

SEPTEMBER 2016



# Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX)  
Landside Access Modernization Program

City of Los Angeles  
Los Angeles World Airports

Appendix O  
Report



Los Angeles  
World Airports

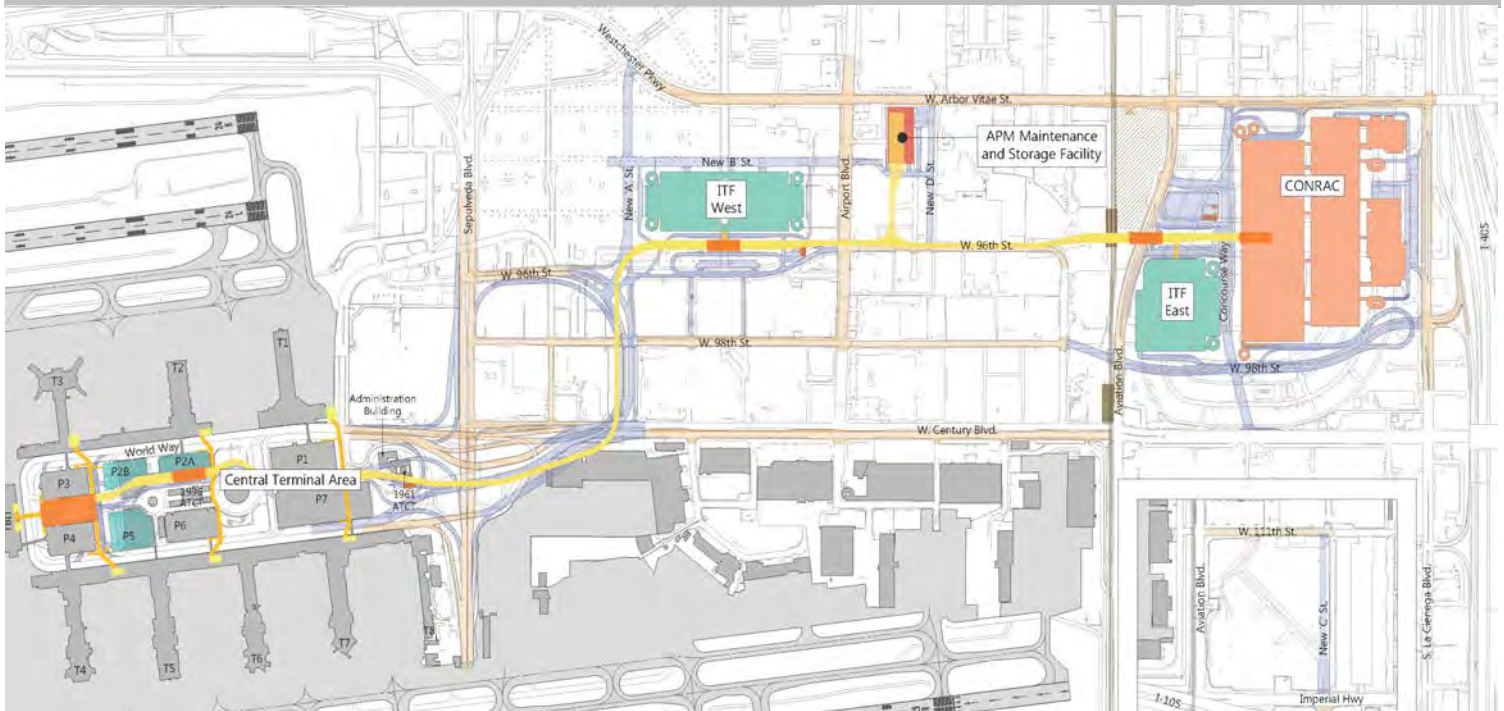
**Appendix O**  
Off-Airport Traffic Study





**DRAFT**

# TRANSPORTATION STUDY FOR THE LANDSIDE ACCESS MODERNIZATION PROGRAM DEIR



**SEPTEMBER 2016**

**Prepared for:**

**Submitted:**



***DRAFT***  
**TRANSPORTATION STUDY  
FOR THE  
LANDSIDE ACCESS MODERNIZATION PROGRAM (LAMP) DEIR**

**SEPTEMBER 2016**

Prepared for:

**LOS ANGELES WORLD AIRPORTS**

Prepared by:

**RAJU ASSOCIATES, INC.**  
505 E. Colorado Boulevard, Suite 202  
Pasadena, California 91101  
(626) 792-2700

Ref: RA 459

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Please refer to the attached CD to view the appendices associated with this document.

## EXECUTIVE SUMMARY

The Landside Access Modernization Program represents a major change in the ground access system used by passengers and employees to access the Los Angeles International Airport (LAX). A detailed traffic study has been performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Landside Access Modernization Program (the 'Project') located in the City of Los Angeles, California. The following summarizes the results of this analysis:

- Project Description – The proposed Project consists of both physical improvements and transportation operating system policy changes affecting how people choose to access LAX. The physical improvements include multi-modal transportation facilities including a Consolidated Rental Car Facility (CONRAC); two Intermodal Transportation Facilities (ITF East and ITF West); an Automated People Mover (APM) System and its associated infrastructure including stations, connectivity elements such as pedestrian bridges and vertical core infrastructure connecting stations to adjacent facilities such as the ITFs, CONRAC and the Terminals inside the Central Terminal Area; and roadway and other multi-modal transportation improvements. The Project Site is located in the jurisdiction of the City of Los Angeles. An exhibit showing all these improvements is provided in Figure ES-1.

The transportation operating system policy changes include, but are not limited to, restrictions on rental car, hotel and LAX shuttles/buses operating in the Central Terminal Area (CTA).

The Project would be developed in two phases. Phase 1 would be completed by the year 2024. Phase 2: Phase 2 would be completed by the year 2035.

- Project Location and Study Area – The proposed Project is divided into three main areas: The Los Angeles International Airport (LAX) Central Terminal Area (CTA), Intermodal Transportation Facility (ITF) West Area, and Manchester Square Area which includes the Consolidated Rental Car Facility (CONRAC) and Intermodal Transportation Facility (ITF) East. The ITF West area is bounded by Arbor Vitae Street on the north, 98th Street on the south, a new roadway ('A' Street) located west of Jenny Avenue on the west and Airport Boulevard on the east. The Manchester Square area is bounded by Arbor Vitae Street on the north, Century Boulevard on the south, Aviation Boulevard on the west and La Cienega Boulevard on the east. All three areas would be served by the APM.

The Study Area, which encompasses approximately 75 square miles, is bounded by Venice Boulevard on the north, Rosecrans Avenue on the south, Vista del Mar on the west and Western Avenue on the east. The street system within the Study Area is under the jurisdictions of the City of Los Angeles, City of Culver City, City of Inglewood, City of El Segundo, City of Hawthorne, City of Manhattan Beach, County of Los Angeles and Caltrans. The San Diego (I-405) Freeway, the Glenn Anderson (I-105) Freeway and





Marina (SR-90) Freeway provide regional access to the Project site. Based on consultation with the various jurisdictions and review of travel patterns and the potential impacts of Project traffic, a total of 183 intersections within eight jurisdictions were selected for detailed analysis within the Study Area. The Study Area was identified and analyzed to ensure adequacy as determined by the inclusion of all potentially significantly impacted intersections, prior to any mitigations.

- Existing Conditions – The assessment of existing conditions relevant to this study includes an inventory of the existing freeway and arterial street systems, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit services.

Using video footage during morning and evening peak hours, traffic counts were compiled from data collected at the 183 analyzed intersections in 2014 and 2015. Traffic counts at intersections within the City of Los Angeles were generally obtained from 7-10 AM and from 3-6 PM, consistent with the City of Los Angeles Traffic Impact Guidelines. The counts at the remaining intersections under other jurisdictions were obtained from 7-9 AM and 4-6 PM peak periods. This analysis provides a basis for the assessment of travel patterns and future traffic conditions: 160 (or 87%) of the analyzed intersections during the morning peak hour and 155 (or 85%) of the analyzed intersections during the evening peak hour are currently operate at LOS D or better on weekdays. Approximately 9% of the intersections (15 of 183) in the morning peak hour and 11% of the intersections (20 of 183) in the evening peak hour are operating at LOS E. At these locations operating at LOS E, motorists experience measurable delay and traffic flow is restricted. Approximately 4% of the intersections (8 of 183) during both the morning and evening peak hours are currently experiencing LOS F (congested) conditions.

LAX and its facilities including passengers, employees, cargo, shuttles and rental car facilities currently generate a total of approximately 12,338 trips (6,923 inbound trips, 5,415 outbound trips) in the morning peak hour and 12,840 trips (5,993 inbound trips, 6,847 outbound trips) in the evening peak hour.

- Transportation Model – A detailed travel demand forecasting model was developed for the Study Area using the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) 2012 Transportation Model, and the City of Los Angeles' Westside Mobility Plan model as the base. The model includes regional growth projections based on LADOT and SCAG growth projections. The model was refined to include network and Traffic Analysis Zone (TAZ) enhancements to include more refined roadway and land use systems in the Study Area. Utilizing the calibrated model, the future 2024 and 2035 conditions were forecast in a manner consistent with the SCAG's RTP and the City of Los Angeles Westside Mobility Plan Models.

The location and size of all the related projects within the Study Area (compiled from data obtained from the various jurisdictions) was compared to the model input growth data for the corresponding TAZ. Appropriate increases to land use data were made to increase all the related projects' growth in these TAZs. The networks in the model were modified to reflect roadway modifications in the Study Area, regional improvement plans, local specific plans, and programmed improvements. After applying the base network changes to the calibrated model, the Future without Project traffic volume forecasts during the morning and evening peak hours for the Year 2024 and Year 2035 were developed.

- Future (2024) without Project Conditions - LAX and its facilities would generate approximately 13,755 trips (7,728 inbound trips, 6,027 outbound trips) during the morning peak hour and approximately 18,110 trips (8,401 inbound trips, 9,709 outbound trips) during the evening peak hour under Future Year 2024 without Project conditions with LAX operating at 86 million annual passengers (MAP).

In the Future (2024) without Project conditions, approximately 77% of the intersections (142 of 183) during the morning peak hour and 64% of the intersections (117 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 15% of the intersections (27 of 183) in the morning peak hour and 19% of the intersections (35 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 8% of the intersections (14 of 183) during the morning peak hour and 17% of the intersections (31 of 183) in the evening peak hour are projected to operate at LOS F conditions.

- Future (2035) without Project Conditions - LAX and its facilities would generate approximately 14,682 trips (8,273 inbound trips, 6,409 outbound trips) during the morning peak hour and approximately 19,607 trips (8,993 inbound trips, 10,614 outbound trips) during the evening peak hour under Future Year 2035 without Project conditions with LAX operating at 95 million annual passengers (MAP).

In the Future (2035) without Project conditions, approximately 67% of the intersections (122 of 183) during the morning peak hour and 54% of the intersections (99 of 183) in the evening peak hour are expected to operate at LOS D or better. Approximately 22% of the intersections (41 of 183) in the morning peak hour and 21% of the intersections (39 of 183) in the evening peak hours are projected to operate at LOS E. Approximately 11% of the intersections (20 of 183) during the morning peak hour and 25% of the intersections (45 of 183) in the evening peak hour are projected to operate at LOS F conditions.

- Baseline (2015) with Project (LAMP Buildout) Conditions – LAX and its facilities would generate approximately 12,178 trips (6,822 inbound trips, 5,356 outbound trips) during the morning peak hour and approximately 12,572 trips (5,929 inbound trips, 6,643 outbound trips) during the evening peak hour under Baseline 2015 with Project conditions.

Baseline (2015) with Project (LAMP Buildout) conditions were evaluated at the study intersections to determine the potential significant traffic impacts from the Project prior to any mitigation measures. Under Baseline (2015) with Project conditions, before mitigations, the Project is estimated to result in significant impacts at 1 study intersection in the morning peak hour and 2 study intersections in the evening peak hour. Two intersections are significantly impacted in the morning and/or evening peak hour:

- Aviation Boulevard & Arbor Vitae Street - Impacted PM Peak Hour
- La Cienega Boulevard & Century Boulevard – Impacted AM and PM Peak Hours

- Future (2024) with Phase 1 Project Conditions – LAX and its facilities would generate approximately 13,740 trips (7,684 inbound trips, 6,056 outbound trips) during the morning peak hour and approximately 17,682 trips (8,262 inbound trips, 9,420 outbound trips) during the evening peak hour under Future Year 2024 with Phase 1 Project conditions with LAX operating at 86 million annual passengers (MAP).

Future (2024) with Phase 1 Project conditions were evaluated at the study intersections to determine the potential significant traffic impacts from the Phase 1 Project prior to any mitigation measures. Under Future (2024) with Phase 1 Project conditions, before mitigations, the Phase 1 Project is estimated to result in significant impacts at 2 study intersections in the morning peak hour and 5 study intersections in the evening peak hour. A total of 6 individual intersections are significantly impacted in the morning and/or evening peak hour:

- Airport Boulevard & Century Boulevard – Impacted PM Peak Hour
  - Aviation Boulevard & Arbor Vitae Street - Impacted PM Peak Hour
  - La Cienega Boulevard & Florence Avenue - Impacted PM Peak Hour
  - La Cienega Boulevard & Arbor Vitae Street – Impacted AM Peak Hour
  - La Cienega Boulevard & Century Boulevard – Impacted AM and PM Peak Hours
  - Inglewood Avenue & Century Boulevard – Impacted PM Peak Hour
- Future (2035) with Project (LAMP Buildout) Conditions – LAX its facilities would generate approximately 14,624 trips (8,234 inbound trips, 6,390 outbound trips) during the morning peak hour and approximately 19,388 trips (9,005 inbound trips, 10,383 outbound trips) during the evening peak hour under Future Year 2035 with Project conditions with LAX operating at 95 million annual passengers (MAP).

Future (2035) with Project (LAMP Buildout) conditions were evaluated at the study intersections to determine the potential significant traffic impacts from the Project prior to any mitigation measures. Under Future (2035) with Project conditions, before mitigations, the Project is estimated to result in significant impacts at 3 study intersections in the morning peak hour and 7 study intersections in the evening peak hour. A total of 8 individual intersections are significantly impacted in the morning and/or evening peak hour:

- Sepulveda Boulevard & Century Boulevard – Impacted AM Peak Hour
  - Aviation Boulevard & Arbor Vitae Street - Impacted PM Peak Hour
  - I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted PM Peak Hour
  - La Cienega Boulevard & Florence Avenue - Impacted PM Peak Hour
  - La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour
  - La Cienega Boulevard & Arbor Vitae Street – Impacted AM and PM Peak Hours
  - La Cienega Boulevard & Century Boulevard – Impacted AM and PM Peak Hours
  - Inglewood Avenue & Century Boulevard – Impacted PM Peak Hour
- Potential Future Related Development – After development of the project LAMP Project elements, residual parcels of land would be available for development after Year 2035. Although, specific project level entitlements for these potential future related development parcels are not being sought as part of this effort, the cumulative effects of the potential future related development at a programmatic level have been evaluated in this study. The total potential future related development being evaluated include a total of approximately 900,000 square feet of commercial uses and other airport-related amenities.
- Future (2035) with Project (LAMP Buildout) and Potential Future Related Development Conditions – Future (2035) with Project (LAMP Buildout) and Potential Future Related Development conditions were evaluated at the study intersections to determine the

potential significant traffic impacts from the Project and Potential Future Related Development prior to any mitigation measures. Under Future (2035) with Project and Potential Future Related Development conditions, before mitigations, the Project and Potential Future Related Development are estimated to result in significant impacts at 5 study intersections in the morning peak hour and 8 study intersections in the evening peak hour. A total of 11 individual intersections are significantly impacted in the morning and/or evening peak hour:

- Sepulveda Boulevard & Westchester Parkway – Impacted AM Peak Hour
  - Sepulveda Boulevard & Century Boulevard – Impacted AM Peak Hour
  - Aviation Boulevard & Arbor Vitae Street - Impacted PM Peak Hour
  - I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted PM Peak Hour
  - La Cienega Boulevard & Florence Avenue - Impacted PM Peak Hour
  - La Cienega Boulevard & Manchester Boulevard - Impacted PM Peak Hour
  - La Cienega Boulevard & Arbor Vitae Street – Impacted AM and PM Peak Hours
  - La Cienega Boulevard & Century Boulevard – Impacted AM and PM Peak Hours
  - I-405 Freeway Northbound Ramps & Century Boulevard – Impacted AM Peak Hour
  - Inglewood Avenue & Century Boulevard – Impacted PM Peak Hour
  - La Brea Avenue/Hawthorne Boulevard & Century Boulevard – Impacted PM Peak Hour
- Transportation Improvement and Mitigation Program – All the transportation improvements described in Chapter V would be implemented. The transportation improvement and mitigation program for the Project includes the following major components: a Travel Demand Management (TDM) program, specific intersection improvements and system-wide signal system upgrade. These improvements are identified in Chapter V of this report.

As part of the Project mitigation program, the Project would implement a TDM plan that includes a set of strategies that would provide Project employees, residents, and patrons alternative transportation connection choices that result in reduced vehicular traffic on the street and freeway system, particularly during the most congested time periods of the day. Complementing these strategies, the Project is designed to functionally integrate with the existing bus and rail transit facilities in the vicinity of the Project Site. The key components of the TDM program include:

- Formation and development of an LAX Transportation Management Association (TMA) that provides transportation access and connectivity options to the existing 48,500 employees and the over 62,500 employees estimated to work within the LAX boundaries in the future. The mobility services that the TMA would provide includes, but is not limited to home-to-work transportation alternatives to driving (i.e., bus, shuttle, public transit, shared-ride, etc.) accessed by employees via a web-based “reserve-a-seat” system, as well as “anytime” transportation services while at work (e.g., guaranteed rides/vehicles) to provide a safety net for those unexpectedly needing a vehicle during the work shift;
- Coordination with adjacent local TMA organizations, including, but not limited to, LA Airport Business District, El Segundo Employers area, etc.

Specific intersection improvements designed to alleviate the significant impacts of the Project consist of physical improvements (such as minor widening) and signal system and phasing enhancements.

