fwy.	50	10	35	35	438	4,380	0	0	66.4	65.4
Alvarado Street										
- North of 8th St.	60	10	40	35	1,752	17,520	0	0	71.8	70.9
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,867	18,670	0	0	72.1	71.1
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,946	19,460	0	0	72.3	71.3
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,556	15,560	0	0	71.3	70.3
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,181	11,810	0	0	71.3	70.3
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,116	11,160	0	0	71.1	70.1
- South of Pico Blvd.	40	10	30	30	799	7,990	0	0	69.6	68.6
Lucas Ave.										
- North of 6th St.	40	10	30	30	453	4,530	0	0	67.2	66.2
- South of 6th St.	40	10	30	30	286	2,860	0	0	65.2	64.2
Bixel Street										
- North of 8th St.	40	10	30	30	280	2,800	0	0	65.1	64.1
- Between 8th St. & Wilshire Blvd.	40	10	30	30	418	4,180	0	0	66.8	65.8
- Between Wilshire Blvd. & 6th St.	40	10	30	30	753	7,530	0	0	69.4	68.4
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,906	19,060	0	0	72.8	71.8
- Between Flower St. & Grand Ave.	50	10	35	35	1,488	14,880	0	0	71.7	70.8
- Between Grand Ave. and Main St.	50	10	35	35	1,037	10,370	0	0	70.2	69.2
- East of Main St.	50	10	35	35	960	9,600	0	0	69.8	68.8
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	1,181	11,810	0	0	70.7	69.7
- Between Bixel St. & Figueroa St.	50	10	35	35	1,146	11,460	0	0	70.6	69.6

EXISTING PLUS PROJECT (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	983	9,830	0	0	69.9	69.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

Existing (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	19	101	926	132	77	45	31	37	812	218
2	Francisco & Olympic	38	8	11	44	1,101	62	30	16	21	34	827	47
3	Figueroa & Olympic	0	0	0	223	838	93	141	1,121	340	185	526	166
4	Flower & Olympic	340	499	68	0	846	55	0	0	0	102	557	0
5	Grand & Olympic	138	343	31	0	697	62	0	0	0	66	483	0
6	Olive & Olympic	0	0	0	42	634	0	22	389	64	0	408	72
7	Hill & Olympic	115	273	28	29	576	12	17	192	22	26	396	32
8	Broadway & Olympic	69	266	23	61	490	29	40	444	45	23	370	54
9	Main & Olympic	120	271	38	30	450	33	33	423	29	23	322	94
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	275	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	276	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	189	43
13	Maple & 9th	31	111	17	58	221	74	78	159	28	63	344	22
14	San Pedro & 9th	32	325	36	62	268	57	85	324	27	55	349	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	206	19	174	678	231	115	86	79
16	Figueroa & 11th	64	197	16	143	221	59	22	1,379	83	61	46	72
17	Flower & 11th	201	458	0	0	243	34	0	0	0	89	0	0
18	Grand & 11th	73	410	0	0	229	48	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	220	0	0	477	62	0	0	0
20	Figueroa & 12th	18	281	31	31	8	9	38	1,564	9	11	0	3
21	Flower & 12th	52	374	74	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	415	30	0	0	0	0	0	0	41	67	0
23	Olive & 12th	0	0	0	0	0	0	10	495	0	0	67	29
24	LA Live Way & Pico	55	0	115	171	427	0	153	721	645	0	317	149
25	LA Live Way & Bond	0	0	0	201	2	0	0	1,405	0	0	2	3
26	Figueroa & Pico	47	211	29	83	348	68	82	1,335	211	176	387	182
27	Flower & Pico	72	326	0	0	448	19	0	0	0	148	346	0
28	Grand & Pico	50	397	7	0	366	17	0	0	0	82	263	0
29	Olive & Pico	0	0	0	18	328	0	37	466	57	0	233	36
30	Hill & Pico	32	258	5	15	283	7	22	192	28	12	241	18
31	Broadway & Pico	24	233	10	31	213	19	37	228	32	37	208	43
32	Main & Pico	18	306	9	34	228	23	40	361	36	32	155	45
33	Blaine & Olympic	9	78	3	23	715	194	153	17	101	166	858	12
34	Blaine & SR 110 SB Off-Ramps	0	446	0	275	0	221	0	0	0	0	0	0
35	Blaine & 11th	47	415	190	0	161	289	0	0	0	205	93	0
36	Convention Center Drive & Venice	71	0	132	82	373	0	0	0	0	0	549	14

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	29	519	22	75	236	62	44	1,433	131	136	256	97
38	Flower & Venice	52	422	27	0	313	27	0	0	0	71	259	0
39	Grand & Venice	34	375	39	0	203	28	0	0	0	69	182	0
40	Olive & Venice	0	0	0	21	167	0	23	357	58	0	193	30
41	Grand & 17th	284	193	0	0	598	73	0	0	0	0	0	0
42	Olive & 17th	0	0	0	131	615	0	0	458	81	0	0	0
43	Hill & 17th	70	209	0	45	459	8	0	153	59	0	0	0
44	Broadway & 17th	61	320	0	20	385	29	0	303	43	0	0	0
45	Main & 17th	104	316	0	26	434	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	453	0	118	379	76	0	75	10	0	0	0
47	Flower & 18th	0	245	8	0	0	0	0	0	0	14	86	0
48	Grand & 18th	0	149	119	0	0	0	124	0	0	56	639	0
49	Olive & 18th	0	0	0	0	0	0	18	193	0	0	539	345
50	Hill & 18th	0	169	57	0	0	0	47	197	0	15	507	21
51	Broadway & 18th	0	291	47	0	0	0	68	324	0	13	553	36
52	Main & 18th	0	319	61	0	0	0	144	368	0	62	551	40
53	Los Angeles & 18th	0	220	9	0	0	0	10	130	0	26	79	648
54	Figueroa & Washington	119	396	54	85	506	101	48	969	128	71	431	92
55	Flower & Washington	82	150	27	0	636	0	0	0	0	15	529	0
56	Grand & Washington	64	131	45	6	480	23	39	119	35	30	515	0
57	Olive & Washington	0	0	0	63	466	5	1	75	17	29	497	51
58	Hill & Washington	13	120	41	46	345	29	36	181	9	2	122	4
59	Broadway & Washington	30	239	35	54	374	42	50	318	23	1	197	8
60	Main & Washington	40	271	51	58	468	33	60	410	52	40	589	34
61	Los Angeles & Washington	79	122	79	48	418	11	15	61	6	9	373	33
62	San Pedro & Washington	54	575	61	39	356	71	45	484	71	74	427	122
63	Figueroa & Adams	113	649	84	480	652	135	69	1,334	213	218	431	123
64	Flower & Adams	24	165	0	0	1,258	0	0	0	0	239	369	0
65	I-110 NB Off General & Adams	164	0	571	0	440	0	166	0	275	0	383	0
66	Grand & Adams	36	138	49	34	347	40	32	129	28	28	539	141
67	Hill & Adams	29	123	19	20	369	30	40	302	17	12	516	87
68	Broadway & Adams	24	270	24	18	327	26	22	289	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	222	31	0	492	98	0	0	0	328	415	0
71	Figueroa & Exposition	71	613	282	286	339	38	55	1,026	169	102	392	98
72	Flower & 37th Street	0	117	565	0	0	0	115	0	0	37	735	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	588	0	0	83	408
74	Hill & 37th Street	14	134	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	345	1	2	1	0	2	292	3	10	20	42
76	Figueroa & 39th	14	525	70	174	10	98	50	440	21	14	37	114

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	66	49	0	148	112	79	0
78	Figueroa & MLK	118	385	157	157	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	963	242	0	0	0	582	899	0
80	I-110 NB Ramps/Hill & MLK	106	6	15	41	693	58	168	120	384	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	50	303	0	11	565	148
82	Francisco & 9th	0	0	63	0	0	0	0	0	0	0	1,009	212
83	Figueroa & 9th	0	0	0	0	0	0	144	1,394	0	0	812	274
84	Flower & 9th	0	594	189	0	0	0	0	0	0	300	640	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	37	534	103
86	Bixel & 8th	51	577	0	151	539	413	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	0	1,346	64	0	0	194	0	0	0
88	Figueroa & 8th	0	0	0	196	1,041	0	0	1,417	247	0	0	0
89	Flower & 8th	180	703	0	0	1,071	81	0	0	0	0	0	0
90	Hill & 8th	156	424	0	79	654	25	0	281	51	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	425	69	36	77	41	102	479	30
93	Figueroa & Wilshire	0	0	0	141	188	0	53	1,421	104	0	375	293
94	Lucas & 6th	85	95	19	14	386	14	8	91	8	15	478	94
95	Bixel & 6th	14	98	34	44	393	58	28	73	34	91	411	17
96	Figueroa & 6th	0	0	0	0	0	0	125	1,746	0	0	938	166
97	Flower & 6th	0	473	234	0	0	0	0	0	0	258	790	0
98	Grand & 6th	0	402	78	0	0	0	0	0	0	114	846	0
99	Hill & 6th	0	440	66	0	0	0	69	400	0	86	656	37
100	Spring & 6th	0	484	121	0	0	0	0	0	0	132	622	0
101	Main & 6th	0	0	0	0	0	0	98	694	0	0	504	206
102	Figueroa & 5th	0	0	0	195	889	0	0	1,002	530	0	0	0
103	Grand & 5th	136	315	0	74	1,091	191	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	763	2	0	622	466	0	0	0
105	Hill & 5th	80	440	0	92	668	41	0	386	74	0	0	0
106	Spring & 5th	125	484	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	631	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	189	15	20	182	62	109	559	133
109	Beaudry & 1st	91	181	29	78	346	58	47	243	42	17	233	34
110	Hope & 1st	35	118	49	110	415	66	62	115	42	67	380	76
111	Grand & 1st	114	351	45	186	441	80	15	103	37	80	317	59
112	Olive & 1st	0	0	0	0	336	39	238	0	163	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	419	33	27	431	161
114	Spring & 1st	58	353	26	0	305	29	0	0	0	32	450	26
115	Main & 1st	0	0	0	31	277	0	61	427	52	0	338	64
116	Hope & Temple/US-101 Ramps	26	80	66	93	382	58	144	144	57	47	262	113

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	189	416	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	582	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	227	335	2	0	18
120	Beaudry & Sunset	22	117	17	21	898	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	823	106	181	385	131	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	101	402	826	18
123	Spring & Cesar Chavez	42	83	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	239	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	157	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	218	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	539	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	613	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	916	0	0	0	0
131	Glendale & Bellevue	0	797	114	133	0	290	270	665	0	0	0	0
132	Glendale & Temple	182	569	77	101	374	28	22	609	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	936	309	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	938	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,043	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,195	79	63	676	119
137	Alvarado & 6th	112	770	27	80	469	52	110	869	29	62	452	95
138	Western & Wilshire	90	886	101	98	793	177	87	777	86	122	783	150
139	Normandie & Wilshire	59	495	53	43	982	96	89	463	36	45	930	46
140	Vermont & Wilshire	93	922	96	97	707	114	50	1,032	87	31	717	123
141	Alvarado & Wilshire	103	749	20	84	526	43	72	776	22	40	589	96
142	Vermont & 8th	120	967	45	50	418	25	63	1,031	70	74	357	43
143	Alvarado & 8th	67	628	23	75	462	27	99	814	22	39	215	37
144	Western & Olympic	65	638	133	74	632	48	23	847	85	46	635	59
145	Normandie & Olympic	90	576	64	76	1,227	64	116	591	93	64	1,074	55
146	Vermont & Olympic	117	852	96	88	768	80	47	957	102	58	701	141
147	Alvarado & Olympic	152	552	101	79	799	67	67	684	94	53	837	166
148	Union & Olympic	97	404	84	62	714	34	33	462	75	42	749	72
149	Western & Pico	76	1,059	62	59	490	83	100	926	89	100	582	103
150	Normandie & Pico	32	679	22	44	543	94	136	740	46	99	554	48
151	Vermont & Pico	81	904	39	92	531	55	87	1,019	91	63	384	56
152	Alvarado & Pico	123	537	67	140	752	115	63	625	9	26	545	180
153	Pico & Union	122	298	71	176	772	43	40	318	58	42	459	92
154	Hoover & Alvarado	0	652	0	11	0	562	594	709	0	0	0	0
155	Western & Venice	102	1,126	81	47	252	60	62	690	76	49	438	84
156	Normandie & Venice	63	818	39	44	428	48	45	835	89	12	539	80

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

157	Vermont & Venice	52	997	73	70	429	74	68	1,118	51	78	519	64
158	Hoover & Venice	103	1,052	62	74	322	85	42	1,154	76	98	496	96
159	Western & Washington	49	1,236	79	85	350	101	90	1,117	92	101	490	77
160	Normandie & Washington	51	907	84	38	354	93	115	909	137	122	457	52
161	Vermont & Washington	61	848	147	74	523	135	87	1,049	96	43	528	58
162	Hoover & Washington	133	979	123	145	471	79	14	980	98	58	546	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	572	294	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	842	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	759	229	0	0	0	216	996	0	216	0	427
166	Hill & Venice	17	317	25	3	183	20	30	185	25	25	271	9
167	Broadway & Venice	15	294	17	10	163	19	24	269	34	76	244	18
168	Main & Venice	20	335	17	14	152	24	14	281	23	40	157	59
169	Los Angeles & Venice	23	376	17	29	167	0	9	137	12	48	125	38
170	San Pedro & Venice	138	521	0	155	163	290	0	195	79	116	0	39
171	Central & Venice	161	401	0	98	160	257	0	233	154	0	0	0
172	Central & Washington	84	363	101	40	493	21	37	300	60	50	553	43
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	791	110	67	773	60	58	932	168
174	Arlington & Olympic	129	714	105	64	799	66	68	702	68	69	1,001	105
175	Arlington & Pico	90	671	91	79	493	50	50	682	88	80	594	110
176	Arlington & Venice	70	755	30	45	504	60	34	731	55	123	793	63
177	Arlington & Washington	35	911	24	52	392	89	99	672	66	107	523	98
178													
179													
180													
181													
182													
183													

Traffic Data Received on 10/18/11
Peak Hour Traffic Volumes
Future No Project, Cumulative Base (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	19	174	1,112	154	100	87	113	53	1,066	330
2	Francisco & Olympic	38	8	68	115	1,380	63	30	16	21	34	1,103	48
3	Figueroa & Olympic	0	0	0	305	1,041	129	206	1,737	487	242	773	196
4	Flower & Olympic	382	1,113	83	0	1,125	65	0	0	0	127	845	0
5	Grand & Olympic	191	677	85	0	925	71	0	0	0	114	735	0
6	Olive & Olympic	0	0	0	93	826	0	38	709	109	0	641	145
7	Hill & Olympic	151	521	32	43	746	162	109	304	59	85	565	52
8	Broadway & Olympic	99	378	35	63	735	29	40	521	104	57	545	110
9	Main & Olympic	202	479	48	42	612	35	35	639	32	23	470	134
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	428	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	429	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	341	44
13	Maple & 9th	31	112	17	59	224	75	79	167	28	64	514	22
14	San Pedro & 9th	32	329	36	66	271	58	86	338	27	60	513	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	320	19	200	703	234	121	152	80
16	Figueroa & 11th	65	289	16	201	304	60	22	2,148	143	151	47	73
17	Flower & 11th	215	1,093	0	0	370	267	0	0	0	90	0	0
18	Grand & 11th	104	771	0	0	614	217	0	0	0	0	0	0
19	Olive & 11th	0	0	0	27	442	0	0	857	359	0	0	0
20	Figueroa & 12th	18	383	42	31	8	9	68	2,148	9	11	0	3
21	Flower & 12th	53	963	235	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	901	63	0	0	0	0	0	0	88	292	0
23	Olive & 12th	0	0	0	0	0	0	10	1,071	0	0	201	154
24	LA Live Way & Pico	56	0	121	173	534	0	203	771	654	0	448	151
25	LA Live Way & Bond	0	0	0	203	2	0	0	1,512	0	0	2	3
26	Figueroa & Pico	77	248	33	89	422	108	95	1,859	218	194	487	266
27	Flower & Pico	117	877	10	0	571	0	0	0	0	153	473	0
28	Grand & Pico	103	864	20	0	441	47	0	0	0	93	382	0
29	Olive & Pico	0	0	0	23	427	0	55	993	64	0	321	80
30	Hill & Pico	42	432	10	29	369	10	27	342	34	28	321	27
31	Broadway & Pico	36	351	10	31	305	19	37	345	32	37	289	53
32	Main & Pico	32	446	9	37	306	23	40	500	36	32	214	67
33	Blaine & Olympic	9	79	3	23	962	260	238	17	135	171	1,134	12
34	Blaine & SR 110 SB Off-Ramps	0	518	0	394	0	287	0	0	0	0	0	0
35	Blaine & 11th	48	487	255	0	171	396	0	0	0	207	101	0
36	Convention Center Drive & Venice	72	0	134	96	425	0	0	0	0	0	607	14