The system-wide signal system upgrade includes provision of funding for Intelligent Transportation System (ITS) improvements such as Adaptive Traffic Control Systems (ATCS), Closed-circuit Television (CCTV) cameras and Changeable Message Signs (CMS) along key airport access travel corridors such as La Cienega Boulevard, Century Boulevard and Sepulveda Boulevard.

- Baseline (2015) with Project (LAMP Buildout) and Mitigation Measures Conditions - The Baseline (2015) with Project (LAMP Buildout) and Mitigation Measures conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the Year 2015 following development of the Project and implementation of the transportation improvements described in Chapter V.

The recommended improvements would fully mitigate the Project-related significant traffic impacts under Baseline (2015) with Project conditions. No residual significant traffic impacts would remain.

- Future (2024) with Phase 1 Project and Mitigation Measures Conditions - The Future (2024) with Phase 1 Project and Mitigation Measures conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the Year 2024 following development of the Project and implementation of the transportation improvements described in Chapter V.

Significant impacts after the implementation of the Project mitigation program would be fully mitigated by the recommended improvements under Future (2024) with Phase 1 Project conditions. No residual significant traffic impacts would remain.

- Future (2035) with Project (LAMP Buildout) and Mitigation Measures Conditions - The Future (2035) with Project and Mitigation Measures conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the Year 2035 following development of the Project and implementation of the transportation improvements described in Chapter V.

Significant impacts after the implementation of the Project mitigation program would be fully mitigated by the recommended improvements under Future (2035) with Project conditions at seven of the eight significantly impacted intersections. A residual significant traffic impact would remain at the intersection of Arbor Vitae Street & La Cienega Boulevard during the morning and evening peak hours.

- Future (2035) with Project (LAMP Buildout), Potential Future Related Development and Mitigation Measures Conditions - The Future (2035) with Project (LAMP Buildout), Potential Future Related Development and Mitigation Measures conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the Year 2035 following development of the Project, Potential Future Related Development and implementation of the transportation improvements described in Chapter V.

Significant impacts after the implementation of the Project mitigation program would be fully mitigated by the recommended improvements under Future (2035) with Project and Potential Future Related Development conditions at 10 of the 11 significantly impacted intersections. A residual significant traffic impact would remain at the intersection of Arbor Vitae Street & La Cienega Boulevard during the morning and evening peak hours.

- An assessment of analyzed intersections affected by the proposed LAMP Project components within an area of influence was conducted. The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard to the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections. The following summarizes the key observations from the assessment:
  - In the existing year 2015 baseline conditions, within this area of influence, 53 intersections during AM peak hour and 49 intersections during PM peak hour were projected to operate at LOS A-D; while 2 and 6 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.61 and 0.64 during AM and PM peak hours, respectively.
  - With the LAMP Project components in the existing baseline 2015 conditions, 50 intersections within the area of influence were projected to operate at LOS A-D during both the AM and PM peak hours; while 5 intersections were projected to operate at LOS E/F during both the AM and PM peak hours. With the LAMP Project in baseline year 2015 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.61 and 0.63 during AM and PM peak hours, respectively. It can be observed that with the LAMP Project components, the system-wide operations within the area of influence would remain largely unchanged during the AM peak hour and would be better during the PM peak hour. It is worth noting that intersection operations at 27 intersections during the AM peak hour and 28 intersections during the PM peak hour were improved compared to existing year 2015 baseline conditions.
  - In the year 2015 baseline with LAMP Project and associated mitigation measures, the number of locations projected to operate at congested LOS E/F was 4 and 5 during AM and PM peak hours, respectively. The corresponding average V/C ratio was 0.61 and 0.62 during the AM and PM peak hours, respectively. With the Proposed LAMP Project and associated mitigation measures, the system-wide operations would be better during the more congested PM peak hours and many of the congested locations would be improved during both the AM and PM peak hours. Intersection operations would be improved at 30 intersections during the AM peak hour and 35 intersections during the PM peak hour compared to existing 2015 conditions.
  - In the future year 2024 baseline conditions, within this area of influence, 49 intersections during AM peak hour and 41 intersections during PM peak hour were projected to operate at LOS A-D; while 6 and 14 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C

ratio of all locations within the area of influence was projected to be 0.67 and 0.76 during AM and PM peak hours, respectively.

- With the LAMP Phase 1 components in the future year 2024 conditions, 49 and 43 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 6 and 12 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Phase 1 Project in future year 2024 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.68 and 0.76 during AM and PM peak hours, respectively. With the Phase 1 components of the LAMP Project, the system-wide V/C ratio within the area of influence during both peak hours did not change appreciably compared to baseline conditions. It is worth noting that intersection operations at 25 intersections during the AM peak hour and 30 intersections during the PM peak hour were improved compared to future year 2024 baseline conditions.
- With the implementation of the proposed mitigation measures associated with the LAMP Phase 1 Project, under 2024 conditions, the number of locations projected to operate at congested LOS E/F was 4 and 6 during AM and PM peak hours, respectively. The corresponding average V/C ratios were 0.65 and 0.73 during AM and PM peak hours, respectively. With the Proposed Phase 1 Project and associated mitigation measures, the system-wide operations would be better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 35 intersections during the AM peak hour and 36 intersections during the PM peak hour compared to future year 2024 baseline conditions.
- In the future year 2035 baseline conditions, within this area of influence, 44 intersections during AM peak hour and 36 intersections during PM peak hour were projected to operate at LOS A-D; while 11 and 19 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.72 and 0.82 during AM and PM peak hours, respectively.
- With the LAMP Project components in the future year 2035 conditions, 45 and 34 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 10 and 21 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Project in future year 2035 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.72 and 0.80 during AM and PM peak hours, respectively. With the LAMP Project components, the system-wide operations within the area of influence would remain largely unchanged during the morning peak hour and would be improved during the PM peak hour. It is worth noting that intersection operations at 24 intersections during the AM peak hour and 30 intersections during the PM peak hour were improved compared to future year 2035 base conditions.
- With the implementation of the proposed mitigation measures associated with LAMP Project, under 2035 conditions, the number of locations projected to operate at congested LOS E/F was 6 and 17 during AM and PM peak hours, respectively.

The corresponding average V/C ratios were 0.70 and 0.78 during AM and PM peak hours, respectively. It can be observed that with the Proposed LAMP Project and associated mitigation measures, the system-wide operations would operate better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 34 intersections during the AM peak hour and 42 intersections during the PM peak hour compared to future year 2035 baseline conditions.

- With the LAMP Project components and potential future related development in the future year 2035 conditions, 43 and 33 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 12 and 22 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Project and potential future related development in future year 2035 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.73 and 0.82 during AM and PM peak hours, respectively. With the LAMP Project components and potential future related development, the system-wide operations within the area of influence would largely remain unchanged during both peak hours. However, it is worth noting that intersection operations at 22 locations within the area of influence during the both the AM and PM hours were improved compared to future year 2035 baseline conditions.
- With the implementation of the proposed mitigation measures associated with the LAMP Project and potential future related development, under 2035 conditions, the number of locations projected to operate at congested LOS E/F was 7 and 19 during AM and PM peak hours, respectively. The corresponding average V/C ratios were projected to be 0.71 and 0.79 during AM and PM peak hours, respectively. It can be observed that with the Proposed LAMP Project and potential future related development including all associated mitigation measures, the system-wide operations would be better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 32 intersections during the AM peak hour and 35 intersections during the PM peak hour compared to future year 2035 baseline conditions.
- Congestion Management Program (CMP) Analysis – An analysis of the regional transportation facilities in the vicinity of the Project was conducted in accordance with the transportation impact analysis procedures outlined by the Los Angeles County Metropolitan Transportation Authority. The Project does not cause a significant traffic impact at any of the 14 CMP arterial monitoring stations under the Baseline with Project, Future (2024) with Phase 1 Project, Future (2035) with Project and Future (2035) with Project and Potential Future Related Development conditions.

Based on the CMP freeway segment analysis, the Project does not cause a significant traffic impact at any of the 5 CMP freeway monitoring locations under the Baseline with Project, Future (2024) with Phase 1 Project, Future (2035) with Project and Future (2035) with Project and Potential Future Related Development conditions.



Detailed transit impact analysis was conducted based on the existing transit service and ridership data, and anticipated transit trips from the Project. The Project transit trips were determined to be accommodated by the existing and planned transit facilities.

- Caltrans Analyses - Caltrans requested analyses of freeway mainline segments, freeway HOV segments, on- and off-ramp junctions and arterial intersections operations.
  - Freeway Mainline Analysis - A regional analysis was conducted to quantify potential impacts of the Project on the regional freeway system serving the Study Area based on significant traffic impact criteria developed in conjunction with Caltrans staff. This impact analysis was conducted for the 23 analyzed freeway mainline segments during the morning and evening peak hours.
  - Under Baseline (2015) with Project conditions, the proposed Project would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours.
  - Under Future (2024) with Phase 1 Project conditions, the Phase 1 Project would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours.
  - Under Future (2035) with Project conditions, the Project is expected to result in significant impacts at one freeway mainline segment, I-405 Freeway at La Cienega Boulevard, during the evening peak hour. The Project would not result in significant traffic impacts at 22 of the 23 freeway mainline segments during either peak hour.
  - Under Future (2035) with Project and Potential Future Related Development conditions, the Project would not result in significant traffic impacts at 20 of the 23 freeway mainline segments during either peak hour. The proposed Project and Potential Future Related Development is expected to result in significant impacts at three freeway mainline segments during the evening peak hour and includes:
    - I-405 Freeway at La Tijera Boulevard
    - I-405 Freeway at La Cienega Boulevard
    - I-105 Freeway west of Crenshaw Boulevard
  - Per Caltrans guidelines, the proposed Project will fund a fair-share contribution to the improvements shown below to address the significant freeway impacts:
    - I-405 Freeway Mobility Improvements
    - I-405 Freeway Intelligent Transportation System (ITS) Improvements (including Active Traffic Management Strategies – ATMS)
    - I-105 Freeway Intelligent Transportation System (ITS) Improvements (including Active Traffic Management Strategies – ATMS)

Provision of fair-share contribution to these cumulative impacts are considered as mitigation, per Caltrans' guidelines. Residual and unavoidable significant impacts at the above three freeway segments remain.

- An analysis was conducted to quantify potential impacts of the Project on the ramp junctions and arterial intersections within Caltrans jurisdiction. The impact analysis determined that there would be no significant impact at any of the ramp junctions and arterial intersections under Existing, Future (2024) and Future (2035) with Project conditions.

## **I. INTRODUCTION AND PROJECT DESCRIPTION**

The transportation analysis described in this study has been prepared for the Landside Access Modernization Program (the 'Project'). The report identifies the base assumptions, describes the methodologies, and summarizes the findings of the study that was conducted as part of the Environmental Impact Report (EIR) for the Project. The methodology and base assumptions used in this analysis were established in conjunction with the California Department of Transportation (Caltrans), Los Angeles Department of Transportation (LADOT), City of Culver City, City of Inglewood, City of Hawthorne, City of El Segundo, City of Manhattan Beach and County of Los Angeles Department of Public Works (LACDPW).

This report presents the analytical methods and findings of an analysis of the transportation impacts due to changes based on the Project for the planning horizon years of 2024 and 2035. The assumptions and methods used in this analysis have been chosen to create a set of conditions based on projections and assumptions as stated in this study.

The study area for the Project's traffic analysis is shown in Figure 1. Due to the broad geographical scope of this study, the study area was divided into four sections. This study area division (Areas A, B, C and D) is delineated in Figure 1. The intersections and number refers to the information presented within the four divisions. All figures and tables are presented at the end of each Chapter for ease of reference.

### **PROJECT BACKGROUND**

Los Angeles World Airports (LAWA) is currently undertaking a modernization program at Los Angeles International Airport (LAX or the Airport) to improve passenger level-of-service and provide world-class facilities for its customers. Recent projects either completed or underway at LAX include the transformation of the Tom Bradley International Terminal with the Bradley West project, a new Midfield Satellite Concourse west of the Tom Bradley International Terminal, a new

West Aircraft Maintenance Area, the replacement of the Central Utility Plant, lighting and wayfinding improvements to the passenger terminals, runway safety area improvements, and the renovation of Terminals 1, 5, 6, and 7. However, under current conditions, access to the Central Terminal Area (CTA) of the airport is limited to a few entry points. During peak travel periods, this causes traffic congestion within the CTA that frequently spills out onto the surrounding street network, causing delays and queuing affecting local arterials and freeways including State Route 1 and Interstate 105.

Compounding the local traffic congestion, 12 rental car agencies operate independent shuttles to transport passengers between the CTA and their individual car rental facilities located in the surrounding area. Approximately 17 percent of airport traffic is attributed to car rental shuttles, which add up to over 1 million annual trips. Unlike most major U.S. airports, LAX does not have a consolidated rental car facility that provides a convenient and centralized location for airport passengers to rent and return cars. LAX also lacks a direct connection to the Los Angeles County Metropolitan Transit Agency (Metro) commuter train system. Currently passengers and employees desiring to take public transportation to LAX must either take buses the entire way, or take a Metro commuter train to the Green Line Light Rail Station at Aviation Boulevard and Imperial Highway and then transfer to the LAWA-operated “G” Shuttle to get to the airport.

During peak periods, over 6,000 vehicles enter the Airport in one hour. The majority of these vehicles are private vehicles. Some of the challenges LAX is experiencing within the CTA today include:

- Heavy traffic congestion – and resultant emissions – during peak hours
- Buses, shuttles and cars competing for limited space
- Passengers stuck in crowded and uncomfortable conditions along the curb

Vehicular traffic at LAX must currently use World Way, a two-level “U”-shaped roadway. Each terminal has an arrival and departure curb on World Way where passengers can be picked-up or dropped-off, along with parking structures located within the interior of the roadway loop. Passengers who park remotely or who are coming from local hotels, or taking public transit to LAX, must take a bus, shuttle, taxi or similar service into the CTA to the appropriate terminal. The shuttles to and from the area hotels, off-airport parking, and rental car facilities circle through World Way on the upper level to drop-off passengers and circle World Way on the lower level to pick-up passengers. Additionally, LAX is served by FlyAway buses, charter buses, paid ride

vehicles, shared ride vans, limousines, and other commercial vehicles, all competing for space on the roadways and the drop-off and pick-up curbs.

Recognizing that meaningful changes to accessing the Airport have not been implemented since the second level roadway system in 1984, the 2004 LAX Master Plan identified the constraints of the current LAX landside access system and proposed facilities to provide options for passengers and employees to access the passenger terminal areas. These facilities, which were approved at a programmatic level in 2004, included a ground transportation center and an intermodal transportation facility served by an automated people mover (APM) system, where passengers and employees could be picked up or dropped off without driving into the CTA. The 2004 LAX Master Plan identified a need for a consolidated rental car facility, which was located outside the CTA and also connected to the APM system.

As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program to continue to modernize and transform LAX into a world-class airport. The LAX Landside Access Modernization Program (“Project”) is a significant change to the ground access system that serves the Airport and that is specifically focused on moving people, by enhancing the number and quality of transportation choices for people needing to access the Airport. The Project seeks to improve both the access options *and* the travel experience for passengers in the following manner:

- Shifts where and how different modes of traffic operate within the CTA and on the surrounding street network;
- Organizes the various modes of Airport access and provides a fast and direct connection to the regional Metro transit system;
- Prioritizes the movement of people into and out of the airport through the implementation of multi-modal transportation improvements *coupled with* a clear set of operating protocols within the CTA and on/within the transportation network and facilities serving Airport access.

By implementing this Project, LAWA seeks to reduce traffic congestion and improve air quality within and around the airport.

## PROJECT DESCRIPTION

The Project Site is located in the City of Los Angeles. Figure 2 illustrates the location of the proposed Project in relation to the surrounding street system.

The proposed Project consists of numerous multi-modal transportation facilities and improvements including a Consolidated Rental Car Facility (CONRAC); two Intermodal Transportation Facilities (ITF East and ITF West); an Automated People Mover (APM) System and its associated infrastructure including stations, connectivity elements such as pedestrian bridges and vertical core infrastructure connecting stations to adjacent facilities such as the ITFs, CONRAC and the Terminals inside the Central Terminal Area; and roadway improvements. The proposed Project would be completed in two phases. Phase 1 would be completed by the year 2024. Phase 2 (Buildout) of the Project would be completed by the year 2030. The proposed Project includes the following components:

- An APM system with six stations connecting the CTA via an above-grade fixed guideway to new ground transportation facilities (Intermodal Transportation Facilities (ITF) West and East and the CONRAC);
- Passenger walkway systems connecting the APM stations to passenger terminals, parking garages, and ground transportation facilities;
- Modifications to existing passenger terminals and parking garages to support the APM walkway system connections, including vertical circulation cores to the arrival, departure, and concourse levels;
- A CONRAC designed to meet the needs of car rental agencies serving LAX with a dedicated station access to the CTA via the APM;
- Two ITFs (West and East) providing parking and pick-up and drop-off areas outside the CTA for private vehicles and commercial shuttles with dedicated APM stations providing direct CTA access via the APM;
- Roadway improvements designed to focus and improve access to the proposed facilities, as well as to ease congestion in the CTA. These include improved I-405 Freeway access, Century Boulevard corridor improvements, Aviation Boulevard corridor improvements, La Cienega Boulevard corridor improvements, Arbor Vitae Street corridor improvements, 96<sup>th</sup> Street and 98<sup>th</sup> Street improvements, Airport Boulevard improvements, I-105 Freeway access improvements and new access roadways adjacent to and serving the ITFs, as well as ramp improvements near Sepulveda Boulevard and Century Boulevard;

- Utilities infrastructure, both new and modified, as needed, to support the proposed Project;
- Changes to pricing, policies and procedures in regards to the LAX transportation operating system, with a specific focus on commercial vehicle operations at LAX;
- Establish, update, and enhance an overall ground access operating protocol – linked to the aforementioned multi-modal improvements – to encourage airport employees and passengers to choose from and utilize alternative means of transportation to driving private vehicles;
- Subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals;
- Future related development on land owned by LAWA located adjacent to these facilities; and
- Enabling projects to allow construction of the Project.

Figure 3 illustrates the LAMP Phase 1 Project components/improvements, while Figure 4 shows the components/improvements of the LAMP Buildout Project.