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

37	Figueroa & Venice	47	550	25	111	282	63	48	1,908	133	138	296	112
38	Flower & Venice	71	957	30	0	377	34	0	0	0	72	304	0
39	Grand & Venice	60	852	44	0	241	28	0	0	0	80	219	0
40	Olive & Venice	0	0	0	36	186	0	23	879	78	0	199	65
41	Grand & 17th	557	407	0	0	740	102	0	0	0	0	0	0
42	Olive & 17th	0	0	0	318	752	0	0	816	115	0	0	0
43	Hill & 17th	118	341	0	60	723	33	0	292	70	0	0	0
44	Broadway & 17th	71	429	0	30	679	40	0	423	44	0	0	0
45	Main & 17th	123	434	0	46	727	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	477	0	145	787	77	0	82	10	0	0	0
47	Flower & 18th	0	679	8	0	0	0	0	0	0	14	122	0
48	Grand & 18th	0	328	182	0	0	0	125	0	0	136	929	0
49	Olive & 18th	0	0	0	0	0	0	18	367	0	0	678	561
50	Hill & 18th	0	309	73	0	0	0	48	329	0	15	628	38
51	Broadway & 18th	0	402	58	0	0	0	85	444	0	32	672	36
52	Main & 18th	0	521	79	0	0	0	275	476	0	72	672	56
53	Los Angeles & 18th	0	223	9	0	0	0	10	136	0	26	80	916
54	Figueroa & Washington	128	407	55	113	594	138	90	1,516	137	76	487	116
55	Flower & Washington	105	551	36	0	767	0	0	0	0	21	621	0
56	Grand & Washington	80	323	96	6	593	27	46	120	35	30	616	0
57	Olive & Washington	0	0	0	66	586	5	1	209	69	29	616	90
58	Hill & Washington	35	230	49	66	444	29	36	281	9	2	223	17
59	Broadway & Washington	32	337	64	60	490	49	62	435	23	1	292	23
60	Main & Washington	50	457	66	67	586	33	80	633	53	40	722	41
61	Los Angeles & Washington	80	123	80	49	525	11	15	62	6	9	460	37
62	San Pedro & Washington	55	582	62	39	449	72	51	490	88	85	507	123
63	Figueroa & Adams	118	822	92	533	669	203	78	1,923	229	228	448	128
64	Flower & Adams	51	603	0	13	1,368	0	0	0	0	242	399	0
65	I-110 NB Off General & Adams	209	0	591	0	513	0	243	0	305	0	457	0
66	Grand & Adams	36	282	50	34	419	40	32	131	28	28	690	143
67	Hill & Adams	35	216	19	20	435	30	40	457	17	12	611	143
68	Broadway & Adams	36	361	24	18	379	26	22	416	26	30	641	73
69	Main & Adams	34	566	31	22	381	50	76	685	43	40	515	97
70	Flower & Jefferson	92	550	37	0	642	99	0	0	0	390	593	0
71	Figueroa & Exposition	72	747	393	334	370	45	68	1,477	171	103	420	99
72	Flower & 37th Street	0	432	630	0	0	0	116	0	0	37	887	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	654	0	0	86	497
74	Hill & 37th Street	14	228	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	451	1	2	1	0	2	428	5	12	20	43
76	Figueroa & 39th	14	636	99	198	10	99	51	867	21	14	37	115

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	67	50	0	172	141	80	0
78	Figueroa & MLK	121	453	199	191	1,073	150	102	651	89	122	1,196	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,011	245	0	0	0	589	954	0
80	I-110 NB Ramps/Hill & MLK	107	98	15	41	737	59	170	272	389	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	58	483	0	11	1,072	178
82	Francisco & 9th	0	0	142	0	0	0	0	0	0	0	1,775	305
83	Figueroa & 9th	0	0	0	0	0	0	207	2,060	0	0	1,550	381
84	Flower & 9th	0	1,099	202	0	0	0	0	0	0	508	1,233	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	100	763	162
86	Bixel & 8th	52	872	0	154	698	506	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	48	1,775	214	0	0	242	0	0	0
88	Figueroa & 8th	0	0	0	218	1,409	0	0	1,932	505	0	0	0
89	Flower & 8th	193	1,161	0	0	1,448	142	0	0	0	0	0	0
90	Hill & 8th	234	631	0	93	996	81	0	388	57	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	631	75	36	95	41	145	633	78
93	Figueroa & Wilshire	0	0	0	143	315	0	54	1,875	182	0	485	455
94	Lucas & 6th	90	213	73	65	604	19	65	219	16	24	814	101
95	Bixel & 6th	35	119	40	50	711	75	52	87	38	97	835	30
96	Figueroa & 6th	0	0	0	0	0	0	175	2,314	0	0	1,588	314
97	Flower & 6th	0	792	239	0	0	0	0	0	0	571	1,177	0
98	Grand & 6th	0	640	90	0	0	0	0	0	0	157	1,205	0
99	Hill & 6th	0	702	89	0	0	0	70	538	0	135	960	37
100	Spring & 6th	0	970	153	0	0	0	0	0	0	155	911	0
101	Main & 6th	0	0	0	0	0	0	121	1,087	0	0	700	330
102	Figueroa & 5th	0	0	0	216	1,285	0	0	1,355	893	0	0	0
103	Grand & 5th	149	468	0	78	1,568	269	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,215	2	0	929	504	0	0	0
105	Hill & 5th	260	705	0	146	950	59	0	523	76	0	0	0
106	Spring & 5th	295	954	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,097	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	214	15	29	413	81	114	595	135
109	Beaudry & 1st	108	251	29	79	614	62	70	306	46	17	484	49
110	Hope & 1st	35	197	101	161	685	80	63	137	43	94	665	82
111	Grand & 1st	128	463	158	292	734	93	298	168	64	117	615	60
112	Olive & 1st	0	0	0	0	545	60	329	0	364	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	550	33	83	793	190
114	Spring & 1st	169	990	28	0	553	45	0	0	0	62	753	26
115	Main & 1st	0	0	0	33	510	0	81	900	83	0	499	208
116	Hope & Temple/US-101 Ramps	26	151	113	121	432	63	146	221	58	102	343	140

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Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	393	831	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,084	117
119	Grand & I-110 On-Ramp/US-101 Ramps	395	415	0	0	0	0	0	312	502	152	0	44
120	Beaudry & Sunset	31	205	84	21	996	137	108	138	116	280	1,271	45
121	Figueroa & Cesar Chavez	91	213	62	146	936	107	199	582	141	211	1,181	141
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	131	447	977	18
123	Spring & Cesar Chavez	85	442	10	41	1,198	199	20	1	5	199	876	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	622	159	0	835	62
125	Alameda & Cesar Chavez	117	962	104	57	986	162	102	696	172	334	701	55
126	Main & Alpine	84	175	44	45	259	0	18	436	153	7	207	70
127	Alameda & Alpine	44	273	52	89	309	97	74	295	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	686	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	898	25	21	118	47
130	Sunset & Elysian Park	0	765	61	516	0	796	98	1,022	0	0	0	0
131	Glendale & Bellevue	0	933	115	135	0	318	382	792	0	0	0	0
132	Glendale & Temple	213	756	80	130	410	28	22	814	70	125	354	259
133	Alvarado & US 101 NB Ramps	388	957	0	114	0	194	0	1,110	324	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,004	189	0	0	0	295	1,047	0	168	0	360
135	Alvarado & Beverly	74	1,014	21	63	642	55	60	1,163	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,502	90	72	901	126
137	Alvarado & 6th	138	868	27	82	676	65	129	978	29	63	662	99
138	Western & Wilshire	91	996	102	99	883	202	114	894	103	134	870	152
139	Normandie & Wilshire	60	530	65	52	1,073	106	100	511	41	48	1,021	47
140	Vermont & Wilshire	155	1,167	101	102	799	145	51	1,310	164	91	808	165
141	Alvarado & Wilshire	104	859	20	88	617	101	117	899	22	40	654	97
142	Vermont & 8th	139	1,225	55	62	563	25	64	1,290	81	82	505	61
143	Alvarado & 8th	77	786	23	79	632	27	100	978	22	39	417	40
144	Western & Olympic	66	768	146	91	826	65	34	991	86	47	830	60
145	Normandie & Olympic	114	614	75	96	1,443	89	130	628	146	139	1,319	88
146	Vermont & Olympic	134	1,084	110	108	970	82	49	1,177	136	116	947	171
147	Alvarado & Olympic	156	698	107	85	1,017	118	97	838	95	54	1,090	172
148	Union & Olympic	98	410	85	78	986	34	33	469	76	43	1,035	73
149	Western & Pico	93	1,194	63	60	593	84	101	1,071	90	101	690	115
150	Normandie & Pico	37	797	35	54	641	95	138	832	47	100	659	51
151	Vermont & Pico	83	1,192	42	94	636	56	88	1,271	92	64	499	58
152	Alvarado & Pico	133	722	69	143	853	118	85	801	9	26	659	188
153	Pico & Union	123	302	73	179	873	54	40	322	59	43	591	93
154	Hoover & Alvarado	0	689	0	11	0	750	789	818	0	0	0	0
155	Western & Venice	103	1,262	82	48	289	61	63	832	77	50	488	85
156	Normandie & Venice	64	938	39	45	467	49	46	928	90	12	591	81