Metro is separately working on a connection to the LAX/Crenshaw commuter rail line at their proposed Airport Metro Connector (AMC) Station located at Aviation Boulevard and 96th Street; this station would provide a direct connection to LAWA's APM, allowing passengers to seamlessly transition between the airport APM and the regional Metro transit system. Together, these projects would enhance both the visitor and the employee transportation experience and continue the transformation of LAX into a world-class airport, by accomplishing the following:

- Enhance the passenger experience by providing new access options, including a direct connection to transit;
- Provide easier and more efficient access to rental cars;
- Relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides alternatives to private vehicle use for passengers, airport and other employees, and airport-related vendors accessing LAX;
- Promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates;

The Project would necessitate modifications to the LAX Specific Plan, LAX Plan, Westchester Playa del Rey Community Plan, City of Los Angeles General Plan Land Use Element, and Mobility Element. These modifications are needed to conform these plans to reflect updated

Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the Project. The Project would also require the subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals.

Once the APM, CONRAC, and ITFs are constructed and operational, additional potential future related development may occur on excess land owned by LAWA adjacent to these facilities. Assumptions concerning this potential future related development are identified and assessed in this EIR at a program level since no specific development projects are proposed for these areas.

## STUDY SCOPE

The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. Utilizing the City of Los Angeles' travel demand model, future forecasts for the horizon year(s) both without and with the proposed Project were prepared. The study is directed at potential traffic impacts on the street system produced by the proposed Project and includes an analysis of the following scenarios:

- Existing (2015) Conditions - This analysis includes an assessment of existing street, traffic volume and operating conditions.
- Baseline (2015) with Project (LAMP Buildout) Conditions - This analysis identifies the traffic impacts of the proposed Project on existing traffic operating conditions. The Baseline with Project scenario implements new transportation operating protocols that enhance the effectiveness and reliability of the Project improvements by:
  - **Eliminating** rental car shuttles
  - **Eliminating** LAX Shuttles
  - **Reducing** hotel shuttle traffic
  - **Shifting** various travel modes (i.e., transit, paid car service, etc.) from the CTA to the ITFs and adjacent parking structures
- Baseline (2015) with Project (LAMP Buildout) and Mitigations Conditions – This analysis identifies the potential incremental impacts of the Project with mitigations, on projected traffic operating conditions, accounting for the effectiveness of the improvement measures, to the existing traffic volumes.
- Future (2024) without Project Conditions – This analysis includes future traffic conditions in the year 2024 without the proposed Project. This analysis identifies future traffic growth and operating conditions which could be expected to result from regional growth and



related projects in the vicinity of the study area by the year 2024, the year in which Phase 1 of the Project will be completed. The Future (2024) without Project scenario includes:

- All specific horizon year study area growth and LAWA passenger and employee growth
  - **Growth** in rental car, hotel and LAX shuttle traffic generation
    - All rental car trip generation for future conditions plus assumptions for expansion to accommodate projected growth at existing locations
  - **Growth** in off-site (non-LAWA) parking areas
  - **Single-level operation** (both dropping off and picking up of passengers on a single roadway level of World Way) for certain shuttle services in the CTA
- Future (2024) with Project - Phase 1 Conditions – This analysis identifies impacts of Phase 1 of the Project on future traffic operating conditions. The Future (2024) with Phase 1 Project scenario includes the same assumptions as the Future (2024) without Project scenario except for the following:
    - **Includes** CONRAC, ITFs and APM systems
    - **Excludes** rental car shuttles
    - **Excludes** LAX Shuttles
    - **Includes reduced** hotel shuttle traffic
    - **Includes shifts** in various modes (i.e., transit, paid car service, etc.) to the ITFs and adjacent parking structures
    - **Includes** all the LAMP Phase 1 roadway improvements
  - Future (2024) with Project and Mitigations – Phase 1 Conditions – This analysis identifies the potential incremental impacts of Phase 1 of the Project with mitigations, on projected future traffic operating conditions, accounting for the effectiveness of the improvement measures.
  - Future (2035) without Project Conditions – This analysis identifies future traffic growth and operating conditions which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2035, five years after completion of the entire Project. The Future (2035) without Project scenario includes:
    - All specific horizon year study area growth and LAWA passenger and employee growth
    - All rental car trip generation for future conditions plus assumptions for expansion to accommodate projected growth at existing locations
    - **Growth** in rental car, hotel and LAX shuttle traffic generation
    - **Growth** to off-site (non-LAWA) parking areas
    - **Single-level operation** of certain shuttle services in the CTA
  - Future (2035) with Project (LAMP Buildout) Conditions This analysis identifies impacts of the proposed Project on future traffic operating conditions in 2035. The Future (2035) with Project scenario includes the same assumptions as the Future (2035) without Project scenario except for the following:

- **Includes** CONRAC, ITFs and APM systems
  - **Excludes** rental car shuttles
  - **Excludes** LAX Shuttles
  - **Includes reduced** hotel shuttle traffic
  - **Includes shifts** in various modes (i.e., transit, paid car service, etc.) to the ITFs and adjacent parking structures
  - **Includes** all the LAMP Project roadway improvements
- Future (2035) with Project (LAMP Buildout) and Mitigations Conditions – This analysis identifies the potential incremental impacts of the overall LAMP Project with mitigations, on projected future traffic operating conditions, accounting for the effectiveness of the mitigation measures.
  - Future (2035) with Project (LAMP Buildout) and Potential Future Related Development Conditions – This analysis identifies impacts of the proposed Project and Potential Future Related Development on future traffic operating conditions. The Future (2035) with Project and Potential Future Related Development scenario includes the same assumptions as the Future (2035) without Project except for the following:
    - **Includes** all LAMP Project elements including CONRAC, ITFs, APM systems and roadway improvements
    - **Includes** potential future related development growth in 2035
    - **Excludes** rental car shuttles
    - **Excludes** LAX Shuttles
    - **Includes reduced** hotel shuttle traffic
    - **Includes shifts** in various modes (i.e., transit, paid car service, etc.) to the ITFs and adjacent parking structures
  - Future (2035) with Project (LAMP Buildout), Potential Future Related Development and Mitigations Conditions – This analysis identifies the potential incremental impacts of the overall LAMP Project and Potential Future Related Development with mitigations on projected future traffic operating conditions, accounting for the effectiveness of the mitigation measures.

These scenarios will be evaluated using all study intersections. A total of 183 intersections in 8 jurisdictions, discussed in the section below, have been identified for morning and evening peak hour evaluation. Of the 183 intersections, 36 intersections have been chosen for mid-day peak hour evaluation. A total of 23 freeway segments (mainline and selected HOV segments), 48 arterial intersections, 23 freeway on-ramps and 26 freeway off-ramps within California Department of Transportation (CALTRANS) jurisdiction were also evaluated.

This traffic study has been prepared in accordance with the latest traffic study guidelines and requirements of the various jurisdictions within which intersections and/or links are located.

## **STUDY INTERSECTIONS**

Following several public meetings and workshops as well as coordination meetings with the Los Angeles Department of Transportation (LADOT), City of Culver City, City of Inglewood, City of El Segundo, City of Hawthorne, City of Manhattan Beach, County of Los Angeles and Caltrans, 183 intersections were selected for study within these eight jurisdictions. The geographic scope of the study area was extensive to ensure that all potential significant traffic impacts would be captured. A list of the study intersections by jurisdiction is presented in Table 1 and their locations are illustrated in Figures 5A-D.

Of the total 183 study locations, 36 intersections are located entirely in the City of Los Angeles with 51 intersections shared between the City of Los Angeles and other jurisdictions; 30 intersections are located entirely in Culver City with 10 intersections shared between Culver City and other jurisdictions; 21 intersections are located entirely in the City of Inglewood with 15 intersections shared between City of Inglewood and other jurisdictions; 3 intersections are located entirely in the City of El Segundo with 12 intersections shared between City of El Segundo and other jurisdictions; 8 intersections are located entirely in the City of Hawthorne with 10 intersections shared between City of Hawthorne and other jurisdictions; 1 intersection is located entirely in the City of Manhattan Beach with 2 intersections shared between Manhattan Beach and other jurisdictions; and 9 intersections are located entirely in (unincorporated) County of Los Angeles with 21 intersections shared between County of Los Angeles and other jurisdictions;

A total of 48 study intersections are State Highway arterial and freeway ramp intersection locations that also fall under Caltrans jurisdiction. Of these 48 intersections, 21 intersections are located along a designated State Highway and 27 intersections are freeway ramp locations.

### **Mid-day Peak Hour Study Locations**

Mid-day peak hour analysis has been conducted to evaluate potential effects of airport traffic on the transportation system. The airport traffic peaks during mid-day, although for the external/adjacent street system, peak traffic conditions are experienced during morning and evening commute peak hours. These mid-day peak hour analysis locations were chosen based on proximity to the proposed LAMP Project including LAX and its facilities, where its effects could be felt, and potential significant traffic impacts would be captured. Based on preliminary forecasts, the geographic extent of the study scope was ensured to capture potential significant impacts.

Thirty-six (36) of the 183 study intersections within the adjacent to and in the immediate vicinity of the Project site were selected for a mid-day peak hour traffic impact evaluation. These intersections are listed in Table 2.

## **LEVEL OF SERVICE METHODOLOGY**

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas.

The Level of Service definitions for signalized and unsignalized intersections are provided in Table 3 and Table 4, respectively. One hundred and eighty (180) of the 183 analyzed intersections are controlled by traffic signals. One location in the City of Los Angeles, the intersection of Hindry Avenue/Arbor Vitae Street, and two locations, the intersections of Walgrove Avenue/Washington Boulevard and Overland Avenue/Sawtelle Boulevard, in the City of Culver City, are unsignalized and controlled by a stop sign(s).

### **City of Los Angeles Level of Service Methodology**

For the City of Los Angeles study locations including those shared with other jurisdictions, the "Critical Movement Analysis-Planning", (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at the signalized study intersections. Level of service spreadsheets developed by LADOT were used to implement the CMA (Circular 212 Method) methodology. Table 3 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

All 86 of the signalized study intersections located in the City of Los Angeles (or shared with other jurisdictions) are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS). In accordance with LADOT procedures, a capacity increase of 10% (0.07 V/C adjustment for ATSAC and 0.03 V/C adjustment for ATCS) was applied to reflect the benefits of ATSAC/ATCS control at these intersections.

### **Caltrans Level of Service Methodology**

Caltrans intersections and freeway segments were analyzed using the Highway Capacity Manual (HCM) 2010 methodology, consistent with the Caltrans' Traffic Study Guidelines. Queuing analyses at off-ramps were also prepared to assess the adequacy of storage on the ramps. An on-ramp analysis relative to available capacity due to ramp-metering was also conducted.

### **Other Jurisdictions Level of Service Methodology**

The Intersection Capacity Utilization (ICU) method was used to determine the intersection V/C ratio and corresponding level of service for study intersections within the Cities of Culver City, Inglewood, El Segundo, Hawthorne, Manhattan Beach, and the County of Los Angeles per their study requirements. A capacity of 1,600 vehicles per lane per hour was assumed, a total of 2,880 vehicles per hour for dual left-turn lanes, and a 10% calculation factor for the loss time of the yellow signal clearance periods were utilized in the capacity calculations.

Thirty-eight signalized intersections under the jurisdiction of the City of Culver City currently operate under a signal coordination system similar to ATSAC, but have not yet been upgraded with the ATCS-type operations. Therefore, a capacity increase of 7% (0.07 V/C adjustments) was applied to reflect the benefits of ATSAC-type control at these intersections.

The Highway Capacity Manual (HCM) 2010 method of unsignalized intersection analysis was used to determine the delay (in seconds) and corresponding level of service at the stop-controlled intersections. Table 4 defines the ranges of delay and corresponding levels of service for unsignalized intersections.

### **SIGNIFICANT IMPACT CRITERIA**

Each study intersection was evaluated for potential significant traffic impacts based on the significant traffic impact criteria adopted by the jurisdiction(s) in which the study intersection is located. Intersections lying on the boundary of multiple jurisdictions were evaluated using the more conservative criteria. A description of the significant impact criteria for each jurisdiction is presented below.

### **City of Los Angeles – Significant Impact Criteria**

The City of Los Angeles Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific signalized intersection. For intersections under the City of Los Angeles jurisdiction, project impact is considered significant if the following conditions are met:

<b>Intersection Conditions with Project Traffic</b>		
<b>LOS</b>	<b>Final V/C Ratio</b>	<b>Project-Related Increase in V/C</b>
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

### **City of Culver City – Significant Impact Criteria**

For intersections under the City of Culver City jurisdiction, the City of Culver City has established threshold criteria for determining the significance of impacts of a project at a specific location. According to the criteria provided by the City of Culver City, a project impact is considered significant if the following conditions are met:

<b>Intersection Conditions with Project Traffic</b>		
<b>LOS</b>	<b>Final V/C Ratio</b>	<b>Project-Related Increase in V/C</b>
C	> 0.700 - 0.800	equal to or greater than 0.050
D	> 0.800 - 0.900	equal to or greater than 0.040
E or F	> 0.900	equal to or greater than 0.020

In order to assess the potential impacts of the project at the stop-controlled intersections using the criterion above, the stop-controlled intersections were analyzed using HCM methodology to determine the LOS and ICU methodology with a reduced capacity of 1,200 vehicles per lane per hour for the stop-controlled approaches to determine the incremental increase in V/C ratio due to project traffic.

Additionally, per the City of Culver City, development projects outside of Culver City shall use the thresholds for significant impact of the other jurisdiction (s) when analyzing intersections in Culver City.

#### **City of El Segundo – Significant Impact Criteria**

For intersections under the City of El Segundo jurisdiction, an impact is considered to be significant if the following threshold is exceeded:

- If the project's traffic results in an intersection level of service change from LOS D or better to LOS E or F; or
- If there is increase in intersection capacity utilization (ICU) value of 0.020 or more, when the "with Project" intersection Level of Service (LOS) is at LOS E or F (ICU = 0.900 or greater).

#### **City of Inglewood – Significant Impact Criteria**

For the City of Inglewood, an impact is considered to be significant if the following threshold is exceeded:

- The LOS is F, its final V/C ratio is 1.001 or greater, and the project-related increase in V/C is 0.020 or greater.

#### **City of Manhattan Beach – Significant Impact Criteria**

For intersections under the City of Manhattan Beach jurisdiction, an impact is considered to be significant if the following threshold is exceeded:

- The LOS is F, its final V/C ratio is 1.001 or greater, and the project-related increase in V/C is 0.020 or greater.

#### **County of Los Angeles – Significant Impact Criteria**

For intersections under the County of Los Angeles jurisdiction, the County of Los Angeles has established threshold criteria for determining the significance of impacts of a project at a specific location.

According to the criteria provided by the County of Los Angeles, a project impact is considered significant if the following conditions are met:

Pre-Project Conditions		Project V/C Increase
LOS	Final V/C Ratio	
C	0.71-0.80	0.040 or more
D	0.81 - 0.90	0.020 or more
E or F	0.91 or more	0.010 or more

**City of Hawthorne – Significant Impact Criteria**

The City of Hawthorne applies the Los Angeles County criteria defined in their Traffic Impact Analysis Report Guidelines. For intersections under the City of Hawthorne jurisdiction, an impact is considered to be significant if the following threshold is exceeded:

Pre-Project Conditions		Project V/C Increase
LOS	Final V/C Ratio	
C	0.71-0.80	0.040 or more
D	0.81 - 0.90	0.020 or more
E or F	0.91 or more	0.010 or more

**ORGANIZATION OF REPORT**

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into nine chapters. Chapter I presents an introduction to the study and provides details of the various elements of the study including the project background and project description. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter III provides detailed description of the proposed Project components. Chapter IV describes the methodology to develop Future



without Project traffic volume forecasts and assessment of traffic conditions for the Future without the proposed Project scenarios. Chapter V describes the methodology to develop Future with Project traffic volume forecasts. The assessment of traffic conditions with the Project and the potential traffic impacts due to the proposed Project are also included in Chapter V. The Project's transportation improvement and mitigation program is evaluated and presented in Chapter VI. The results of the analysis of the proposed Project's impacts on the CMP regional transportation system are provided in Chapter VII. Chapter VIII presents the results of the analysis of the proposed Project's impacts on Caltrans facilities. Chapter IX presents the Alternatives Analysis. Appendices to this report include details of the technical analyses.

**TABLE 1  
LIST OF STUDY INTERSECTIONS**

<b>MAP NO.</b>	<b>INTERSECTION</b>	<b>JURISDICTION</b>
1	Ocean Avenue/Via Marina & Washington Boulevard	City of Los Angeles/Los Angeles County
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	City of Los Angeles
3	Vista del Mar & Imperial Highway	City of Los Angeles
4	Vista del Mar & Grand Avenue	City of Los Angeles/El Segundo
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach
6	Nicholson Street & Culver Boulevard	City of Los Angeles
7	Pershing Drive & Manchester Avenue	City of Los Angeles
8	Pershing Drive & Westchester Parkway	City of Los Angeles
9	Pershing Drive & Imperial Highway	City of Los Angeles
10	Culver Boulevard & Jefferson Boulevard	City of Los Angeles
11	Main Street & Imperial Highway	El Segundo/City of Los Angeles
12	Lincoln Boulevard & Venice Boulevard [1]	City of Los Angeles/Caltrans
13	Lincoln Boulevard & Washington Boulevard	City of Los Angeles/Caltrans
14	Lincoln Boulevard & SR-90 Ramps [1]	City of Los Angeles/Caltrans
15	Lincoln Boulevard & Bali Way	City of Los Angeles/Los Angeles County/Caltrans
16	Lincoln Boulevard & Mindanao Way	City of Los Angeles/Los Angeles County/Caltrans
17	Lincoln Boulevard & Fiji Way	City of Los Angeles/Los Angeles County/Caltrans
18	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles/Caltrans
19	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles/Caltrans
20	Lincoln Boulevard & Loyola Marymount University Drive	City of Los Angeles/Caltrans
21	Lincoln Boulevard & 83rd Street	City of Los Angeles/Caltrans
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans
24	Centinela Avenue & Venice Boulevard [1]	City of Los Angeles/Caltrans
25	Centinela Avenue & Washington Place	Culver City/City of Los Angeles
26	Centinela Avenue & Washington Boulevard	Culver City
27	Centinela Avenue & Culver Boulevard	City of Los Angeles
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	City of Los Angeles/Caltrans
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	City of Los Angeles/Caltrans
30	Centinela Avenue & Jefferson Boulevard	City of Los Angeles/Los Angeles County
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	City of Los Angeles
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Culver City/Caltrans
33	Sawtelle Boulevard & Washington Place	Culver City
34	Sawtelle Boulevard & Washington Boulevard	Culver City
35	Sawtelle Boulevard & Culver Boulevard	Culver City
36	I-405 Southbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans
37	I-405 Northbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans
38	Slauson Avenue & Jefferson Boulevard	Culver City
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Culver City/Caltrans
40	Sepulveda Boulevard & Washington Place	Culver City
41	Sepulveda Boulevard & Washington Boulevard	Culver City
42	Sepulveda Boulevard & Culver Boulevard	Culver City
43	Sepulveda Boulevard & Braddock Drive	Culver City
44	Overland Avenue & Venice Boulevard [1]	City of Los Angeles/Culver City/Caltrans
45	Overland Avenue & Washington Boulevard	City of Los Angeles/Culver City
46	Overland Avenue & Culver Boulevard	Culver City
47	Duquesne Avenue & Washington Boulevard	Culver City
48	Duquesne Avenue & Culver Boulevard	Culver City
49	Culver Boulevard & Washington Boulevard-Irving Place	Culver City
50	Duquesne Avenue & Jefferson Boulevard	Culver City
51	Overland Avenue & Jefferson Boulevard	Culver City
52	Sepulveda Boulevard & Jefferson Boulevard	Culver City
53	Sepulveda Boulevard & Sawtelle Boulevard	Culver City
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City
55	Sepulveda Boulevard & Slauson Avenue	Culver City
56	Sepulveda Boulevard & Centinela Avenue	Culver City
57	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles
58	Sepulveda Boulevard & 76th Street-77th Street	City of Los Angeles
59	Sepulveda Boulevard & 79th Street-80th Street	City of Los Angeles
60	Sepulveda Boulevard & 83rd Street	City of Los Angeles
61	Sepulveda Boulevard & Manchester Avenue [1]	City of Los Angeles
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans

**TABLE 1 (continued)**  
**LIST OF STUDY INTERSECTIONS**

<b>MAP NO.</b>	<b>INTERSECTION</b>	<b>JURISDICTION</b>
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans
68	Sepulveda Boulevard & Mariposa Avenue	El Segundo/Caltrans
69	Sepulveda Boulevard & Grand Avenue	El Segundo/Caltrans
70	Sepulveda Boulevard & El Segundo Boulevard [1]	El Segundo/Caltrans
71	Sepulveda Boulevard & Rosecrans Avenue [1]	El Segundo/Manhattan Beach/Caltrans
72	SR-90 Westbound Ramps & Slauson Avenue	Culver City/Los Angeles County/Caltrans
73	Buckingham Parkway & Slauson Avenue	Culver City
74	I-405 Southbound Ramps & Howard Hughes Parkway	City of Los Angeles/Caltrans
75	Sepulveda Eastway & Westchester Parkway	City of Los Angeles
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles
77	Jenny Avenue & Westchester Parkway	City of Los Angeles
78	Avion Drive & Century Boulevard	City of Los Angeles
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles
80	Airport Boulevard & Manchester Avenue	City of Los Angeles
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles
82	Airport Boulevard & 96th Street	City of Los Angeles
83	Airport Boulevard & 98th Street	City of Los Angeles
84	Airport Boulevard & Century Boulevard	City of Los Angeles
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	El Segundo/City of Los Angeles/Caltrans
86	Nash Street & El Segundo Boulevard	El Segundo
87	Douglas Street & Imperial Highway	El Segundo/City of Los Angeles
88	Douglas Street & El Segundo Boulevard	El Segundo
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans
91	Bellanca Avenue & Century Boulevard	City of Los Angeles
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood
94	Aviation Boulevard & Century Boulevard	City of Los Angeles
95	Aviation Boulevard & 104th Street	City of Los Angeles
96	Aviation Boulevard & 111th Street	City of Los Angeles
97	Aviation Boulevard & Imperial Highway	City of Los Angeles/El Segundo
98	Aviation Boulevard & West 120th Street	El Segundo/Los Angeles County
99	Aviation Boulevard & El Segundo Boulevard	El Segundo
100	Aviation Boulevard & Rosecrans Avenue	Hawthorne/El Segundo/Manhattan Beach
101	Hindry Avenue & Manchester Boulevard	Inglewood
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood
103	Concourse Way & Century Boulevard	City of Los Angeles
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans
105	La Tijera Boulevard & Centinela Avenue	City of Los Angeles/Los Angeles County
106	Jefferson Boulevard & National Boulevard	City of Los Angeles
107	Jefferson Boulevard & Higuera Street/Rodeo Road	City of Los Angeles
108	La Cienega Boulevard & Jefferson Boulevard [1]	City of Los Angeles
109	La Cienega Boulevard & Rodeo Road	City of Los Angeles
110	La Cienega Boulevard & Stocker Street [1]	Los Angeles County
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	Los Angeles County
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	Los Angeles County
113	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles/Inglewood
114	La Cienega Boulevard & Centinela Avenue [1]	City of Los Angeles/Inglewood
115	La Cienega Boulevard & Florence Avenue	Inglewood
116	La Cienega Boulevard & Manchester Boulevard	Inglewood
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans
121	La Cienega Boulevard & 104th Street	City of Los Angeles/Los Angeles County
122	La Cienega Boulevard & Lennox Boulevard	City of Los Angeles/Los Angeles County
123	La Cienega Boulevard & 111th Street	City of Los Angeles/Los Angeles County
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	City of Los Angeles/Los Angeles County/Caltrans
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County
126	La Cienega Boulevard & West 120th Street	Los Angeles County
127	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/Los Angeles County
128	Hindry Avenue & Rosecrans Avenue	Hawthorne

**TABLE 1 (continued)**  
**LIST OF STUDY INTERSECTIONS**

MAP NO.	INTERSECTION	JURISDICTION
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Hawthorne/Los Angeles County/Caltrans
132	I-405 Northbound Ramps & El Segundo Boulevard	Hawthorne/Los Angeles County/Caltrans
133	I-405 Northbound Ramps & Rosecrans Avenue	Hawthorne/Caltrans
134	Inglewood Avenue & Manchester Boulevard	Inglewood
135	Inglewood Avenue & Arbor Vitae Street	Inglewood
136	Inglewood Avenue & Century Boulevard	Inglewood
137	Inglewood Avenue & Lennox Boulevard	Los Angeles County
138	Inglewood Avenue & Imperial Highway	Hawthorne
139	Inglewood Avenue & El Segundo Boulevard	Hawthorne/Los Angeles County
140	Inglewood Avenue & Rosecrans Avenue	Hawthorne
141	La Brea Avenue/Overhill Drive & Stocker Street	Los Angeles County
142	La Brea Avenue & Slauson Avenue	Los Angeles County
143	La Brea Avenue & Centinela Avenue	Inglewood
144	La Brea Avenue & Florence Avenue	Inglewood
145	La Brea Avenue & Manchester Boulevard [1]	Inglewood
146	La Brea Avenue & Arbor Vitae Street	Inglewood
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood
148	Hawthorne Boulevard & Lennox Boulevard	Los Angeles County
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	Hawthorne/Los Angeles County/Caltrans
150	Hawthorne Boulevard & Imperial Avenue	Hawthorne
151	Hawthorne Boulevard & 120th Street	Hawthorne
152	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne
153	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	Hawthorne/Caltrans
155	Prairie Avenue & Manchester Boulevard	Inglewood
156	Prairie Avenue & Arbor Vitae Street	Inglewood
157	Prairie Avenue & Century Boulevard	Inglewood
158	Prairie Avenue & Lennox Boulevard	Inglewood
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Inglewood/Caltrans
160	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood
161	Prairie Avenue & El Segundo Boulevard	Hawthorne
162	Crenshaw Boulevard & Manchester Avenue [1]	Inglewood
163	Crenshaw Boulevard & Century Boulevard	Inglewood
164	Crenshaw Boulevard & Imperial Highway	Inglewood
165	Western Avenue & Manchester Avenue	City of Los Angeles
166	Western Avenue & Imperial Highway	Los Angeles County
167	I-405 Northbound Ramps & Culver Boulevard	Culver City/Caltrans
168	Walgrove Avenue & Washington Boulevard [2]	Culver City
169	Washington Boulevard & Washington Place at Wade Street	Culver City
170	Inglewood Boulevard & Washington Boulevard	Culver City
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Boulevard)	Culver City/Caltrans
172	Washington Boulevard & Washington Place at Tilden Avenue	Culver City
173	Overland Avenue & Sawtelle Boulevard [2]	Culver City
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	Culver City
175	Ince Boulevard & Washington Boulevard	Culver City
176	National Boulevard & Venice Boulevard	City of Los Angeles/Caltrans
177	National Boulevard & Washington Boulevard	Culver City
178	La Cienega Boulevard & Washington Boulevard	Culver City
179	Centinela Avenue & Florence Avenue	Inglewood
180	Prairie Avenue & Florence Avenue	Inglewood
181	Van Ness Avenue & Manchester Avenue	City of Los Angeles/Inglewood
182	Van Ness Avenue & Century Boulevard	City of Los Angeles/County of Los Angeles/Inglewood
183	Van Ness Avenue & Imperial Highway	Inglewood/Hawthorne/County of Los Angeles

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection.

**TABLE 2  
LIST OF STUDY INTERSECTIONS - MID-DAY PEAK HOUR ANALYSIS**

<b>MAP NO.</b>	<b>INTERSECTION</b>	<b>JURISDICTION</b>
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans
61	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles
77	Jenny Avenue & Westchester Parkway	City of Los Angeles
78	Avion Drive & Century Boulevard	City of Los Angeles
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles
80	Airport Boulevard & Manchester Avenue	City of Los Angeles
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles
82	Airport Boulevard & 96th Street	City of Los Angeles
83	Airport Boulevard & 98th Street	City of Los Angeles
84	Airport Boulevard & Century Boulevard	City of Los Angeles
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood
94	Aviation Boulevard & Century Boulevard	City of Los Angeles
95	Aviation Boulevard & 104th Street	City of Los Angeles
96	Aviation Boulevard & 111th Street	City of Los Angeles
97	Aviation Boulevard & Imperial Highway	City of Los Angeles/El Segundo
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans
115	La Cienega Boulevard & Florence Avenue	Inglewood
116	La Cienega Boulevard & Manchester Boulevard	Inglewood
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection.

**TABLE 3  
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

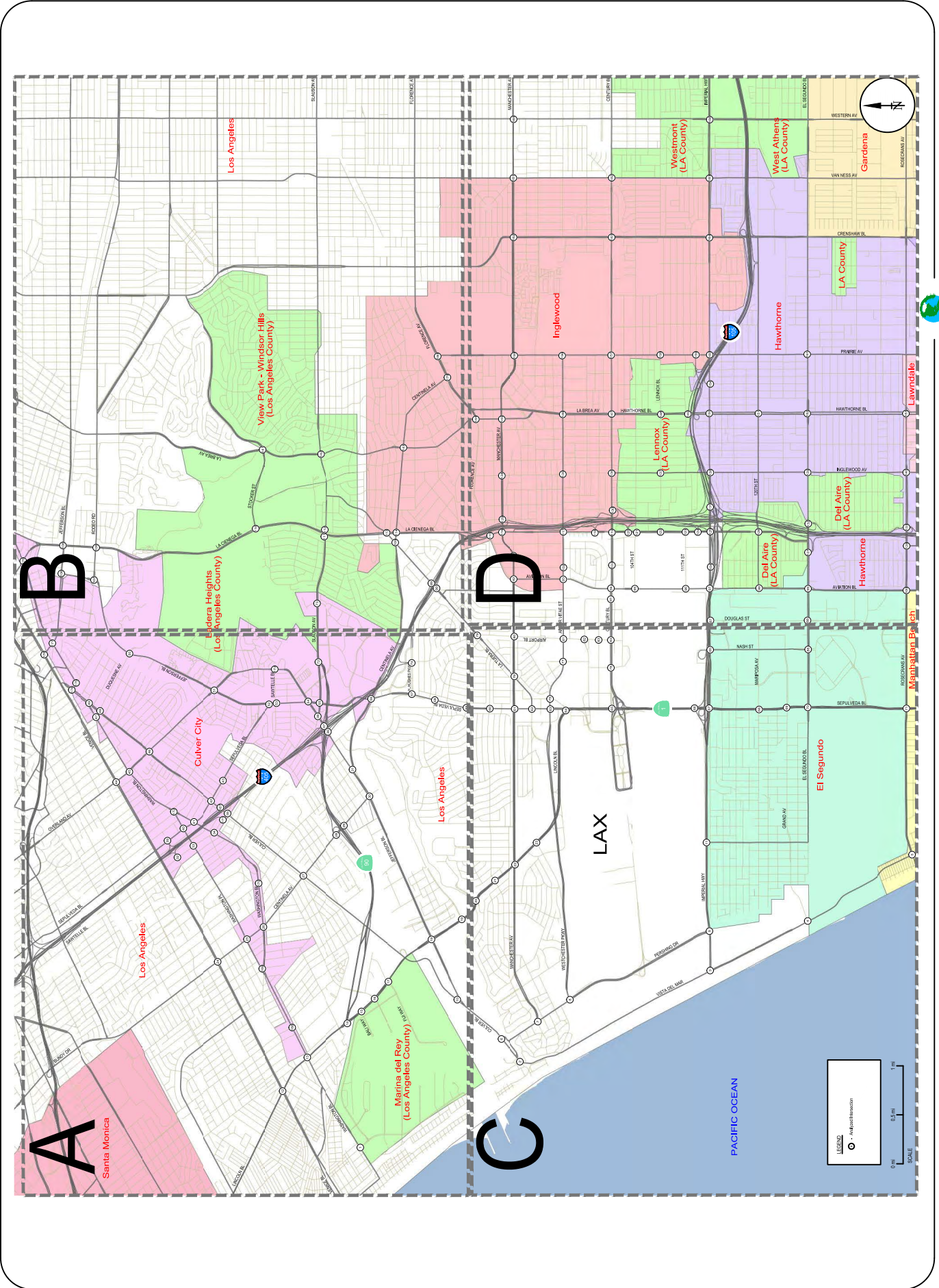
LEVEL OF SERVICE	VOLUME/CAPACITY RATIO	DEFINITION
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

**TABLE 4  
LEVEL OF SERVICE DEFINITIONS FOR  
STOP-CONTROLLED INTERSECTIONS**

LEVEL OF SERVICE	AVERAGE TOTAL DELAY (SECONDS/VEHICLE)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 15.0$
C	$> 15.0$ and $\leq 25.0$
D	$> 25.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 50.0$
F	$> 50.0$

Source: Transportation Research Board, *Highway Capacity Manual 2010*.