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Peak Hour Traffic Volumes

157	Vermont & Venice	53	1,286	74	71	468	75	69	1,372	52	79	570	65
158	Hoover & Venice	104	1,275	63	75	360	100	49	1,456	77	99	547	97
159	Western & Washington	50	1,373	80	86	450	102	91	1,264	93	102	607	78
160	Normandie & Washington	52	1,028	85	38	454	94	116	1,003	139	123	574	53
161	Vermont & Washington	62	1,135	149	75	625	137	88	1,303	97	44	645	59
162	Hoover & Washington	135	1,202	138	164	573	80	14	1,269	99	59	664	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	691	376	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	947	522	0	0	0	207	1,299	0	322	16	408
165	I-10 EB Ramp & Hoover	0	888	241	0	0	0	219	1,151	0	236	0	518
166	Hill & Venice	27	496	30	10	206	20	30	338	25	25	278	9
167	Broadway & Venice	19	409	17	10	178	19	24	386	46	80	253	18
168	Main & Venice	24	471	17	14	162	24	14	419	23	40	165	60
169	Los Angeles & Venice	23	405	17	29	177	0	9	171	12	49	127	38
170	San Pedro & Venice	140	527	0	157	173	293	0	197	80	117	0	39
171	Central & Venice	163	461	0	99	170	260	0	294	156	0	0	0
172	Central & Washington	89	528	118	65	584	21	37	422	61	51	633	51
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	897	111	68	782	61	59	1,032	170
174	Arlington & Olympic	131	723	106	65	995	67	69	710	69	70	1,200	106
175	Arlington & Pico	91	679	92	80	612	51	51	690	89	81	713	111
176	Arlington & Venice	71	764	30	46	544	61	34	740	56	124	848	64
177	Arlington & Washington	35	922	24	53	493	90	100	680	67	108	640	99
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Future With Project (2038)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	66	8	20	174	1,584	264	133	337	245	53	1,384	406
2	Francisco & Olympic	82	8	110	115	1,918	315	77	16	21	109	1,380	48
3	Figueroa & Olympic	0	0	0	373	1,765	64	206	1,723	553	241	1,097	240
4	Flower & Olympic	660	1,094	83	0	1,575	65	0	0	0	127	1,169	0
5	Grand & Olympic	220	731	85	0	1,264	88	0	0	0	248	759	0
6	Olive & Olympic	0	0	0	93	826	0	82	827	465	0	665	145
7	Hill & Olympic	151	672	39	43	746	162	126	341	59	114	596	60
8	Broadway & Olympic	99	386	35	63	735	29	40	521	104	71	588	110
9	Main & Olympic	202	471	48	42	612	35	35	666	32	24	515	130
10	Los Angeles & Olympic	96	297	45	57	520	44	58	214	41	54	473	34
11	Santee & Olympic	149	65	16	26	419	12	82	72	47	72	474	29
12	Maple & Olympic	84	164	22	28	309	14	52	161	55	148	385	45
13	Maple & 9th	31	112	17	59	224	75	80	167	28	64	559	22
14	San Pedro & 9th	32	329	36	66	271	61	124	338	27	60	559	57
15	LA Live Way & Chick Hearn Ct	0	0	0	123	399	0	0	945	832	0	0	80
16	Figueroa & 11th	0	289	16	201	0	61	22	2,277	0	0	0	0
17	Flower & 11th	201	1,362	0	0	80	267	0	0	0	90	0	0
18	Grand & 11th	104	1,051	0	0	449	359	0	0	0	0	0	0
19	Olive & 11th	0	0	0	141	325	0	0	1,216	454	0	0	0
20	Figueroa & 12th	18	233	42	31	8	9	68	2,078	9	11	0	3
21	Flower & 12th	53	1,188	280	0	0	0	0	0	0	11	95	0
22	Grand & 12th	0	1,750	89	0	0	0	0	0	0	223	295	0
23	Olive & 12th	0	0	0	0	0	0	13	1,410	0	0	231	154
24	LA Live Way & Pico	0	0	0	0	506	0	308	176	666	0	859	0
25	LA Live Way & Bond	0	0	0	13	2	0	0	1,018	0	0	2	258
26	Figueroa & Pico	72	103	33	89	222	114	143	1,791	212	299	819	263
27	Flower & Pico	110	1,109	10	0	383	0	0	0	0	381	629	0
28	Grand & Pico	102	2,063	27	0	270	194	0	0	0	136	496	0
29	Olive & Pico	0	0	0	103	393	0	85	1,239	74	0	432	90
30	Hill & Pico	42	1,696	55	29	355	10	31	346	34	165	407	60
31	Broadway & Pico	29	409	10	31	299	19	37	345	31	80	381	53
32	Main & Pico	31	452	9	37	301	23	40	503	36	32	282	91
33	Blaine & Olympic	9	79	3	23	1,333	493	493	17	135	171	1,284	12
34	Blaine & SR 110 SB Off-Ramps	0	751	0	649	0	26	0	0	0	0	0	0
35	Blaine & 11th	48	720	0	0	0	1,244	0	0	0	207	101	0
36	Convention Center Drive & Venice	91	0	247	253	704	0	0	0	0	0	629	21

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Peak Hour Traffic Volumes

37	Figueroa & Venice	104	687	72	129	653	274	120	1,890	141	238	306	138
38	Flower & Venice	119	1,408	30	0	929	219	0	0	0	72	433	0
39	Grand & Venice	242	1,967	136	0	436	347	0	0	0	195	237	0
40	Olive & Venice	0	0	0	36	277	0	842	1,117	501	0	306	68
41	Grand & 17th	1,157	1,355	0	0	1,016	166	0	0	0	0	0	0
42	Olive & 17th	0	0	0	574	1,041	0	0	829	166	0	0	0
43	Hill & 17th	338	2,060	0	60	958	33	0	292	70	0	0	0
44	Broadway & 17th	71	610	0	35	914	40	0	423	44	0	0	0
45	Main & 17th	123	435	0	46	966	159	0	471	51	0	0	0
46	Los Angeles & 17th	131	478	0	145	1,026	77	0	82	10	0	0	0
47	Flower & 18th	0	972	8	0	0	0	0	0	0	14	133	0
48	Grand & 18th	0	1,032	507	0	0	0	176	0	0	136	942	0
49	Olive & 18th	0	0	0	0	0	0	348	367	0	0	1,003	625
50	Hill & 18th	0	927	1,175	0	0	0	48	329	0	15	1,283	38
51	Broadway & 18th	0	437	204	0	0	0	85	444	0	32	2,429	36
52	Main & 18th	0	522	79	0	0	0	673	476	0	72	2,574	56
53	Los Angeles & 18th	0	224	9	0	0	0	10	136	0	26	80	3,216
54	Figueroa & Washington	349	453	106	116	1,208	183	90	2,440	146	76	487	125
55	Flower & Washington	159	785	41	0	1,375	82	0	0	0	61	631	0
56	Grand & Washington	425	626	158	6	927	27	46	171	46	30	631	0
57	Olive & Washington	0	0	0	66	785	5	166	529	194	29	699	90
58	Hill & Washington	232	438	262	66	447	29	36	281	9	2	472	17
59	Broadway & Washington	32	369	67	60	493	49	62	435	23	1	753	23
60	Main & Washington	50	457	67	67	589	33	81	1,031	53	40	1,186	41
61	Los Angeles & Washington	80	123	81	49	528	11	15	62	6	9	927	37
62	San Pedro & Washington	55	582	62	39	452	72	190	687	88	85	974	123
63	Figueroa & Adams	118	978	92	549	669	203	78	2,595	229	228	448	346
64	Flower & Adams	51	1,231	0	30	1,384	98	0	0	0	242	399	0
65	I-110 NB Off General & Adams	209	0	608	0	611	0	243	0	321	0	457	0
66	Grand & Adams	70	446	50	34	483	40	99	131	28	28	690	143
67	Hill & Adams	65	301	19	20	469	30	106	457	17	12	678	143
68	Broadway & Adams	70	359	24	18	379	26	22	416	26	30	774	73
69	Main & Adams	34	566	31	22	381	50	76	1,083	43	40	648	97
70	Flower & Jefferson	92	958	37	0	652	140	0	0	0	390	593	0
71	Figueroa & Exposition	72	922	384	464	370	56	415	1,490	171	103	420	99
72	Flower & 37th Street	0	513	1,294	0	0	0	690	0	0	37	1,225	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	77	0	0	95	658	0	0	86	1,726
74	Hill & 37th Street	14	313	7	5	12	0	1	470	14	21	68	46
75	Broadway & 37th	4	449	1	2	1	0	2	428	5	12	20	43
76	Figueroa & 39th	14	823	99	203	10	99	51	875	21	14	552	462