**FIGURE 1**  
**STUDY AREA**



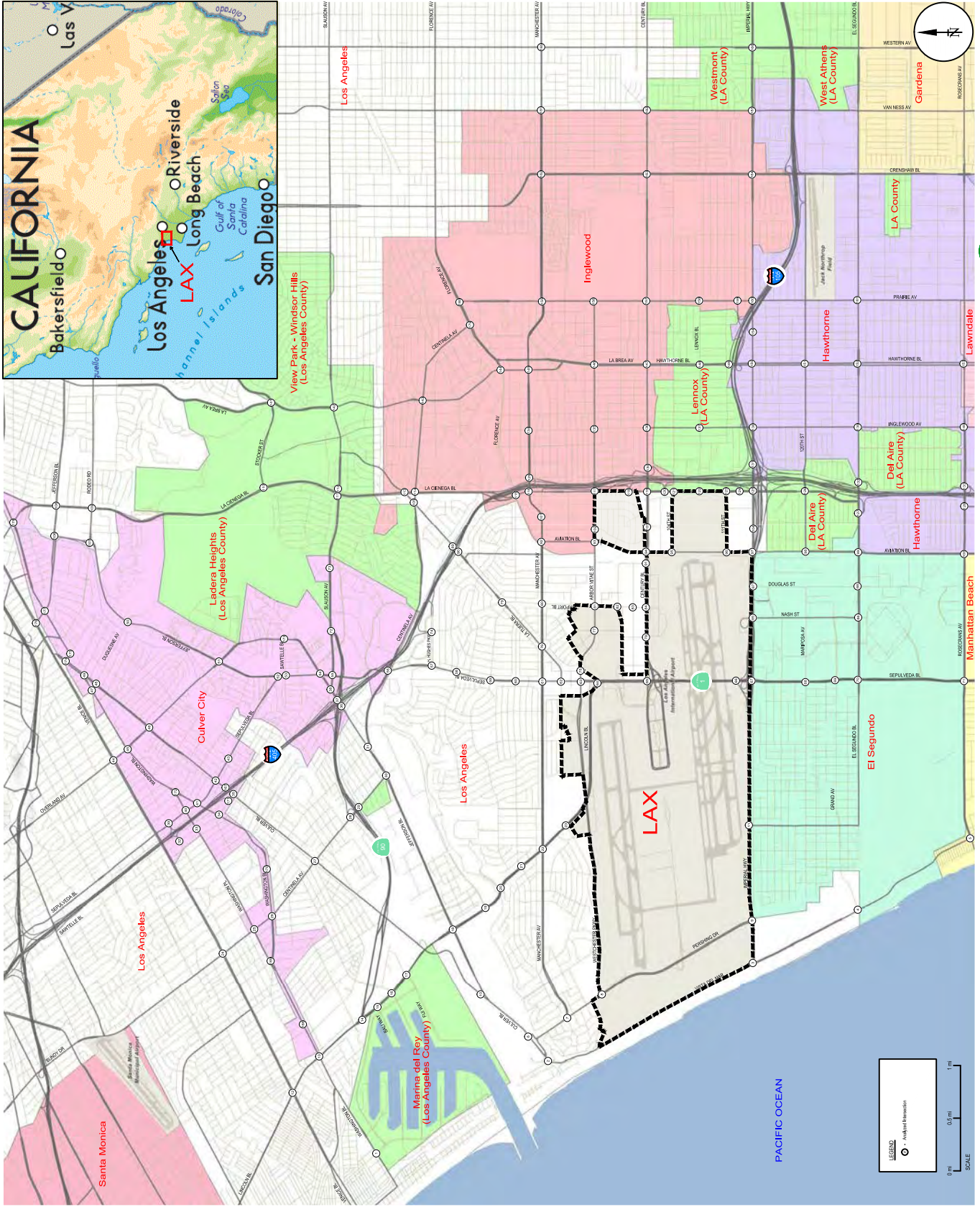
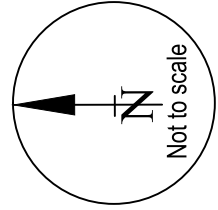
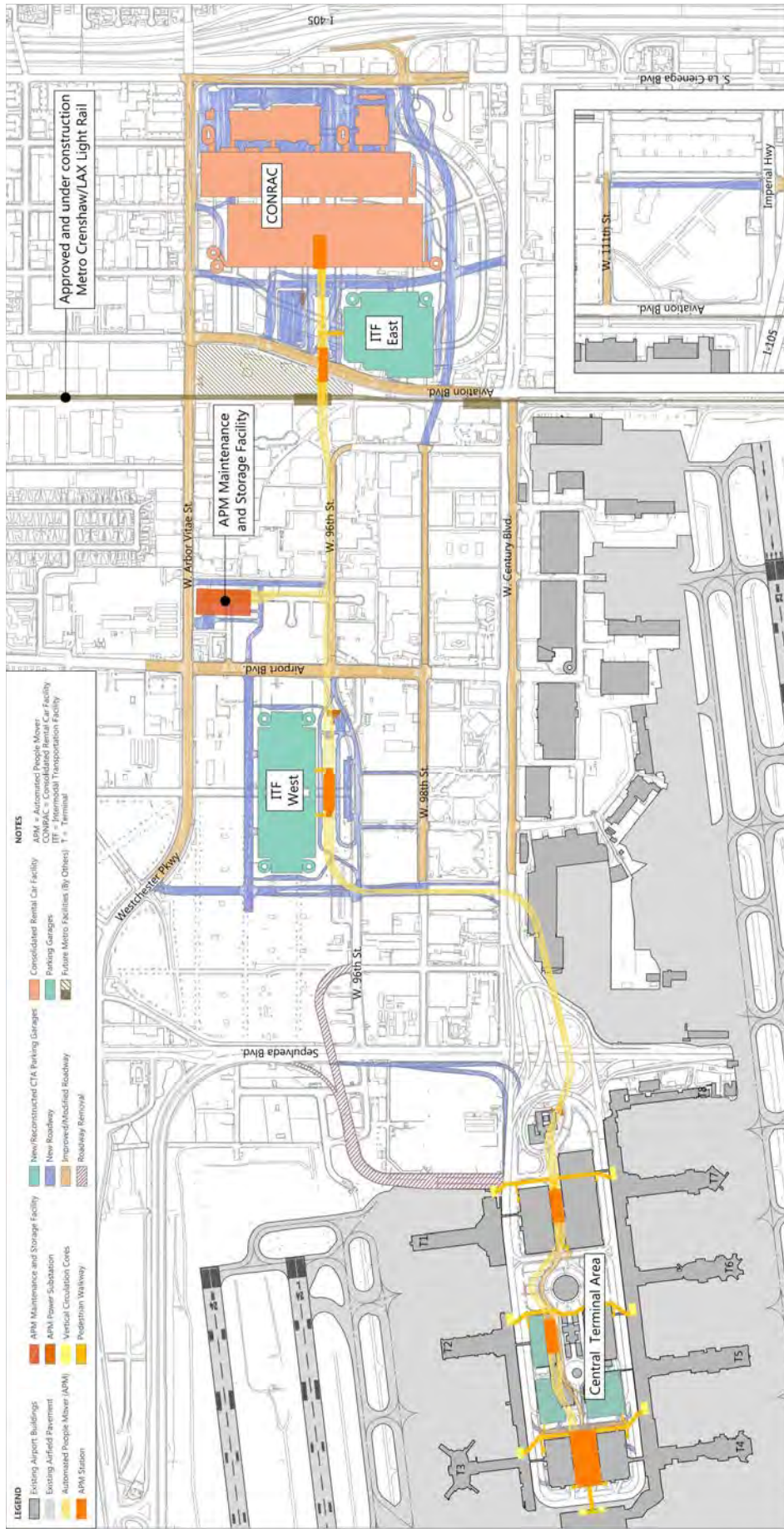


FIGURE 2  
PROJECT LOCATION

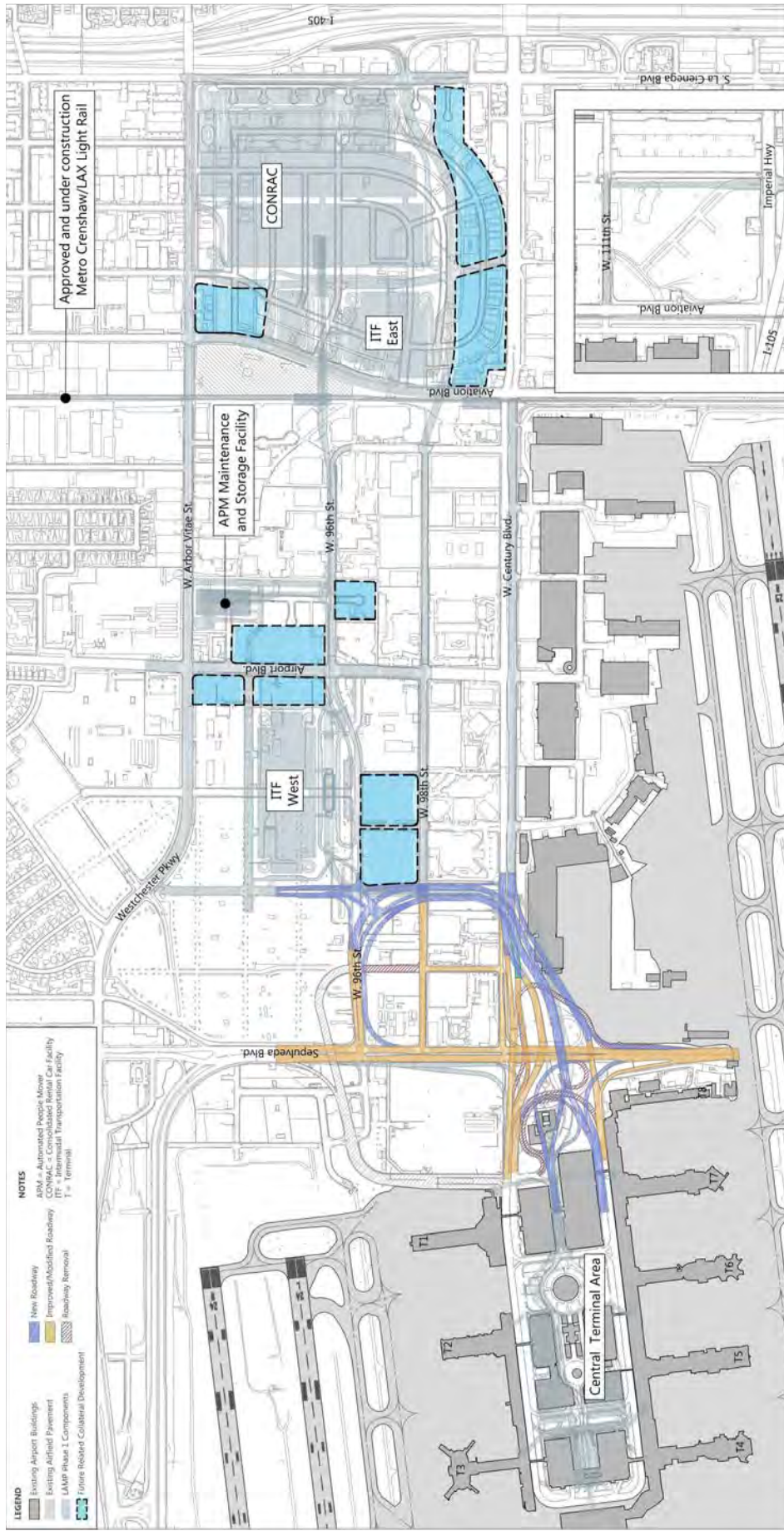


SOURCE: RICONDO & ASSOCIATES, INC.

**FIGURE 3**  
LAX LANDSIDE ACCESS MODERNIZATION PROGRAM (LAMP) PHASE 1 COMPONENTS



**RAJU** Associates, Inc.



SOURCE: RICONDO & ASSOCIATES, INC.

**FIGURE 4**  
**LAX LANDSIDE ACCESS MODERNIZATION PROGRAM (LAMP) BUILDOUT COMPONENTS**

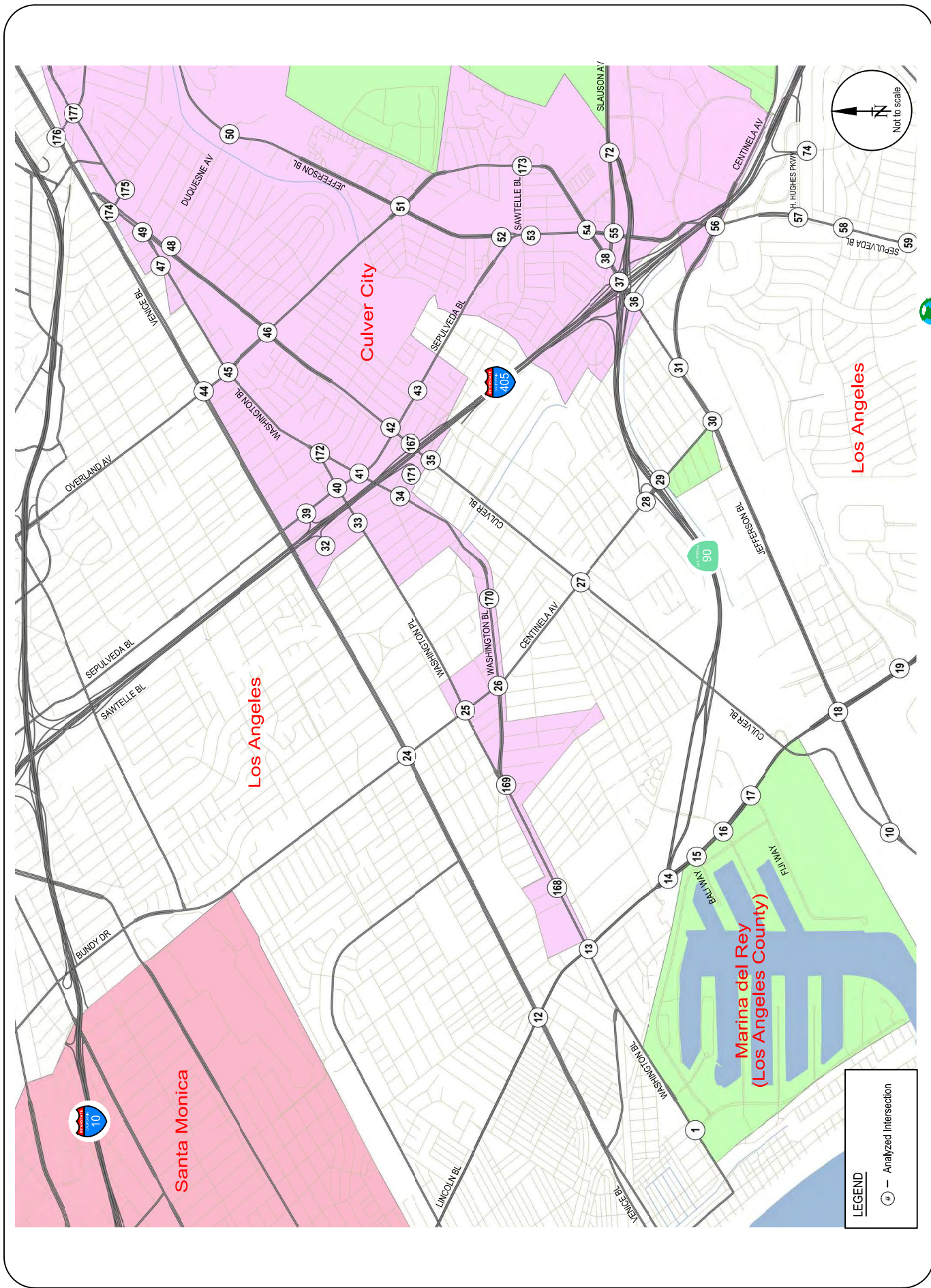


FIGURE 5A  
LOCATION OF ANALYZED INTERSECTIONS



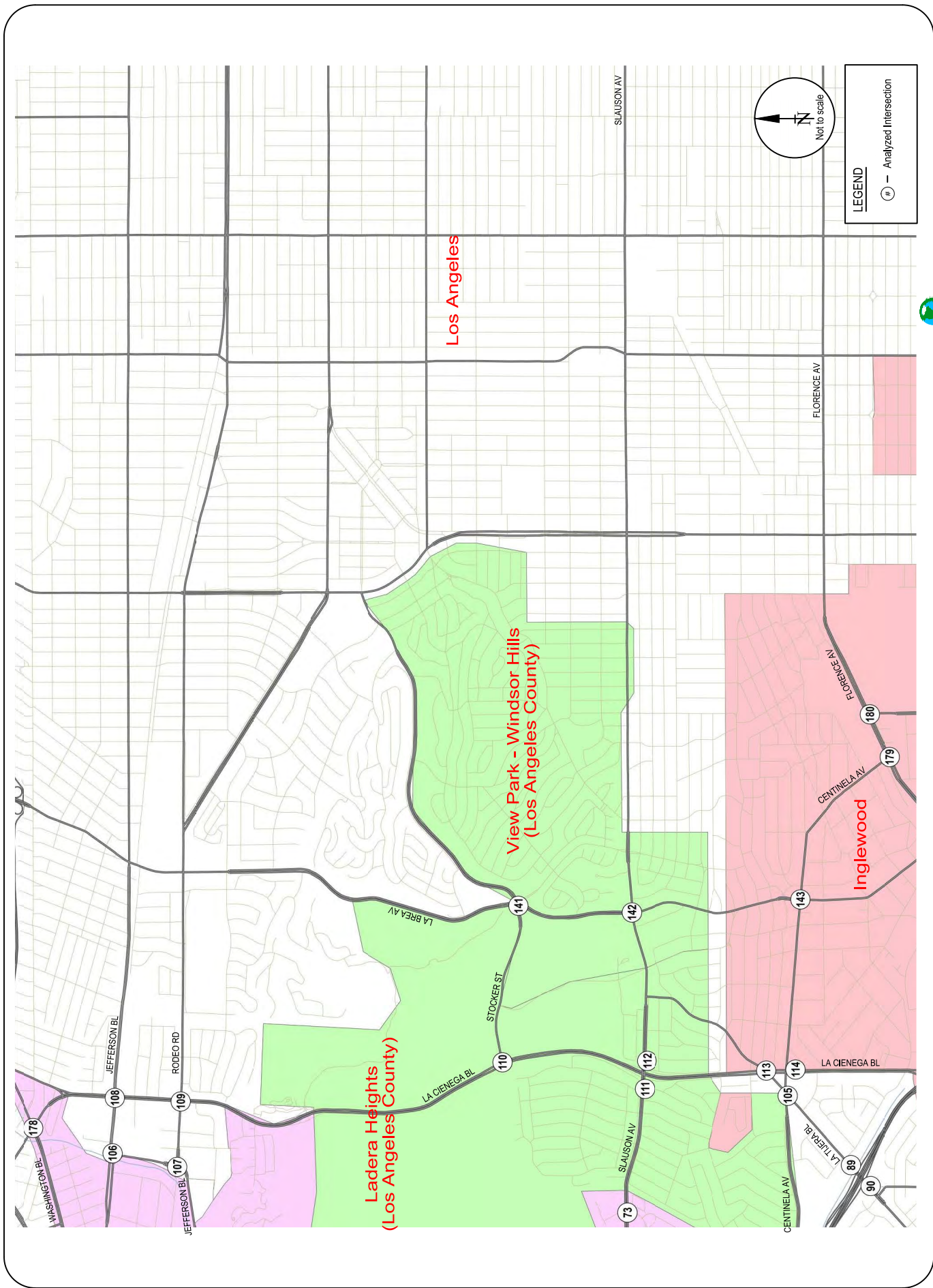


FIGURE 5B  
LOCATION OF ANALYZED INTERSECTIONS



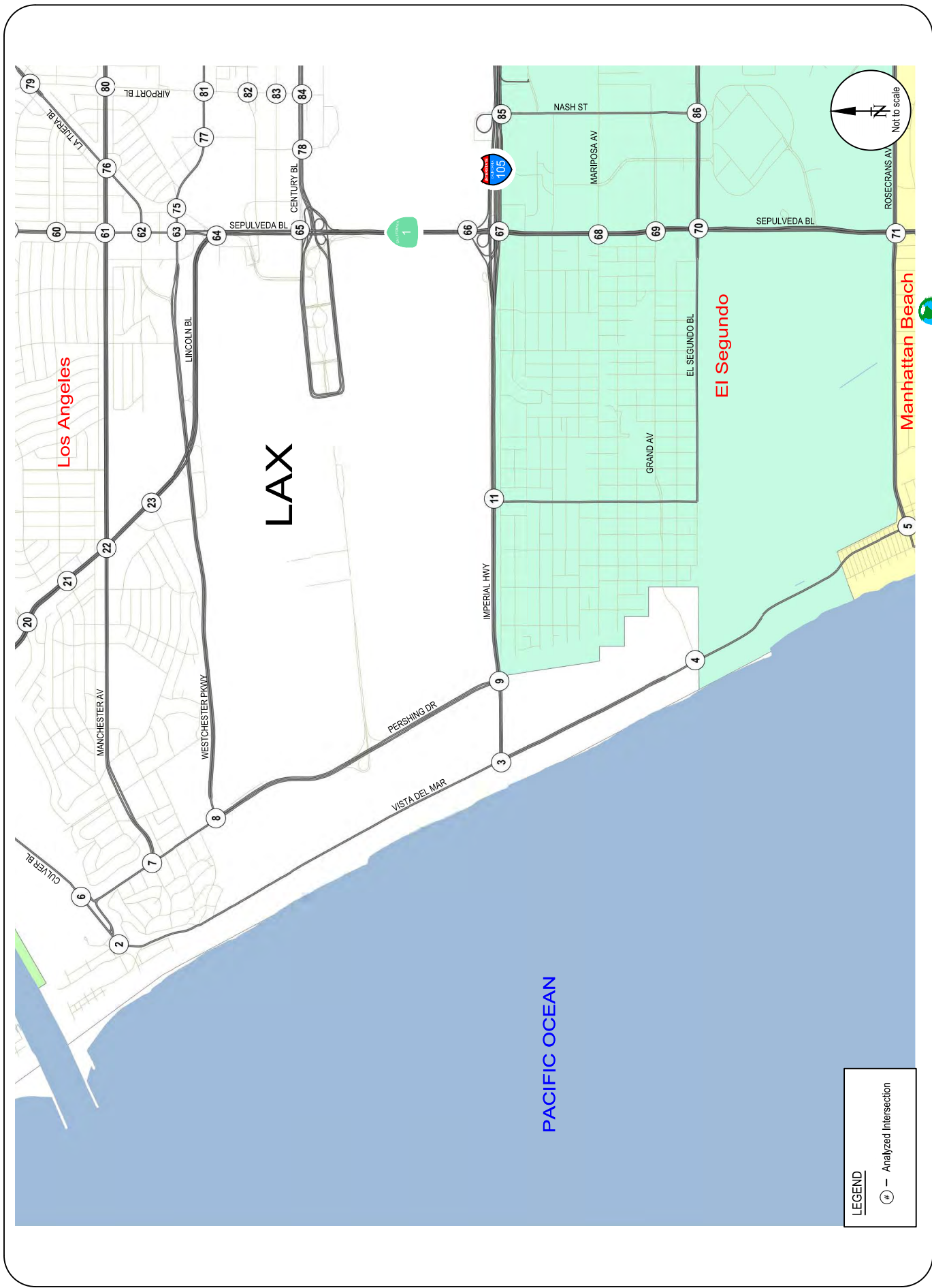


FIGURE 5C  
LOCATION OF ANALYZED INTERSECTIONS

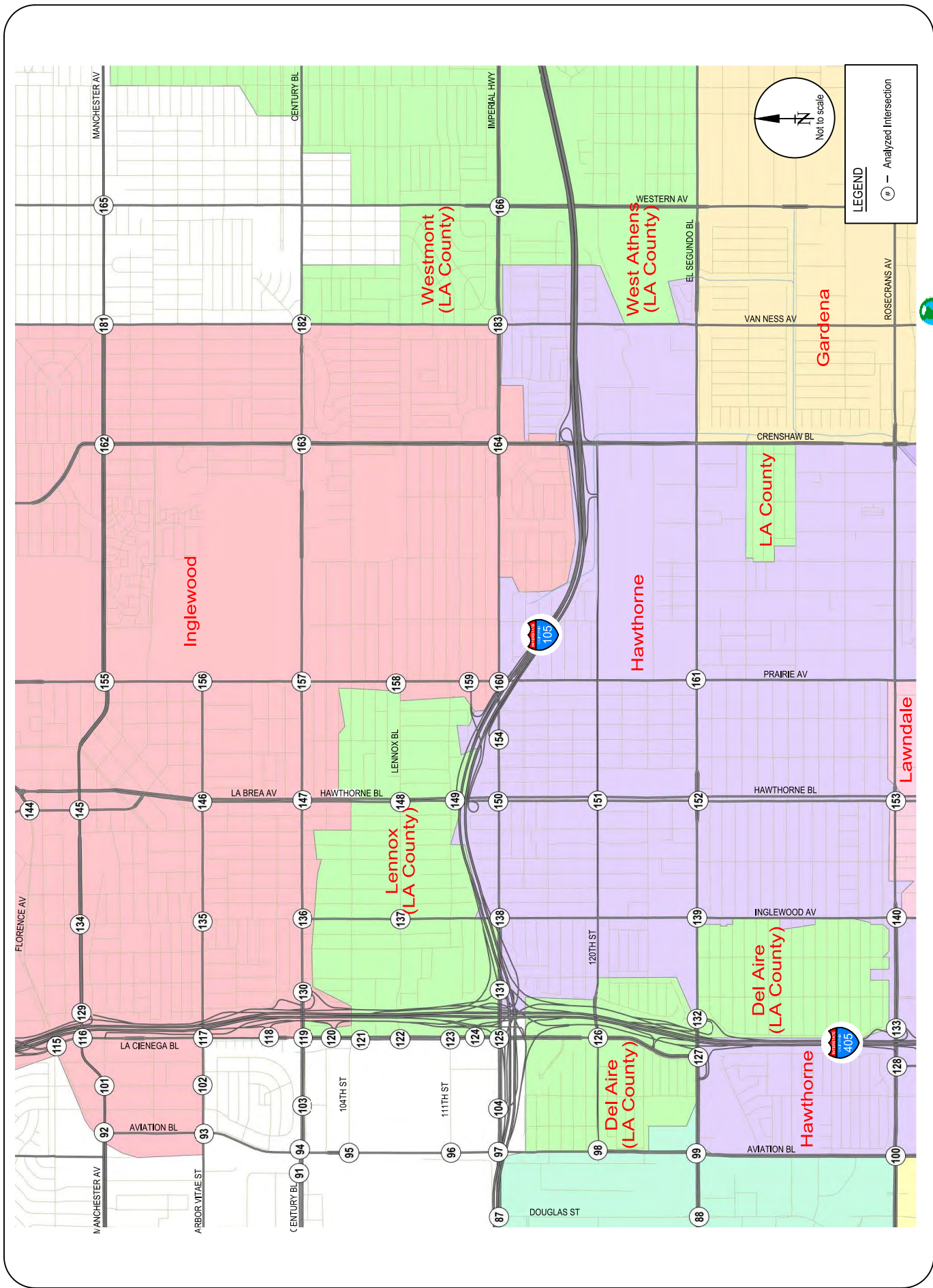


FIGURE 5D  
LOCATION OF ANALYZED INTERSECTIONS



## II. ENVIRONMENTAL SETTING

Existing traffic conditions and environmental setting sections are presented in this Chapter. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system and bicycle system serving the study area are also described in this chapter.

### STUDY AREA

The proposed Project is divided into three main areas: the Los Angeles International Airport (LAX) Central Terminal Area (CTA), Intermodal Transportation Facility (ITF) West Area, and Manchester Square Area which includes the Consolidated Rental Car Facility (CONRAC) and Intermodal Transportation Facility (ITF) East. The ITF West area is bound by Arbor Vitae Street on the north, 98<sup>th</sup> Street on the south, a new roadway 'A' Street on the west and Airport Boulevard on the east. Manchester Square area is bound by Arbor Vitae Street on the north, Century Boulevard on the south, Aviation Boulevard on the west and La Cienega Boulevard on the east. These areas are shown in Figure 6.

The Study Area, which encompasses approximately 75 square miles, is bounded by Venice Boulevard on the north, Rosecrans Avenue on the south, Vista del Mar on the west and Western Avenue on the east. The street system within study area is under the jurisdiction of the City of Los Angeles, City of Culver City, City of Inglewood, City of El Segundo, City of Hawthorne, City of Manhattan Beach, County of Los Angeles and Caltrans. The San Diego (I-405) Freeway, the Glenn Anderson (I-105) Freeway and Marina (SR-90) Freeway provide regional access to the Project site.

The Study Area was designed to ensure all potentially significantly impacted intersections, prior to any mitigations, were analyzed. The Study Area was coordinated with all the jurisdictions involved.



## EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional highway system including major (Boulevard per the City of Los Angeles Mobility Plan) arterials and a local street system including secondary (Avenue per the City of Los Angeles Mobility Plan) arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The San Diego (I-405) Freeway, the Glenn Anderson (I-105) Freeway and Marina (SR-90) Freeway provide regional access to the Project site. Brief descriptions of these roadway facilities serving the study area including number of lanes, speed limits, parking availability, and functional classes per the City of Los Angeles Mobility Plan 2035 are presented in the following section. The existing lane configurations of the analyzed intersections are included in Appendix A.

- San Diego (I-405) Freeway – The I-405 Freeway is a north-south freeway that transverses the Southern California region from its northern terminus at the I-5 Freeway in Sylmar to its southern terminus at the I-5 Freeway in Irvine. In the vicinity of the study area, this freeway provides six lanes in each direction (including one HOV lane). There are ramps at Venice Boulevard/Washington Boulevard, Sepulveda Boulevard, Culver Boulevard, Jefferson Boulevard, Marina Freeway, Howard Hughes Parkway, La Tijera Boulevard, Manchester Avenue, La Cienega Boulevard, Century Boulevard, Imperial Highway, I-105 Freeway, El Segundo Boulevard and Rosecrans Avenue. This freeway provides access to the regional interstate system.
- Glenn Anderson (I-105) Freeway – The I-105 Freeway runs from its westerly terminus on Imperial Highway west of Sepulveda Boulevard to its easterly terminus at the San Gabriel (I-605) Freeway in the City of Norwalk. This freeway generally provides four lanes in each direction and a carpool lane in each direction. A light rail line (the Metro Green Line) traverse along the I-105 Freeway down its center median. Ramps are located at Imperial Highway, Sepulveda Boulevard/Imperial Highway, Nash Street/Douglas Street, La Cienega Boulevard/Aviation Boulevard, I-405 Freeway, Hawthorne Boulevard, Prairie Avenue, and Crenshaw Boulevard.
- Marina (SR-90) Freeway – The SR-90 Freeway generally runs in an east/west direction and extends from Lincoln Boulevard in Marina del Rey easterly to its terminus at Slauson Avenue in the City of Culver City. The Marina Freeway generally provides two lanes in each direction plus auxiliary lanes in certain segments. Ramps and at-grade connections are available at Lincoln Boulevard, Mindanao Way, Culver Boulevard, Centinela Avenue, I-405 Freeway and Slauson Avenue.
- Lincoln Boulevard (SR-1) – Lincoln Boulevard is a Boulevard I (major) arterial roadway that runs in a north-south direction from its southern terminus at Sepulveda Boulevard and extends northerly across several jurisdictions. This roadway generally provides three to four travel lanes in each direction. Generally, no parking is allowed along many

stretches of this roadway and the posted speed limit ranges from 40 to 55 miles per hour in the vicinity of the study area. Bike lanes currently exist on both sides of Lincoln Boulevard between Jefferson Boulevard and Loyola Marymount University (LMU) Drive/Bluff Trail Road.

- Airport Boulevard – Airport Boulevard is Boulevard II arterial roadway and runs in a north-south direction. The roadway generally provides two lanes in the northbound direction and three lanes in the southbound direction. The posted speed limit along this roadway within the study area is 35 miles per hour. Parking is not allowed on-street in the southbound direction, south of 96<sup>th</sup> Street, while on-street parking is allowed north of 98<sup>th</sup> Street in the northbound direction.
- Aviation Boulevard – Aviation Boulevard is classified as a Boulevard II arterial roadway in the City of Los Angeles and runs in a north-south direction. Within the study area, this roadway generally provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. The posted speed limit along the study area is 40 miles per hour. There is no parking allowed on either side of the street within the study area. Bike lanes are provided on both sides of the street between Century Boulevard and Imperial Highway.
- Mindanao Way – Mindanao Way is an Avenue II arterial roadway that traverses in an east-west direction. Mindanao Way provides access to Burton Chase Park, the Marina del Rey Basin G berths, the Marina Freeway and points east. The posted speed limit is 30 miles per hour. The roadway generally offers four travel lanes, two lanes in each direction, with a raised central median between Admiralty Way and Marina Freeway. Within the study area, on-street parking is generally not allowed on either side of the street.
- Westchester Parkway – Westchester Parkway is Boulevard II arterial roadway. It runs in an east-west direction from Pershing Drive to Airport Boulevard where the street changes its name to Arbor Vitae Street. Within the study area, this roadway generally provides four travel lanes, two lanes in each direction. The posted speed limit along this roadway within the study area varies from 30 to 50 miles per hour. Parking is generally not allowed along this roadway. East of Airport Boulevard, this roadway is referred to as Arbor Vitae Street. Bike lanes are provided on both sides of the street between Pershing Drive and Sepulveda Boulevard.
- Arbor Vitae Street – Arbor Vitae Street is classified as a Boulevard II arterial roadway in the City of Los Angeles and runs in an east-west direction. East of the City of Los Angeles boundary, Arbor Vitae Street lies within the City of Inglewood. Within the study area, this roadway generally provides four travel lanes, two lanes in each direction. East of the Arbor Vitae Bridge over the I-405 Freeway, within the City of Inglewood, Arbor Vitae Street roadway provides one lane in each direction with parking on both sides of the street. The posted speed limit along the study area is 35 miles per hour. Restricted parking is available along many stretches of this roadway.
- Centinela Avenue – Centinela Avenue runs in a north-south direction north of Jefferson Boulevard and in an east-west direction east of Jefferson Boulevard. The roadway section north of Jefferson Boulevard is classified as a primary arterial roadway within the City of Culver City and an Avenue I arterial roadway within the City of Los Angeles and generally

provides four travel lanes, two lanes in each direction, and provides connection to the SR-90 ramps. Parking is allowed along many stretches of this roadway and the posted speed limit is 35 miles per hour.

East of Jefferson Boulevard, the roadway is classified as a Boulevard II arterial roadway in the City of Los Angeles and major arterial roadway in the City of Inglewood. The roadway along this stretch generally provides two to three travel lanes in each direction. Parking is allowed along many stretches of this roadway, and the posted speed limit is 40 mph.

- Century Boulevard – Century Boulevard is a modified Boulevard I arterial roadway in the City of Los Angeles that runs in an east-west direction. It provides one of the major direct access options into the LAX CTA. Within the study area, this roadway generally provides four lanes in each direction with left-turn lanes at key intersections. The posted speed limit along this roadway within the study area is 35 miles per hour. East of La Cienega Boulevard, within the City of Inglewood, Century Boulevard provides three lanes in each direction with left-turn lanes at key intersections. There is no parking on either side of the street within the study area. Century Boulevard provides access to the I-405 Freeway ramps.
- Crenshaw Boulevard - Crenshaw Boulevard is classified as a Major Arterial in the City of Inglewood that runs north/south with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed on certain segments of this roadway, and the posted speed limit ranges from 35 to 40 mph. Crenshaw Boulevard provides access to the I-105 Freeway ramps within the study area.
- Culver Boulevard – Culver Boulevard is a primary arterial within the City of Culver City and an Avenue I arterial roadway within the City of Los Angeles. It traverses diagonally in an east-west direction from Playa del Rey to its terminus at Venice Boulevard. Within the study area, this roadway generally provides four travel lanes, two lanes per direction, and turn lanes at major or key intersections. Parking is allowed along many stretches of this roadway throughout the study area. Culver Boulevard provides access to the SR-90 Freeway ramps and the I-405 Freeway ramps. The posted speed limit is 40 miles per hour.
- Douglas Street - Douglas Street is classified as a secondary arterial in the City of El Segundo that runs north/south with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally not allowed along Douglas Street. The posted speed limit is 40 mph. An eastbound on-ramp to I-105 Freeway is available from Atwood Way adjacent to Douglas Street.
- Duquesne Avenue – Duquesne Avenue is a secondary arterial roadway in Culver City that traverses in a north-south direction. This roadway offers two travel lanes, one lane per direction. On-street parking is generally allowed on both sides of the street. The posted speed limit is 35 miles per hour.
- El Segundo Boulevard - El Segundo Boulevard is classified as a major arterial in the City of El Segundo. It runs east/west with one to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed on certain segments along this roadway. The posted speed limit ranges from 35 to 40 mph.

- Florence Avenue - Florence Avenue is classified as a major arterial in the City of Inglewood. It runs east/west with two to three lanes in each direction and left-turn channelization at major intersections through the study area. Parking is generally not allowed along this roadway, although some parking is permitted east of La Brea Avenue. The posted speed limit is 35 mph.
- La Brea Avenue/Hawthorne Boulevard – This roadway runs in a north/south direction across several jurisdictions. Within the study area, the segment that runs through the City of Inglewood is called La Brea Avenue and the segment that runs through the City of Hawthorne is called Hawthorne Boulevard. It is classified as a major arterial in these jurisdictions. This roadway generally provides three to four lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally allowed along many stretches of this roadway. The posted speed limit is 35 mph. Hawthorne Boulevard provides connections to the I-105 Freeway.
- Imperial Highway – Imperial Highway is classified as a Boulevard II arterial roadway in the City of Los Angeles that traverses in an east-west direction. Within the study area, Imperial Highway provides four travel lanes, two lanes per direction, with left-turn lanes at intersections and a raised central median. Parking is not allowed along this roadway. The posted speed limit is 40 mph. Bikes lanes are provided on both sides of the street between Vista del Mar and Pershing Drive between Sepulveda Boulevard and points east; and between Hillcrest Avenue and Aviation Boulevard. Imperial Highway provides connections to the I-105 Freeway and I-405 Freeway ramps.
- Inglewood Avenue - Inglewood Avenue is a minor arterial that runs north/south across several jurisdictions (Inglewood, Hawthorne and County of Los Angeles) within the study area. It provides one to two lanes in each direction plus left-turn channelization at most major intersections through the study area. Parking is generally allowed on both sides of this roadway. The posted speed limit is 35 mph.
- Jefferson Boulevard – Jefferson Boulevard is classified as a Boulevard II arterial roadway in the City of Los Angeles. It traverses in an east-west direction across several jurisdictions. Within the study area (west of the I-405 Freeway), it generally provides six to seven travel lanes, three lanes in the westbound direction and three to four lanes in the eastbound direction. This roadway provides connection to the I-405 Freeway. Parking is allowed on the north side of the street between Grosvenor Boulevard and Centinela Avenue and restricted parking is available for a short stretch on either side of the street between Inglewood Boulevard and Mesmer Avenue. The posted speed limit is 45 miles per hour.
- La Cienega Boulevard – La Cienega Boulevard traverses in a north-south direction across several jurisdictions. It is classified as a Boulevard II in the City of Los Angeles and a major arterial highway in the City of Inglewood. This roadway generally offers two to three lanes in the southbound direction and two lanes in the northbound direction. The posted speed limit varies from 40 to 55 miles per hour. Parking is allowed along certain stretches of this roadway within the study area. This roadway provides connections to the I-405 Freeway in the southbound direction north and south of Century Boulevard, as well as Imperial Highway.