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Peak Hour Traffic Volumes

77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	95	217	50	0	177	558	259	0
78	Figueroa & MLK	121	592	387	199	1,073	150	102	651	89	122	1,528	151
79	I-110 SB Ramps & MLK	462	0	243	0	1,019	292	0	0	0	1,109	954	0
80	I-110 NB Ramps/Hill & MLK	154	277	15	41	737	59	170	272	397	302	699	28
81	Georgia & James Wood	0	0	0	0	0	0	128	813	0	11	1,072	178
82	Francisco & 9th	0	0	598	0	0	0	0	0	0	0	1,949	536
83	Figueroa & 9th	0	0	0	0	0	0	226	2,165	0	0	1,781	794
84	Flower & 9th	0	1,304	259	0	0	0	0	0	0	562	1,429	0
85	Broadway & 9th	0	402	49	0	0	0	43	665	0	108	1,017	162
86	Bixel & 8th	52	872	0	254	930	1,140	0	0	0	0	0	0
87	Francisco & 8th	30	15	0	173	2,529	214	0	0	558	0	0	0
88	Figueroa & 8th	0	0	0	445	2,017	0	0	2,676	777	0	0	0
89	Flower & 8th	445	1,273	0	0	2,031	142	0	0	0	0	0	0
90	Hill & 8th	249	629	0	93	996	81	0	641	65	0	0	0
91	Broadway & 8th	117	423	0	113	952	27	0	725	107	0	0	0
92	Bixel & Wilshire	46	243	18	60	708	75	100	131	41	145	631	78
93	Figueroa & Wilshire	0	0	0	268	324	0	148	3,392	250	0	483	519
94	Lucas & 6th	90	211	73	65	646	19	65	276	16	24	814	101
95	Bixel & 6th	35	119	40	50	753	75	88	87	38	97	835	30
96	Figueroa & 6th	0	0	0	0	0	0	431	3,763	0	0	1,610	314
97	Flower & 6th	0	809	241	0	0	0	0	0	0	557	1,469	0
98	Grand & 6th	0	642	90	0	0	0	0	0	0	157	1,736	0
99	Hill & 6th	0	717	98	0	0	0	95	765	0	135	1,392	37
100	Spring & 6th	0	962	153	0	0	0	0	0	0	155	1,197	0
101	Main & 6th	0	0	0	0	0	0	121	1,320	0	0	707	609
102	Figueroa & 5th	0	0	0	673	2,091	0	0	2,156	1,541	0	0	0
103	Grand & 5th	149	468	0	78	1,968	271	0	0	0	0	0	0
104	Olive & 5th	212	0	0	32	1,257	2	0	1,237	864	0	0	0
105	Hill & 5th	275	706	0	326	950	59	0	813	102	0	0	0
106	Spring & 5th	295	946	0	0	797	139	0	0	0	0	0	0
107	Main & 5th	0	0	0	91	683	0	0	1,609	242	0	0	0
108	Figueroa & 2nd	178	183	41	28	278	15	29	1,073	614	114	595	135
109	Beaudry & 1st	108	251	29	79	623	62	70	306	46	17	484	49
110	Hope & 1st	35	195	101	161	694	80	172	137	43	94	818	553
111	Grand & 1st	128	463	158	670	743	93	298	168	64	117	615	322
112	Olive & 1st	0	0	0	0	581	60	361	0	714	323	594	0
113	Hill & 1st	94	822	70	19	568	178	52	1,011	69	83	799	215
114	Spring & 1st	169	982	28	0	553	45	0	0	0	62	759	26
115	Main & 1st	0	0	0	33	510	0	81	1,467	83	0	499	214
116	Hope & Temple/US-101 Ramps	26	149	113	312	432	63	146	692	58	102	343	140

Traffic Data Received on 10/18/11

Peak Hour Traffic Volumes

117	Main & Aliso	0	0	0	0	0	0	826	972	0	0	937	102
118	Los Angeles & Aliso	0	519	213	0	0	0	78	123	0	123	1,517	117
119	Grand & I-110 On-Ramp/US-101 Ramps	504	606	0	0	0	0	0	317	1,140	152	0	44
120	Beaudry & Sunset	31	205	84	21	1,037	137	108	138	116	280	1,817	45
121	Figueroa & Cesar Chavez	91	213	62	146	941	107	199	582	177	211	1,591	278
122	Grand & Cesar Chavez	10	197	12	33	1,048	437	103	105	136	747	1,086	18
123	Spring & Cesar Chavez	85	442	10	41	1,198	199	20	1	5	199	985	0
124	Main & Cesar Chavez	0	0	0	131	1,265	0	244	763	159	0	944	62
125	Alameda & Cesar Chavez	117	1,071	104	57	986	162	102	696	172	334	810	55
126	Main & Alpine	84	175	44	45	259	0	18	506	153	7	207	70
127	Alameda & Alpine	44	382	52	89	309	97	74	366	76	104	75	30
128	Hill & Alpine	38	959	235	258	92	46	44	1,170	9	19	180	27
129	Hill & College	61	1,156	270	189	149	51	97	1,382	25	21	282	47
130	Sunset & Elysian Park	0	765	61	1,335	0	1,342	98	1,063	0	0	0	0
131	Glendale & Bellevue	0	931	115	135	0	318	781	1,056	0	0	0	0
132	Glendale & Temple	213	754	80	130	410	28	22	1,477	70	125	354	259
133	Alvarado & US 101 NB Ramps	504	1,012	0	114	0	194	0	1,128	416	0	0	0
134	Alvarado & US 101 SB Ramps	0	1,059	189	0	0	0	295	1,157	0	168	0	360
135	Alvarado & Beverly	129	1,014	21	63	642	55	60	1,273	23	38	604	86
136	Vermont & 6th	117	1,248	91	89	1,054	90	82	1,568	90	72	901	126
137	Alvarado & 6th	138	868	27	124	676	65	129	1,046	29	63	662	99
138	Western & Wilshire	91	996	102	105	932	205	114	954	103	134	870	152
139	Normandie & Wilshire	60	530	65	53	1,131	107	100	526	41	48	1,020	47
140	Vermont & Wilshire	155	1,167	101	108	859	148	51	1,441	164	91	807	165
141	Alvarado & Wilshire	104	859	20	88	671	122	117	1,038	40	40	653	97
142	Vermont & 8th	139	1,228	55	62	563	25	64	1,421	81	82	505	61
143	Alvarado & 8th	77	807	23	129	632	154	100	1,086	22	39	417	40
144	Western & Olympic	66	771	146	118	1,127	79	34	1,024	86	47	830	60
145	Normandie & Olympic	114	615	75	103	1,785	92	130	636	146	139	1,319	88
146	Vermont & Olympic	134	1,087	110	135	1,322	129	49	1,281	136	116	947	171
147	Alvarado & Olympic	304	698	107	93	1,169	215	248	938	238	54	1,089	172
148	Union & Olympic	98	410	85	78	1,243	148	33	469	76	43	1,185	73
149	Western & Pico	93	1,211	63	65	706	87	101	1,099	90	101	690	115
150	Normandie & Pico	37	801	35	55	762	96	138	839	47	100	659	51
151	Vermont & Pico	83	1,242	42	99	759	186	88	1,370	92	64	499	58
152	Alvarado & Pico	160	792	69	242	988	371	71	944	108	26	507	339
153	Pico & Union	123	302	73	179	1,360	54	40	322	59	43	425	93
154	Hoover & Alvarado	0	705	0	11	0	1,072	996	824	0	0	0	0
155	Western & Venice	103	1,281	82	61	521	68	63	846	77	50	488	85
156	Normandie & Venice	64	943	39	48	719	51	46	932	90	12	591	81

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157	Vermont & Venice	53	1,465	74	84	725	82	69	1,457	52	79	570	65
158	Hoover & Venice	155	1,562	63	78	517	204	49	1,666	146	99	547	97
159	Western & Washington	50	1,399	80	100	693	109	91	1,264	93	102	616	78
160	Normandie & Washington	52	1,034	85	42	719	96	116	1,003	139	123	583	53
161	Vermont & Washington	62	1,321	149	89	895	144	88	1,374	97	44	654	59
162	Hoover & Washington	186	1,542	138	167	745	95	14	1,545	168	59	673	188
163	I-10 WB Ramp & 20th	0	0	0	0	44	1,145	375	0	47	25	57	0
164	Vermont & I-10 EB Ramps	0	980	522	0	0	0	207	1,837	0	322	16	408
165	I-10 EB Ramp & Hoover	0	915	241	0	0	0	219	1,622	0	236	0	518
166	Hill & Venice	105	1,873	224	10	219	20	30	338	25	588	642	9
167	Broadway & Venice	19	510	17	10	186	19	24	385	52	160	730	18
168	Main & Venice	28	472	17	14	165	24	14	419	23	40	639	63
169	Los Angeles & Venice	23	406	17	29	180	0	9	171	12	49	573	38
170	San Pedro & Venice	145	527	0	157	176	293	0	197	80	563	0	39
171	Central & Venice	163	564	0	99	170	260	0	305	159	0	0	0
172	Central & Washington	89	614	136	65	584	21	37	556	64	72	1,043	64
173	Wilton Place (ext. of Arlington) & Wilshire	113	895	46	47	946	111	68	782	61	59	1,032	170
174	Arlington & Olympic	131	723	106	65	1,296	67	69	710	69	70	1,200	106
175	Arlington & Pico	91	679	92	80	725	51	51	690	89	81	713	111
176	Arlington & Venice	71	764	30	46	776	61	34	740	56	124	848	64
177	Arlington & Washington	35	922	24	53	736	90	100	680	67	108	649	99
178													
179													
180													
181													
182													
183													

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Peak Hour Traffic Volumes

Existing Plus Project (2011)

AM

No.	Intersection	Southbound			Westbound			Northbound			Eastbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
1	Georgia & Olympic	23	8	20	101	1,388	242	110	295	163	37	1,040	294
2	Francisco & Olympic	82	8	53	44	1,639	314	77	16	21	109	1,014	47
3	Figueroa & Olympic	0	0	0	291	1,552	28	141	1,107	417	184	760	210
4	Flower & Olympic	618	480	68	0	1,286	55	0	0	0	102	791	0
5	Grand & Olympic	167	397	31	0	1,026	79	0	0	0	110	507	0
6	Olive & Olympic	0	0	0	42	634	0	66	507	419	0	432	72
7	Hill & Olympic	115	424	35	29	576	12	34	229	22	55	427	40
8	Broadway & Olympic	69	274	23	61	490	29	40	444	45	37	413	54
9	Main & Olympic	120	263	38	30	450	33	33	450	29	24	367	90
10	Los Angeles & Olympic	95	273	44	56	360	43	57	182	39	50	320	34
11	Santee & Olympic	147	64	14	24	260	12	81	71	46	71	321	29
12	Maple & Olympic	83	162	22	28	152	14	51	153	50	144	233	44
13	Maple & 9th	31	111	17	58	221	74	79	159	28	63	389	22
14	San Pedro & 9th	32	325	36	62	268	60	123	324	27	55	395	55
15	LA Live Way & Chick Hearn Ct	0	0	0	108	412	0	0	946	829	0	0	79
16	Figueroa & 11th	0	197	16	143	0	60	22	1,520	0	0	0	0
17	Flower & 11th	187	727	0	0	0	34	0	0	0	89	0	0
18	Grand & 11th	73	600	0	0	74	190	0	0	0	0	0	0
19	Olive & 11th	0	0	0	131	113	0	0	836	157	0	0	0
20	Figueroa & 12th	18	221	31	31	8	9	38	1,566	9	11	0	3
21	Flower & 12th	52	599	119	0	0	0	0	0	0	11	53	0
22	Grand & 12th	0	1,174	56	0	0	0	0	0	0	176	70	0
23	Olive & 12th	0	0	0	0	0	0	13	834	0	0	97	29
24	LA Live Way & Pico	0	0	0	0	399	0	258	176	657	0	728	0
25	LA Live Way & Bond	0	0	0	11	2	0	0	1,049	0	0	2	258
26	Figueroa & Pico	42	156	29	83	148	74	130	1,339	205	281	719	179
27	Flower & Pico	65	558	0	0	260	19	0	0	0	376	502	0
28	Grand & Pico	49	1,506	14	0	195	164	0	0	0	125	377	0
29	Olive & Pico	0	0	0	98	294	0	67	712	67	0	344	46
30	Hill & Pico	32	1,522	50	15	269	7	26	196	28	149	327	51
31	Broadway & Pico	17	291	10	31	207	19	37	228	31	80	300	43
32	Main & Pico	17	312	9	34	223	23	40	364	36	32	223	69
33	Blaine & Olympic	9	78	3	23	1,076	427	408	17	101	166	1,008	12
34	Blaine & SR 110 SB Off-Ramps	0	679	0	440	0	50	0	0	0	0	0	0
35	Blaine & 11th	47	648	19	0	0	1,209	0	0	0	205	93	0
36	Convention Center Drive & Venice	90	0	245	239	652	0	0	0	0	0	571	21

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37	Figueroa & Venice	86	746	69	93	607	183	44	1,487	139	236	266	123
38	Flower & Venice	100	873	27	0	775	212	0	0	0	71	316	0
39	Grand & Venice	126	1,490	131	0	398	347	0	0	0	112	200	0
40	Olive & Venice	0	0	0	21	258	0	842	595	481	0	300	33
41	Grand & 17th	812	1,141	0	0	874	137	0	0	0	0	0	0
42	Olive & 17th	0	0	0	387	904	0	0	471	132	0	0	0
43	Hill & 17th	290	1,928	0	45	694	8	0	153	59	0	0	0
44	Broadway & 17th	61	501	0	25	620	29	0	303	43	0	0	0
45	Main & 17th	104	317	0	26	673	57	0	352	46	0	0	0
46	Los Angeles & 17th	124	454	0	118	618	76	0	75	10	0	0	0
47	Flower & 18th	0	538	8	0	0	0	0	0	0	14	97	0
48	Grand & 18th	0	853	444	0	0	0	175	0	0	56	652	0
49	Olive & 18th	0	0	0	0	0	0	348	193	0	0	864	409
50	Hill & 18th	0	787	1,159	0	0	0	47	197	0	15	1,162	21
51	Broadway & 18th	0	326	193	0	0	0	68	324	0	13	2,310	36
52	Main & 18th	0	320	61	0	0	0	144	368	0	62	2,453	40
53	Los Angeles & 18th	0	221	9	0	0	0	10	130	0	26	79	2,550
54	Figueroa & Washington	340	442	105	88	1,120	146	48	1,020	137	71	431	101
55	Flower & Washington	136	384	32	0	1,244	82	0	0	0	55	539	0
56	Grand & Washington	409	434	107	6	814	23	39	170	46	30	530	0
57	Olive & Washington	0	0	0	63	665	5	166	395	142	29	580	51
58	Hill & Washington	210	328	254	46	348	29	36	181	9	2	371	4
59	Broadway & Washington	30	271	38	54	377	42	50	318	23	1	658	8
60	Main & Washington	40	271	52	58	471	33	61	410	52	40	1,053	34
61	Los Angeles & Washington	79	122	80	48	421	11	15	61	6	9	840	33
62	San Pedro & Washington	54	575	61	39	359	71	45	484	71	74	894	122
63	Figueroa & Adams	113	805	84	496	652	135	69	1,351	213	218	431	123
64	Flower & Adams	24	793	0	17	1,274	98	0	0	0	239	369	0
65	I-110 NB Off General & Adams	164	0	588	0	538	0	166	0	291	0	383	0
66	Grand & Adams	70	302	49	34	411	40	32	129	28	28	539	141
67	Hill & Adams	59	208	19	20	403	30	40	302	17	12	516	87
68	Broadway & Adams	58	268	24	18	327	26	22	289	24	29	552	66
69	Main & Adams	30	385	31	22	333	49	75	466	42	40	450	74
70	Flower & Jefferson	22	630	31	0	502	139	0	0	0	328	415	0
71	Figueroa & Exposition	71	788	273	290	339	49	55	1,039	169	102	392	98
72	Flower & 37th Street	0	198	921	0	0	0	115	0	0	37	726	0
73	I-110 NB Off- Ramp & 37th Street	0	0	0	74	0	0	94	592	0	0	83	408
74	Hill & 37th Street	14	219	7	5	10	0	1	315	14	21	65	45
75	Broadway & 37th	4	343	1	2	1	0	2	292	3	10	20	42
76	Figueroa & 39th	14	712	70	179	10	98	50	448	21	14	37	114