- La Tijera Boulevard - La Tijera Boulevard is a Boulevard II arterial roadway that runs northeast-southwest with two to three lanes in each direction plus left-turn channelization at major intersections. Parking is allowed along many stretches of this roadway. The posted speed limit of 35 mph. La Tijera Boulevard provides access to the I-405 Freeway ramps.
- Manchester Avenue - Manchester Avenue is classified as a Boulevard II arterial roadway in the City of Los Angeles and major arterial roadway in the City of Inglewood. It runs east/west direction and generally has two lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed along most of Manchester Avenue with some restricted segments. The posted speed limit along Manchester Avenue ranges from 25 to 35 mph. This roadway is known as Manchester Boulevard in the City of Inglewood. Manchester Boulevard provides access to the I-405 Freeway. Bike lanes currently exist on both sides of Manchester Avenue between Lincoln Boulevard and Osage Avenue.
- Nash Street - Nash Street is a secondary arterial roadway in the City of El Segundo. It runs in a north/south direction with two lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally not allowed along this roadway. The posted speed limit is 35 mph. The I-105 Freeway has a westbound off-ramp at Nash Street.
- National Boulevard – National Boulevard is classified as a secondary arterial roadway in Culver City and as an Avenue II in the City of Los Angeles. It runs in an east-west direction and generally offers two lanes in each direction. On-street parking is available along many stretches of this roadway, generally, except at major intersections where turn lanes are provided. The posted speed limit is 35 miles per hour. National Boulevard provides access to the I-10 Freeway.
- Overland Avenue - Overland Avenue is classified as a Boulevard II in the City of Los Angeles and a primary arterial highway in Culver City. It runs in a north/south direction and provides two lanes in each direction plus left-turn channelization at most major intersections. Restricted parking is allowed along many stretches of this roadway. The posted speed limit is 35 mph.
- Pershing Drive – Pershing Drive traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. It is classified as an Avenue II arterial roadway from its northern terminus at Culver Boulevard to Waterview Street and as a Boulevard II arterial roadway from Waterview Street to its southern terminus at Imperial Highway. Within the study area, Pershing Drive provides three to four travel lanes, two lanes in the southbound direction and one to two in the northbound direction. Parking is allowed along most stretches of this roadway. The posted speed limit ranges from 35 to 55 miles per hour. Bike lanes currently exist on both sides of Pershing Drive between Westchester Parkway and Imperial Highway
- Prairie Avenue – Prairie Avenue runs in a north/south direction across several jurisdictions. It is a major arterial in the City of Inglewood and City of Hawthorne. This roadway provides three lanes in each direction plus left-turn channelization at most

major intersections through the study area. Parking is generally allowed along both sides of Prairie Avenue and the posted speed limit is 35 mph. The I-105 Freeway has a westbound off-ramp at Prairie Avenue.

- Rosecrans Avenue – Rosecrans Avenue is a major arterial roadway that runs east/west across several jurisdictions. It provides two to three lanes in each direction plus left-turn channelization at most major intersections. Parking is generally not allowed along Rosecrans Avenue through the study area, except for limited restricted parking along certain segments. The posted speed limit ranges from 40 to 45 mph.
- Sawtelle Boulevard – Sawtelle Boulevard is classified as a secondary arterial roadway in the City of Culver City and as an Avenue I arterial roadway in the City of Los Angeles. It traverses in a north-south direction and generally provides four travel lanes, two lanes per direction, with turn lanes at major or key intersections in the study area. Shared bicycle lanes or “Sharrow Lanes” are offered along this roadway south of Washington Place to the I-405 Freeway overpass. Parking is generally allowed along many stretches of this roadway within the study area. Sawtelle Boulevard provides access to the I-405 Freeway. The posted speed limit is 35 miles per hour.
- Sepulveda Boulevard – Sepulveda Boulevard runs in a north-south direction across several jurisdictions. It is classified as a Boulevard I arterial roadway in the City of Los Angeles and as a primary arterial roadway in Culver City. South of Lincoln Boulevard, it is designated as State Route 1 under Caltrans jurisdiction. The roadway generally offers three to four travel lanes in each direction with left-turn lanes at major intersections. The posted speed limit along this roadway within the study area varies from 35 to 40 miles per hour. Within the study area, parking is generally prohibited on both sides of the street except within the Westchester Business District. Sepulveda Boulevard provides one of the primary access/egress options to the LAX Central Terminal Area (CTA) and connects to the I-105 Freeway to the south. Bike lanes currently exist on both sides of Sepulveda Boulevard between Centinela Avenue and Manchester Avenue, north of LAX.

The segment of Sepulveda Boulevard in Culver City offers four to six travel lanes, two to three lanes per direction, with a central left-turn lane, with a posted speed limit of 35 miles per hour. Bikes lanes are provided on both sides of the street north of Venice Boulevard. Parking is allowed along many stretches of this roadway. Sepulveda Boulevard provides access to the I-405 Freeway.

- Slauson Avenue – Slauson Avenue runs in an east-west direction across several jurisdictions. It is classified as a primary arterial roadway in Culver City and as a Boulevard II in the City of Los Angeles. It provides three lanes in each direction plus left-turn channelization at major intersections within the study area. Parking is generally not allowed on this roadway. The posted speed limit is 40 mph. Slauson Avenue provides access to the I-405 and SR-90 Freeways.
- Venice Boulevard (SR-187) – Venice Boulevard traverses in an east-west direction across several jurisdictions. It is classified as a primary arterial highway within the City of Culver City and as a Boulevard II arterial roadway within the City of Los Angeles. It is also designated as State Route 187 under Caltrans jurisdiction. Venice Boulevard offers six travel lanes, three lanes in each direction, with left-turn lanes at key intersections and a large raised median island. A bike lane is provided on both sides of the street. Parking is

generally allowed on both sides of the street throughout the study area. The posted speed limit is 40 miles per hour.

- Vista Del Mar – Vista Del Mar is a major arterial and a modified Avenue III roadway within the City of Los Angeles. This roadway traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. Within the study area, Vista Del Mar provides four travel lanes, two lanes per direction; with left-turn lanes at major intersections. Parking is not allowed along this roadway. The posted speed limit is 40 miles per hour.
- Washington Boulevard – Washington Boulevard is classified as a primary arterial roadway within the City of Culver City and a Boulevard II arterial roadway within the City of Los Angeles. Washington Boulevard traverses in an east-west direction across several jurisdictions and generally offers four travel lanes, two lanes per direction, with a central left-turn lane or median. Parking is allowed along many stretches of this roadway within the study area. Metered parking is available in the vicinity of Project site. The posted speed limit is 35 miles per hour. There are bike lanes on Washington Boulevard between Pacific Avenue and Abbot Kinney Boulevard.
- Washington Place – Washington Place is classified as a primary arterial roadway in the City of Culver City and a Boulevard II arterial roadway in the City of Los Angeles. It runs in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn lane/median and bike lanes on both sides of the street. Parking is allowed along many stretches of this roadway. The posted speed limit is 35 miles per hour.

Some of the local roadways serving the LAWA facilities include 96<sup>th</sup> Street, 98<sup>th</sup> Street, Jenny Avenue, Vicksburg Avenue, Avion Drive and Bellanca Avenue. A brief description of these facilities follows.

- 96<sup>th</sup> Street – 96<sup>th</sup> Street is classified as a collector roadway and runs in an east-west direction. Between Sepulveda Boulevard and Airport Boulevard, the roadway provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. Parking is not allowed along this segment of roadway. East of Airport Boulevard, the roadway provides one lane in each direction with parking allowed on both sides of the street. The prima facie speed limit is 25 miles per hour. Bike lanes are provided on both sides of the street from Sepulveda Boulevard to Airport Boulevard. 96<sup>th</sup> Street provides access to Airport Parking Lot C and Avis car rental.
- 98<sup>th</sup> Street – 98<sup>th</sup> Street is a local roadway that traverses in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction with a central left-turn median. The prima facie speed limit is 25 miles per hour. Restricted parking is available along both sides of the street. 98<sup>th</sup> Street provides access to Budget car rental.
- Avion Drive – Avion Drive is a local roadway and runs in a north-south direction. The roadway provides two travel lanes, one lane in each direction. The prima facie speed limit is 25 miles per hour. Parking is available along both sides of the street.

- Bellanca Avenue – Bellanca Avenue is classified as a local roadway and runs in a north-south direction. Within the study area, the roadway generally offers two travel lanes, one lane in each direction. The prima facie speed limit is 25 miles per hour.
- Jenny Avenue – Jenny Avenue is a local roadway and runs in a north-south direction. The roadway generally offers two lanes in the southbound direction and one lane in the northbound direction. The prima facie speed limit is 25 miles per hour along this roadway. There is no parking on either side of the street. Jenny provides access to Avis car rental as well as Airport Parking Lots C and D.
- Vicksburg Avenue – Vicksburg Avenue is classified as a local roadway and runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. The prima facie speed limit is 25 miles per hour. Restricted parking is available on both sides of the street.

### **Central Terminal Area (CTA) Roadway System and Access (Roadway Interface System)**

The CTA roadway system consists of a two-level roadway (upper and lower levels circulating in a counter-clockwise direction) with vehicular access to both the departures (upper) and arrivals (lower) levels from Century Boulevard, Sepulveda Boulevard and the 96<sup>th</sup> Street Bridge/Sky Way. Figure 7 illustrates the CTA roadway system. The upper level roadway is primarily dedicated to passenger departure activity, while the lower level roadway is dedicated to passenger arrival activity. The CTA roadway network provides access to the CTA's parking garages, which accommodate short-term and daily parking for passengers and employees. A recirculation ramp located at the eastern end of the CTA and a ramp at the western end of Center Way, connecting to West Way provides on-airport circulation from the departure levels to the arrivals level. Center Way provides egress from the parking garages to Century Boulevard and Sepulveda Boulevard. The CTA roadway system has a posted speed limit of 25 miles per hour.

The departures level roadway curbside consists generally of a 22-foot wide stopping lane for passenger drop-offs and pick-ups in front of the various terminals; and three 10 to 12-foot wide travel lanes for vehicles to circulate. Sepulveda Boulevard and Century Boulevard provide direct inbound access to the departures level. Direct egress from the departures level to southbound Sepulveda Boulevard and eastbound Century Boulevard is available. Vehicles headed northbound on Sepulveda Boulevard must use the ramp to Center Way and exit the airport with the arrivals level traffic at Center Way to access the northbound Sepulveda Boulevard clover-leaf ramp.



The arrivals level is served by two curbsides (an inner and outer curbside) and the associated roadway system. The inner and outer curbsides are separated by a 10-foot wide pedestrian loading area. The inner curbside roadway generally consists of a 10-foot wide loading lane and two 10-foot wide circulating lanes. The outer roadway consists of a 20-foot wide lane adjacent to a commercial loading area and three to five additional travel lanes used for circulation. Northbound and southbound Sepulveda Boulevard and westbound Century Boulevard provide direct inbound access to the arrivals level. Direct egress from the arrivals level roadway is provided to northbound and southbound Sepulveda Boulevard and eastbound Century Boulevard.

## **EXISTING BICYCLE FACILITIES**

The City of Los Angeles 2010 Bicycle Plan documents the existing bicycle facilities. Class I Bikeways (Bike Path) provide an exclusive paved right-of-way separated from the street or highway. Class II Bikeways (Bike Lane) provide a striped and signed bike lane for one-way travel on a street or highway. Class III Bikeways (Bike Routes) provide for a shared use of the roadway with posted signage for bicycle use which can include 'sharrow' pavement markings.

Figure 8 shows the designated bicycle facilities in the study area. As shown in the figure, bicycle facilities are provided on the following streets within the vicinity of the Project site:

- Pershing Drive: Westchester Parkway to Imperial Highway (Bike Lane)
- Loyola Boulevard: 80<sup>th</sup> Street to Manchester Avenue and Lincoln Boulevard to Westchester Parkway (Bike Lane)
- Lincoln Boulevard: Jefferson Boulevard to Loyola Marymount University Drive (Bike Lane)
- Bluff Creek Drive: Lincoln Boulevard to Centinela Avenue (Bike Lane)
- Sepulveda Boulevard: Centinela Avenue to Manchester Avenue (Bike Lane)
- Manchester Avenue: Lincoln Boulevard to Osage Avenue (Bike Lane)
- Westchester Parkway: Pershing Drive to Sepulveda Boulevard (Bike Lane)
- 96<sup>th</sup> Street: Sepulveda Boulevard to Airport Boulevard (Bike Lane)
- Aviation Boulevard: Century Boulevard to Imperial Highway (Bike Lane)
- 111<sup>th</sup> Street: Aviation Boulevard to La Cienega Boulevard (Bike Lane)
- Imperial Highway: Vista del Mar to Pershing Drive and Hillcrest Avenue to Aviation Boulevard (Bike Lane)
- Imperial Highway: Pershing Drive to Hillcrest Avenue (Bike Path)
- Along Dockweiler State Beach: Ballona Creek to south City limit (Bike Path)

Future planned bicycle facilities are included in the City of Los Angeles' *Mobility Plan 2035: An Element of the General Plan* document. Figure 8 also shows the future planned designated bicycle facilities in the study area. As shown in the figure, bicycle facilities are planned on the following streets within the vicinity of the Project site:

- Sepulveda Boulevard: Centinela Avenue to Manchester Avenue (Tier 1 - Protected Bike Lane)
- Lincoln Boulevard: northern City limit to Sepulveda Boulevard (Tier 2 - Bike Lane)
- La Tijera Boulevard: Sepulveda Boulevard to La Cienega Boulevard (Tier 2 – Bike Lane)
- Airport Boulevard: Manchester Avenue to Century Boulevard (Proposed Bike Lane per LADOT)
- Aviation Boulevard: Arbor Vitae Street to south City limit (Tier 1 – Protected Bike Lane), Arbor Vitae Street to Century Boulevard (Proposed Multi-Use Path per LADOT)
- Manchester Avenue: Pershing Drive to Aviation Boulevard (Tier 1 – Protected Bike Lane)
- Westchester Parkway/Arbor Vitae Street: Pershing Drive to La Cienega Boulevard (Tier 1 – Protected Bike Lane), Aviation Boulevard to La Cienega Boulevard (Proposed Multi-Use Path per LADOT)
- Imperial Highway: Vista del Mar to La Cienega Boulevard (Tier 1 – Protected Bike Lane)
- Century Boulevard: Airport Boulevard to Aviation Boulevard (Proposed Multi-Use Path)
- New 'A' Street: Westchester Parkway to 98<sup>th</sup> Street (Proposed Multi-Use Path per LADOT)

## **EXISTING TRANSIT CONDITIONS**

Fifteen bus lines currently serve the LAX City Bus Center and Metro Green Line Station. Seven bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (MTA), two bus lines are operated by the Culver City Bus (CC), two bus lines are operated by Santa Monica Big Blue Bus (SM), two bus lines are operated by the Los Angeles Department of Transportation (LADOT CE), one bus is operated by Torrance Transit (TT) and one bus line is operated by the City of Redondo Beach - Beach City Transit (BCT). These transit lines are described below:

- MTA 40 – Line 40 is a local north/south line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along Aviation Boulevard and Century Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 14-20 minutes during commute hours. Line 40 also provides late night service to the LAX City Bus Center. The northern terminus is at Union Station

in Downtown Los Angeles. The southern terminus is at the South Bay Galleria in Redondo Beach.

- MTA 102 - Line 102 is a local east/west line that provides service from South Gate to LAX and travels primarily along Westchester Parkway within the study area. This line runs every day, including holidays, at a peak frequency of approximately 30 minutes during peak commute hours. The eastern terminus is at the intersection of Palm Place and Seville Avenue in South Gate. The western terminus is at the LAX City Bus Center in Los Angeles.
- MTA 111/311 - Line 111/311 is a local east/west line that provides service from Norwalk to the Los Angeles International Airport and travels primarily along Arbor Vitae Street and 96<sup>th</sup> Street within the study area. This line runs every day, including holidays, at a peak frequency of approximately 17 minutes during peak commute hours. The eastern terminus is at Metro Green Line Norwalk Station in Norwalk. The western terminus is at the LAX City Bus Center in Los Angeles.
- MTA 117 – Line 117 is a local east/west line that provides service from Downey to the LAX Bus Center and travels primarily along Century Boulevard and 96<sup>th</sup> Street within the study area. This line runs every day, including holidays, at a peak frequency of 20-22 minutes during peak commute hours. The eastern terminus is at the Lakewood Boulevard Green Line Station in Downey. The western terminus is at the LAX City Bus Center in Los Angeles.
- MTA 120 - Line 120 is a local east/west line that provides service from Whittier to Los Angeles and travels primarily along Aviation Boulevard and Imperial Highway within the study area. This line runs every day, including holidays, at a peak frequency of 35 minutes to one hour during peak commute hours. The eastern terminus is at Whittwood Town Center in Whittier. The western terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- MTA 232 - Line 232 is a local north/south line that provides service from Long Beach to the Los Angeles International Airport and travels primarily along Sepulveda Boulevard and 96<sup>th</sup> Street within the study area. This line runs every day, including holidays, at a peak frequency of 14-19 minutes during peak commute hours. The northern terminus is at the LAX City Bus Center in Los Angeles. The southern terminus is at the Long Beach Transit Mall in Long Beach.
- MTA 625 - Line 625 is an east/west shuttle line that provides service from the Metro Green Line Station on Aviation Boulevard to LAX and travels primarily along Imperial Highway and World Way West within the study area. This line runs Monday through Friday, at a frequency of 15-25 minutes during peak commute hours. The western terminus is at the end of World Way West in LAX. The eastern terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- LADOT CE 438 – Line 438 is a Commuter Express line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along Imperial Highway within the study area. This line runs Monday through Friday at a peak frequency of approximately 8 to 15 minutes during peak commute hours. Service is not provided on weekends and holidays. The southern terminus is at the intersection Palos Verdes

Boulevard / Via Valencia in Redondo Beach. The eastern terminus is at the intersection Temple Street / Los Angeles Street in Downtown Los Angeles.