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77	I-110 SB HOV Off Ramp & 39th	0	0	0	0	94	216	49	0	153	193	79	0
78	Figueroa & MLK	118	383	345	165	1,059	135	98	260	85	119	1,181	147
79	I-110 SB Ramps & MLK	446	0	240	0	971	289	0	0	0	770	899	0
80	I-110 NB Ramps/Hill & MLK	153	6	15	41	693	58	168	120	392	298	647	28
81	Georgia & James Wood	0	0	0	0	0	0	120	633	0	11	565	148
82	Francisco & 9th	0	0	519	0	0	0	0	0	0	0	1,183	305
83	Figueroa & 9th	0	0	0	0	0	0	163	1,499	0	0	1,043	687
84	Flower & 9th	0	799	246	0	0	0	0	0	0	354	836	0
85	Broadway & 9th	0	310	44	0	0	0	42	531	0	45	788	103
86	Bixel & 8th	51	577	0	251	771	1,047	0	0	0	0	0	0
87	Francisco & 8th	0	0	0	125	2,100	64	0	0	510	0	0	0
88	Figueroa & 8th	0	0	0	423	1,649	0	0	2,161	519	0	0	0
89	Flower & 8th	432	815	0	0	1,654	81	0	0	0	0	0	0
90	Hill & 8th	171	422	0	79	654	25	0	534	59	0	0	0
91	Broadway & 8th	69	328	0	105	633	27	0	576	62	0	0	0
92	Bixel & Wilshire	29	201	18	27	502	69	100	113	41	102	477	30
93	Figueroa & Wilshire	0	0	0	266	197	0	147	2,938	172	0	373	357
94	Lucas & 6th	85	93	19	14	428	14	8	148	8	15	478	94
95	Bixel & 6th	14	98	34	44	435	58	64	73	34	91	411	17
96	Figueroa & 6th	0	0	0	0	0	0	381	3,195	0	0	960	166
97	Flower & 6th	0	490	236	0	0	0	0	0	0	244	1,082	0
98	Grand & 6th	0	404	78	0	0	0	0	0	0	114	1,377	0
99	Hill & 6th	0	455	75	0	0	0	94	627	0	86	1,088	37
100	Spring & 6th	0	476	121	0	0	0	0	0	0	132	908	0
101	Main & 6th	0	0	0	0	0	0	98	927	0	0	511	485
102	Figueroa & 5th	0	0	0	652	1,695	0	0	1,803	1,178	0	0	0
103	Grand & 5th	136	315	0	74	1,491	193	0	0	0	0	0	0
104	Olive & 5th	141	0	0	22	805	2	0	930	826	0	0	0
105	Hill & 5th	95	441	0	272	668	41	0	676	100	0	0	0
106	Spring & 5th	125	476	0	0	588	91	0	0	0	0	0	0
107	Main & 5th	0	0	0	74	477	0	0	1,143	191	0	0	0
108	Figueroa & 2nd	176	181	36	28	253	15	20	842	595	109	559	133
109	Beaudry & 1st	91	181	29	78	355	58	47	243	42	17	233	34
110	Hope & 1st	35	116	49	110	424	66	171	115	42	67	533	547
111	Grand & 1st	114	351	45	564	450	80	15	103	37	80	317	321
112	Olive & 1st	0	0	0	0	372	39	270	0	513	37	240	0
113	Hill & 1st	93	603	69	19	338	39	38	880	69	27	437	186
114	Spring & 1st	58	345	26	0	305	29	0	0	0	32	456	26
115	Main & 1st	0	0	0	31	277	0	61	994	52	0	338	70
116	Hope & Temple/US-101 Ramps	26	78	66	93	382	58	144	615	57	47	262	113

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117	Main & Aliso	0	0	0	0	0	0	622	557	0	0	466	56
118	Los Angeles & Aliso	0	469	210	0	0	0	13	117	0	50	1,015	17
119	Grand & I-110 On-Ramp/US-101 Ramps	256	289	0	0	0	0	0	232	973	2	0	18
120	Beaudry & Sunset	22	117	17	21	939	112	86	86	115	277	1,145	44
121	Figueroa & Cesar Chavez	90	168	61	78	828	106	181	385	167	204	982	130
122	Grand & Cesar Chavez	10	99	12	33	921	311	88	40	106	402	826	18
123	Spring & Cesar Chavez	42	83	10	41	1,066	184	20	1	5	179	776	0
124	Main & Cesar Chavez	0	0	0	16	1,141	0	223	380	135	0	735	61
125	Alameda & Cesar Chavez	116	707	94	56	852	160	101	503	170	330	585	54
126	Main & Alpine	53	173	43	44	194	0	18	227	5	7	111	45
127	Alameda & Alpine	43	191	26	49	58	24	32	289	26	48	18	30
128	Hill & Alpine	38	773	97	119	91	45	43	1,023	9	19	178	27
129	Hill & College	60	832	163	84	147	50	96	1,097	25	21	117	46
130	Sunset & Elysian Park	0	645	60	510	0	787	97	957	0	0	0	0
131	Glendale & Bellevue	0	795	114	133	0	290	669	929	0	0	0	0
132	Glendale & Temple	182	567	77	101	374	28	22	1,272	63	98	293	254
133	Alvarado & US 101 NB Ramps	278	863	0	99	0	162	0	954	401	0	0	0
134	Alvarado & US 101 SB Ramps	0	870	161	0	0	0	275	1,048	0	156	0	251
135	Alvarado & Beverly	73	891	21	62	368	53	54	1,153	23	38	343	85
136	Vermont & 6th	110	954	90	88	831	80	73	1,261	79	63	676	119
137	Alvarado & 6th	112	770	27	122	469	52	110	937	29	62	452	95
138	Western & Wilshire	90	886	101	104	842	180	87	837	86	122	783	150
139	Normandie & Wilshire	59	495	53	44	1,040	97	89	478	36	45	929	46
140	Vermont & Wilshire	93	922	96	103	767	117	50	1,092	87	31	716	123
141	Alvarado & Wilshire	103	749	20	84	580	64	72	844	40	40	588	96
142	Vermont & 8th	120	970	45	50	418	25	63	1,091	70	74	357	43
143	Alvarado & 8th	67	649	23	125	462	154	99	851	22	39	215	37
144	Western & Olympic	65	641	133	101	864	62	23	880	85	46	635	59
145	Normandie & Olympic	90	577	64	83	1,500	67	116	599	93	64	1,074	55
146	Vermont & Olympic	117	855	96	115	1,051	127	47	990	102	58	701	141
147	Alvarado & Olympic	300	552	101	87	951	164	218	713	168	53	836	166
148	Union & Olympic	97	404	84	62	971	138	33	462	75	42	899	72
149	Western & Pico	76	1,076	62	64	534	86	100	954	89	100	582	103
150	Normandie & Pico	32	683	22	45	595	95	136	747	46	99	554	48
151	Vermont & Pico	81	954	39	97	585	185	87	1,047	91	63	384	56
152	Alvarado & Pico	150	607	67	239	887	368	49	629	39	26	393	331
153	Pico & Union	122	298	71	176	1,259	43	40	318	58	42	293	92
154	Hoover & Alvarado	0	668	0	11	0	884	593	715	0	0	0	0
155	Western & Venice	102	1,145	81	60	415	67	62	704	76	49	438	84
156	Normandie & Venice	63	823	39	47	611	50	45	839	89	12	539	80

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157	Vermont & Venice	52	1,176	73	83	617	81	68	1,132	51	78	519	64
158	Hoover & Venice	154	1,339	62	77	479	189	42	1,156	76	98	496	96
159	Western & Washington	49	1,262	79	99	524	108	90	1,117	92	101	499	77
160	Normandie & Washington	51	913	84	42	550	95	115	909	137	122	466	52
161	Vermont & Washington	61	1,034	147	88	724	142	87	1,049	96	43	537	58
162	Hoover & Washington	184	1,319	123	148	643	94	14	979	98	58	555	186
163	I-10 WB Ramp & 20th	0	0	0	0	43	900	293	0	46	25	56	0
164	Vermont & I-10 EB Ramps	0	875	457	0	0	0	205	1,119	0	262	16	312
165	I-10 EB Ramp & Hoover	0	786	229	0	0	0	216	996	0	216	0	427
166	Hill & Venice	95	1,694	219	3	196	20	30	185	25	588	635	9
167	Broadway & Venice	15	395	17	10	171	19	24	268	40	156	721	18
168	Main & Venice	24	336	17	14	155	24	14	281	23	40	631	62
169	Los Angeles & Venice	23	377	17	29	170	0	9	137	12	48	571	38
170	San Pedro & Venice	143	521	0	155	166	290	0	195	79	562	0	39
171	Central & Venice	161	504	0	98	160	257	0	244	157	0	0	0
172	Central & Washington	84	449	119	40	493	21	37	301	63	71	893	56
173	Wilton Place (ext. of Arlington) & Wilshire	112	884	45	46	840	110	67	773	60	58	932	168
174	Arlington & Olympic	129	714	105	64	1,031	66	68	702	68	69	1,001	105
175	Arlington & Pico	90	671	91	79	537	50	50	682	88	80	594	110
176	Arlington & Venice	70	755	30	45	667	60	34	731	55	123	793	63
177	Arlington & Washington	35	911	24	52	566	89	99	672	66	107	532	98
178													
179													
180													
181													
182													
183													

Off-Site Traffic Noise Calculations

Project: Convention Center Modernization & Farmers Field EIR

Scenario: Sunday - Pre-Event

Traffic Distribution as % of ADT				
Vehicle Type	Day	Eve	Night	Sub total
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	ADT	Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
Grand Avenue										
- North of 1st St.	70	10	45	35	675	6,750	0	0	67.1	66.1
- South of 1st St.	70	10	45	35	630	6,300	0	0	66.8	65.8
- North of 11th St.	70	10	45	35	346	3,460	0	0	64.2	63.2
- Between 11th and 12th St.	50	10	35	35	322	3,220	0	0	65.1	64.1
- Between 12th St. and Venice Ave.	50	10	35	35	318	3,180	0	0	65.0	64.0
- Between Venice Ave. and 17th St.	50	10	35	35	341	3,410	0	0	65.3	64.4
- Between 17th St. and Washington Ave.	50	10	35	35	266	2,660	0	0	64.2	63.3
- South of Washington Ave.	50	10	35	35	233	2,330	0	0	63.7	62.7
Figueroa Street										
- Between 2nd St. and 5th St.	70	10	45	35	765	7,650	0	0	67.6	66.7
- Between 5th St. and Wilshire Blvd.	70	10	45	35	962	9,620	0	0	68.6	67.7
- Between Wilshire Blvd. and 9th St.	70	10	45	35	780	7,800	0	0	67.7	66.7
- Between 9th St. and Olympic Blvd.	70	10	45	35	734	7,340	0	0	67.5	66.5
- Between Olympic Blvd. and Pico Blvd.	70	10	45	35	869	8,690	0	0	68.2	67.2
- South of Pico Blvd.	70	10	45	35	969	9,690	0	0	68.7	67.7
Flower Street										
- North of 6th St.	70	10	45	35	434	4,340	0	0	65.2	64.2
- Between 6th St. and 8th St.	60	10	40	35	554	5,540	0	0	66.8	65.9
- Between 8th and Pico Blvd.	60	10	40	35	380	3,800	0	0	65.2	64.2
- South of Pico Blvd.	40	10	30	35	278	2,780	0	0	65.2	64.3
- South of 18th St.	40	10	30	35	122	1,220	0	0	61.7	60.7
Hope Street										
- North of 1st St.	60	10	40	35	450	4,500	0	0	65.9	65.0
- South of 1st St.	70	10	45	35	376	3,760	0	0	64.6	63.6
1st Street										

EXISTING CONDITIONS (2011)

EXISTING CONDITIONS (2011)										
Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- Between Hope St. and Grand Ave.	80	10	50	35	785	7,850	0	0	67.3	66.4
2nd Street										
- West of Figueroa St.	80	10	50	35	533	5,330	0	0	65.7	64.7
- East of Figueroa St.	70	10	45	35	429	4,290	0	0	65.1	64.1
6th Street										
- West of Lucas Ave.	40	10	30	35	812	8,120	0	0	69.9	68.9
- Between Lucas Ave. & Bixel St.	40	10	30	35	676	6,760	0	0	69.1	68.1
- East of Bixel St.	40	10	30	35	637	6,370	0	0	68.8	67.9
- East of Flower St.	40	10	30	35	880	8,800	0	0	70.2	69.3
- West of Main St.	40	10	30	35	702	7,020	0	0	69.3	68.3
- East of Main St.	40	10	30	35	612	6,120	0	0	68.7	67.7
Olympic Boulevard										
- West of Alvarado St.	80	10	50	35	1,641	16,410	0	0	70.6	69.6
- Between Alvarado St. & Union Ave.	80	10	50	35	1,606	16,060	0	0	70.5	69.5
- Between Union Ave. & Blaine St.	80	10	50	35	1,428	14,280	0	0	69.9	69.0
- Beween Blanine St. & Georgia St.	80	10	50	35	1,520	15,200	0	0	70.2	69.2
- Between George St. & Francisco St.	80	10	50	35	1,621	16,210	0	0	70.5	69.5
- Between Francisco St. & Figueroa St.	80	10	50	35	1,513	15,130	0	0	70.2	69.2
- Between Figueroa St. & Flower St.	70	10	45	35	1,400	14,000	0	0	70.3	69.3
- East of Flower St.	70	10	45	35	1,132	11,320	0	0	69.3	68.4
W. 11th Street										
- West of Blaine St.	40	10	30	35	377	3,770	0	0	66.6	65.6
- Between Blaine St. & LA Live Wy.	40	10	30	35	520	5,200	0	0	68.0	67.0
- East of LA Live Wy.	60	10	40	35	346	3,460	0	0	64.8	63.8
- West of Grand Ave.	40	10	30	35	203	2,030	0	0	63.9	62.9
- East of Grand Ave.	40	10	30	35	178	1,780	0	0	63.3	62.3
Pico Boulevard										
- West of Alvarado St.	60	10	40	35	1,456	14,560	0	0	71.0	70.1
- Between Alvarado St.& Union Ave.	60	10	40	35	1,588	15,880	0	0	71.4	70.4
- Between Union Ave. & Figueroa St.	60	10	40	35	1,214	12,140	0	0	70.2	69.3
- Between Figueroa & Flower St.	70	10	45	35	759	7,590	0	0	67.6	66.6
- East of Hill St.	50	10	35	35	491	4,910	0	0	66.9	65.9
Blaine Street										
- North of I-110 SB Off-Ramp	40	10	30	30	628	6,280	0	0	68.6	67.6
- Between I-110 SB Off-Ramp & 11th St.	40	10	30	30	612	6,120	0	0	68.5	67.5
Venice Boulevard										
- East of Olive St.	40	10	30	35	353	3,530	0	0	66.3	65.3
W. 12th Street										

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- West of Grand Ave.	40	10	30	35	79	790	0	0	59.8	58.8
E. 17th Street										
- West of Grand Ave.	40	10	30	35	640	6,400	0	0	68.9	67.9
W. 18th Street										
- West of Flower St.	40	10	30	35	37	370	0	0	56.5	55.5
- West of Grand Ave.	40	10	30	35	37	370	0	0	56.5	55.5
Washington Boulevard										
- West of Flower St.	80	10	50	35	1,121	11,210	0	0	68.9	67.9
- Between Flower St. & Grand Ave.	80	10	50	35	934	9,340	0	0	68.1	67.1
- Between Grand Ave. & Los Angeles St.	80	10	50	35	798	7,980	0	0	67.4	66.4
- East of Los Angeles St.	80	10	50	35	731	7,310	0	0	67.0	66.1
W. 39th Street										
- West of I-110 Fwy.	70	10	45	35	257	2,570	0	0	62.9	61.9
- East of I-110 Fwy.	50	10	35	35	153	1,530	0	0	61.8	60.9
Alvarado Street										
- North of 8th St.	60	10	40	35	1,373	13,730	0	0	70.8	69.8
- Between 8th St. & Olympic Blvd.	60	10	40	35	1,384	13,840	0	0	70.8	69.8
- Between Olympic Blvd. & Pico Blvd.	60	10	40	35	1,345	13,450	0	0	70.7	69.7
- Between Pico Blvd. & Hoover St.	60	10	40	35	1,192	11,920	0	0	70.2	69.2
Union Avenue										
- North of Olympic Blvd.	40	10	30	30	1,108	11,080	0	0	71.0	70.1
- Between Olympic Blvd. & Pico Blvd.	40	10	30	30	1,077	10,770	0	0	70.9	69.9
- South of Pico Blvd.	40	10	30	30	1,074	10,740	0	0	70.9	69.9
Lucas Ave.										
- North of 6th St.	40	10	30	30	344	3,440	0	0	66.0	65.0
- South of 6th St.	40	10	30	30	224	2,240	0	0	64.1	63.1
Bixel Street										
- North of 8th St.	40	10	30	30	207	2,070	0	0	63.8	62.8
- Between 8th St. & Wilshire Blvd.	40	10	30	30	276	2,760	0	0	65.0	64.0
- Between Wilshire Blvd. & 6th St.	40	10	30	30	556	5,560	0	0	68.1	67.1
Adams Boulevard										
- West of Flower St.	50	10	35	35	1,272	12,720	0	0	71.0	70.1
- Between Flower St. & Grand Ave.	50	10	35	35	1,010	10,100	0	0	70.0	69.1
- Between Grand Ave. and Main St.	50	10	35	35	862	8,620	0	0	69.4	68.4
- East of Main St.	50	10	35	35	825	8,250	0	0	69.2	68.2
Wilshire Boulevard										
- West of Bixel St.	50	10	35	35	965	9,650	0	0	69.8	68.9
- Between Bixel St. & Figueroa St.	50	10	35	35	840	8,400	0	0	69.2	68.3

EXISTING CONDITIONS (2011)

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume		Barrier Atten.	Site Adjust., dBA	Peak Hour, Leq**	24-Hour CNEL
					PHV	ADT				
- East of Figueroa St.	50	10	35	35	619	6,190	0	0	67.9	66.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.