- LADOT CE 574 – Line 574 is a commuter north/south line that provides service between Sylmar and El Segundo and travels primarily along Sepulveda Boulevard within the study area. This line runs Monday through Friday at a peak frequency of 25-30 minutes during peak commute hours. No service is provided on weekends and holidays. The northern terminus is at the Sylmar Metrolink Station in Sylmar. The southern terminus is at the intersection of Space Park Drive and Aviation Boulevard in El Segundo.
- CC Line 6 – Culver City Bus Line 6 is a local north/south line that provides service from Westwood to the Metro Green Line Station and travels primarily along Sepulveda Boulevard and Aviation Boulevard via the LAX Bus Center. This line runs every day at a frequency of approximately 18-20 minutes. The northern terminus is at the University of California, Los Angeles. The southern terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- CC Line 6 Rapid – Culver City Bus Rapid Line 6 is a north/south express line that provides service from Westwood to the Metro Green Line Station and travels primarily along Sepulveda Boulevard and Aviation Boulevard via the LAX Bus Center. This line runs Monday through Friday from 5:50-9:57 AM and 2:20-7:35 PM at a frequency of 15 minutes. Service is not provided on weekends and holidays. The northern terminus is at the University of California, Los Angeles (UCLA). The southern terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- SM Line 3 – Santa Monica Big Blue Bus Line 3 is a local north/south line that provides service from Westwood to the LAX City Bus Center and Metro Green Line Station at Aviation Boulevard/Imperial Highway. This line travels primarily along Manchester Avenue, Sepulveda Boulevard and Aviation Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of 10-12 minutes during peak commute hours. The northern terminus is at the University of California Los Angeles (UCLA) Ackerman Terminal in Westwood. The southern terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- SM Rapid Line 3 – Santa Monica Big Blue Bus Line Rapid 3 is a north/south “rapid bus” line that provides service from Santa Monica to the LAX City Bus Center and Metro Green Line Station at Aviation Boulevard/Imperial Highway. This line travels primarily along Lincoln Boulevard and Aviation Boulevard within the study area. This line runs Monday through Friday from 6:00-10:00 AM and 2:00-7:00 PM at a frequency of 15 minutes. Service is not provided on weekends and holidays. The northern terminus is at the intersection of 4<sup>th</sup> Street/Wilshire Boulevard in Santa Monica. The southern terminus is at the Metro Green Line Station at Aviation Boulevard/Imperial Highway.
- TT Line 8 – Line 8 is a City of Torrance Transit line that runs north/south from Torrance to LAX City Bus Center. Line 8 travels along Sepulveda Boulevard and Imperial Highway within the study area. This line runs every day at a peak frequency of approximately 25 minutes during peak commute hours. The northern terminus is at the LAX City Bus Center. The southern terminus is at the intersection of Hawthorne Boulevard/Pacific Coast Highway in Torrance.

- BCT Line 109 – Line 109 is a Beach Cities Transit line that runs north to south from Redondo Beach to LAX City Bus Center. Line 109 travels along Aviation Boulevard, Airport Boulevard and Century Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of 45 minutes during peak commute hours. The northern terminus is at the LAX City Bus Center. The southern terminus is at the intersection of Palos Verdes Boulevard/Via Valencia in Redondo Beach.
- Metro Green Line – The Metro Green Line is an east/west light rail line that provides service to Norwalk, Lynwood, Willowbrook, Hawthorne, El Segundo, and Redondo Beach. A Green Line Station lies within the study area at Aviation Boulevard/Imperial Highway. This line runs every day, including holidays, at a peak frequency of 8 minutes during peak commute hours. The eastern terminus is at the Norwalk Station in Norwalk. The western terminus is at the Redondo Beach Station in Redondo Beach.

Table 5 summarizes these transit lines serving the study area. The table includes the Service provider, Line number, Service area, Service type, Hours of Operation, and Frequency (AM/Mid-day/PM). These transit lines within the study area are illustrated in Figure 9. This figure shows that there is a robust transit network serving the study area although for many of the area transit trips to be completed, connections to other transit lines via one or more transfers may be required. Furthermore, MTA is constructing the Metro Crenshaw/LAX Line that extends from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards and travels 8.5 miles south to connect with the Metro Green Line at the Aviation/LAX Station. A Crenshaw/LAX Line station located at the intersection of Aviation Boulevard and Century Boulevard will serve LAX and its planned facilities included as part of this project, namely the CONRAC, ITF East and ITF West. The Metro Crenshaw/LAX Line is projected to be completed and commence operations by 2018/2019.

## **EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS**

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections.

### **Existing Traffic Volumes**

Using video footage during morning and evening peak hours, traffic counts were compiled from data collected at 133 of the 183 analyzed intersections in 2015; while data was collected at 44 intersections in 2014. The traffic counts at the remaining 6 intersections were obtained from 2013.

Consistent with the City of Los Angeles Traffic Impact Guidelines traffic counts at intersections within the City of Los Angeles jurisdiction were generally obtained from 7-10 AM and from 3-6 PM. The counts at the remaining intersections under other jurisdictions were obtained from 7-9 AM and 4-6 PM.

The counts collected in years 2013 and 2014 were adjusted upwards by 1.5% per year to represent Existing 2015 conditions. These traffic volumes reflect typical weekday operations during current year 2015 conditions. The traffic volumes in Figures 10A-E represent, for the purposes of this analysis, the Existing 2015 AM and PM peak hour conditions. The raw data showing the raw traffic counts are attached in Appendix B.

Field surveys were conducted in 2015 at all the study intersections and intersection lane geometry and signal phasing information were recorded. For Caltrans study intersections, signal timing data was also collected during the peak periods for use in the HCM 2010 analyses.

### ***Existing Mid-Day Traffic Volumes***

Traffic counts were collected at 34 of the 36 analyzed intersections in 2014 prior to commencement of the LAX Crenshaw Transit Line within the study area. At the other two locations, data was obtained in 2015. These mid-day traffic counts were generally counted from 11 AM-2 PM. The counts collected in years 2014 were adjusted upwards by 1.5% per year to represent Existing 2015 conditions. The traffic volumes in Figure 11 represent, for the purposes of this analysis, the Existing 2015 Mid-Day peak hour conditions. The raw data showing the raw traffic counts are attached in Appendix B.

### **Existing LAX Trip Generation**

LAWA annually publishes a traffic generation report for LAX and includes all trips associated with LAX and its facilities. This report titled, Traffic Generation Report – Los Angeles International Airport, August 2014, summarizes August 2014 traffic generation for LAX. These trips include all hotel and rental car shuttles, on airport parking, off-airport parking, employee parking, cargo facilities and rental car facilities. All traffic entering and exiting the CTA is recorded and counted using LAWA's Traffic and Automated Vehicle Identification System (TRAVIS) and loop counts. Traffic counts at other driveways to various airport-related facilities that make up the overall trip generation are collected annually during Fridays in August. Utilizing the August 2014 data,

Ricondo & Associates, Inc. developed and calibrated a trip generation model for non-Summer commuter peak weekday for LAX facilities including the CTA, airport parking, off-airport parking and rental car facilities.

The trip generation of the remaining LAX facilities such as the cargo area and the West Aircraft Maintenance Area was compiled from the driveway counts collected as part of the annual surveys.

The resulting Existing 2015 trip generation estimates are summarized in Table 6. As indicated in the table, LAX and all associated facilities generate a total of 12,338 trips (6,923 inbound trips, 5,415 outbound trips) in the morning peak hour, 16,097 trips (8,344 inbound trips, 7,753 outbound trips) in the mid-day peak hour and 12,840 trips (5,993 inbound trips, 6,847 outbound trips) in the evening peak hour under the Existing 2015 peak weekday conditions.

### **Existing Operating Conditions**

The existing traffic volumes presented in Figure 10 for AM and PM peak hours were used in conjunction with the level of service methodologies described earlier, and the current intersection characteristics illustrated in Appendix A, to determine the existing operating conditions at the analyzed intersections. Existing intersection operations during the weekday morning and evening peak hours are shown in Table 7. Table 7 summarizes the V/C ratios and corresponding Levels of Service (LOS) at each of the 183 analyzed locations. Figures 12A-D graphically illustrate the existing weekday morning and evening peak hour LOS at the analyzed intersections. Detailed LOS worksheets are provided in Appendix C.

As shown in Table 7, 160 (or 87%) of the analyzed intersections during the morning peak hour and 155 (or 85%) of the analyzed intersections during the evening peak hour currently operate at LOS D or better on weekdays. Fifteen (approximately 9%) of the intersections in the morning peak hour and 20 (or 11%) in the evening peak hour are operating at LOS E. Eight (approximately 4%) of the 183 intersections during both the morning and evening peak hours are currently operating at LOS F (congested) conditions. The intersections operating at LOS E or F during one or more peak hours include the following:

- Highland Avenue/Vista del Mar & Rosecrans Avenue (AM Peak Hour - LOS E)
- Lincoln Boulevard & 83<sup>rd</sup> Street (AM Peak Hour – LOS F)
- Centinela Avenue & Venice Boulevard (AM Peak Hour – LOS E)
- Centinela Avenue & Culver Boulevard (PM Peak Hour – LOS E)
- I-405 Freeway Northbound Ramps & Jefferson Boulevard (AM Peak Hour – LOS E)

- Sepulveda Boulevard & Culver Boulevard (AM Peak Hour – LOS E)
- Overland Avenue & Washington Boulevard (PM Peak Hour – LOS E)
- Overland Avenue & Culver Boulevard (AM and PM Peak Hours – LOS E)
- Sepulveda Boulevard & Centinela Avenue (PM Peak Hour – LOS E)
- Sepulveda Boulevard & 76<sup>th</sup> Street-77<sup>th</sup> Street (AM Peak Hour – LOS E)
- Sepulveda Boulevard & I-105 Freeway Westbound Ramps (AM Peak Hour – LOS F, PM Peak Hour – LOS E)
- Sepulveda Boulevard & Imperial Highway (PM Peak Hour – LOS F)
- Sepulveda Boulevard & El Segundo Boulevard (PM Peak Hour – LOS E)
- Sepulveda Boulevard & Rosecrans Avenue (AM Peak Hour – LOS E, PM Peak Hour – LOS F)
- Aviation Boulevard & El Segundo Boulevard (PM Peak Hour – LOS E)
- Aviation Boulevard & Rosecrans Avenue (AM and PM Peak Hours – LOS E)
- La Cienega Boulevard & Jefferson Boulevard (AM and PM Peak Hours – LOS E)
- La Cienega Boulevard & Rodeo Road (AM and PM Peak Hours – LOS F)
- La Cienega Boulevard & Stocker Street (AM and PM Peak Hours – LOS F)
- La Cienega Boulevard Southbound Ramps & Slauson Avenue (AM and PM Peak Hours – LOS F)
- La Cienega Boulevard Northbound Ramps & Slauson Avenue (AM Peak Hour – LOS F)
- La Cienega Boulevard & Centinela Avenue (AM Peak Hour – LOS E, PM Peak Hour – LOS F)
- La Cienega Boulevard & Florence Avenue (PM Peak Hour – LOS E)
- Inglewood Avenue & Lennox Boulevard (PM Peak Hour – LOS E)
- Inglewood Avenue & Imperial Highway (AM Peak Hour – LOS E, PM Peak Hour – LOS F)
- Inglewood Avenue & Rosecrans Avenue (PM Peak Hour – LOS E)
- La Brea Avenue/Overhill Drive & Stocker Street (PM Peak Hour – LOS E)
- La Brea Avenue & Centinela Avenue (PM Peak Hour – LOS E)
- Hawthorne Boulevard & I-105 Freeway Westbound Ramps/111<sup>th</sup> Street (PM Peak Hour – LOS E)
- Prairie Avenue & Manchester Boulevard (AM and PM Peak Hours – LOS E)
- Prairie Avenue & Imperial Highway (AM Peak Hour – LOS F)
- Crenshaw Boulevard & Manchester Boulevard (AM and PM Peak Hours – LOS E)
- Walgrove Avenue & Washington Boulevard (AM and PM Peak Hours – LOS F)
- Inglewood Boulevard & Washington Boulevard (PM Peak Hour – LOS E)
- Overland Avenue & Sawtelle Boulevard (AM and PM Peak Hours – LOS E)
- Van Ness Avenue & Manchester Avenue (AM and PM Peak Hours – LOS E)

### ***Existing Mid-Day Operating Conditions***

Existing intersection operations during the weekday mid-day peak hour are shown in Table 8. Table 8 summarizes the V/C ratios and corresponding LOS at each of the 36 analyzed locations. Figure 13 graphically illustrate the existing weekday mid-day peak hour LOS at the 36 analyzed intersections. Detailed LOS worksheets are provided in Appendix C.



As shown in Table 8, 35 of the 36 of the analyzed intersections during the mid-day peak hour currently operate at LOS D or better on weekdays; while the remaining intersection, the intersection of Sepulveda Boulevard & I-105 Ramps, is operating at LOS E.

Based on the existing conditions analyses, it can be observed that the following corridors (as reflected by the LOS at critical intersections) are experiencing congestion during the peak hours:

- Sepulveda Boulevard corridor, north and south of LAX facilities
- La Cienega Boulevard corridor, north of LAX Facilities
- Aviation Boulevard corridor, south of LAX facilities
- Manchester Boulevard corridor, north and east of LAX facilities, and
- Inglewood Avenue corridor, south and east of LAX facilities

It is worth noting that METRO is currently constructing the LAX/Crenshaw Light Rail Train (LRT) Line connecting the Exposition Line (north of LAWA facilities) to the Green Line (south of LAWA facilities), along an alignment parallel to Crenshaw Boulevard, Florence Avenue, Aviation Boulevard and La Cienega Boulevard. The LAX/Crenshaw Line is expected to commence operations in 2018/2019.

TABLE 5  
EXISTING TRANSIT LINES SERVING THE STUDY AREA

PROVIDER	LINE NUMBER	ONE-WAY ROUTE LENGTH (MILES)	AVERAGE DAILY RIDERS	SERVICE AREA	DIRECTION	SERVICE TYPE	HOURS OF OPERATION	NORTHBOUND/EASTBOUND	SOUTHBOUND/WESTBOUND
MTA	40	20.2	20,188	Downtown LA - South Bay Galleria via King - Hawthorne	N/S	LIMITED	4:33 AM - 12:48 AM	14MIN / 20MIN / 20MIN	16MIN / 20MIN / 19MIN
MTA	102	N/A	N/A	LAX City Bus Center - South Gate	E/W	LOCAL	5:13 AM - 12:28 AM	28MIN / 30MIN / 30MIN	42MIN / 1HR / 1HR
MTA	111/311	21.2	18,954	LAX City Bus Center - Norwalk Station via Florence Av.	E/W	LOCAL & LIMITED	4:13 AM - 10:04 PM	18MIN / 30MIN / 16MIN	17MIN / 30MIN / 17MIN
MTA	117	18.4	9,265	LAX City Bus Center - Downey via Century Bl. & Imperial Hwy	E/W	LOCAL	4:08 AM - 2:10 AM	20MIN / 21MIN / 22MIN	22MIN / 24MIN / 21MIN
MTA	120	29.8	4,231	Aviation Station - Whitewood Mall via Imperial Hwy.	E/W	LOCAL	4:38 AM - 12:42 AM	38MIN / 1HR / 30MIN	36MIN / 1HR / 1HR
MTA	232	25.8	7,041	LAX City Bus Center - Long Beach via Sepulveda Bl. & PCH	N/S	LOCAL	3:48 AM - 12:46 AM	14MIN / 30MIN / 19MIN	15MIN / 22MIN / 17MIN
MTA	625	10.5	291	Aviation/LAX Green Line Station - World Way West	E/W	SHUTTLE	4:57 AM - 9:43 AM	21MIN / NO SERVICE / 24MIN	15MIN / NO SERVICE / 23MIN
MTA	803	19.6	32,259	Norwalk - Redondo Beach	E/W	METRO RAIL SERVICE	3:36 AM - 1:24 AM	8MIN / 15MIN / 8MIN	8MIN / 15MIN / 8MIN
LADOT	438	28.3	660	Palos Verdes & Via Valencia - Temple & San Pedro	N	COMMUTER EXPRESS	5:45 AM - 8:54 AM	14MIN / NO SERVICE / NO SERVICE	NO SERVICE
LADOT	574	38	297	Temple & Los Angeles - Palos Verdes & Via Valencia	S	COMMUTER EXPRESS	3:45 PM - 7:27 PM	NO SERVICE	15MIN / NO SERVICE / NO SERVICE
CULVER CITY BUS	6	12.6	3,643	Space Park & Aviation - Sycmar Metrolink Station	N/S	COMMUTER EXPRESS	5:21 AM - 7:39 PM	NO SERVICE / NO SERVICE / 30 MIN	25 / NO SERVICE / NO SERVICE
CULVER CITY BUS	6	12.6	2,071	Metro Green Line Station - UCLA	N/S	LOCAL	5:22 AM - 12:48 AM	16MIN / 15MIN / 20MIN	15MIN / 15MIN / 20MIN
BIG BLUE BUS	3	17.6	9,000	Green Line Station - UCLA	N/S	RAPID	5:50 AM - 6:35 PM	15MIN / NO SERVICE / 15MIN	15MIN / NO SERVICE / 15MIN
BIG BLUE BUS	3	11	2,533	Green Line Aviation Station - Hilgard Terminal	N/S	LOCAL	5:19 AM - 12:37 AM	15MIN / 15MIN / 15MIN	15MIN / 12MIN / 15MIN
BEACH CITIES TRANSIT	109	18	600	Green Line Station - 5th & Arizona	N/S	RAPID	5:44 AM - 8:36 PM	15MIN / NO SERVICE / 15MIN	15MIN / NO SERVICE / 15MIN
TORRANCE TRANSIT	8	14.5	2,165	Redondo Beach - LAX City Bus Center	N/S	LOCAL	5:55 AM - 9:47 PM	45MIN / 45MIN / 45MIN	45MIN / 45MIN / 45MIN
				Madison St. at PCH - LAX Transit Center (Bay 3)	N/S	LOCAL	5:00 AM - 11:15 PM	20MIN / 30MIN / 20MIN	20MIN / 30MIN / 20MIN

Source:  
 Los Angeles County Metropolitan Transit Authority (MTA) website.  
 City of Los Angeles Department of Transportation (LADO T) transit services website.  
 City of Culver City website.  
 City of Santa Monica Big Blue Bus website.  
 City of Redondo Beach website.  
 City of Torrance website.

**TABLE 6  
SUMMARY OF EXISTING (2015) TRIP GENERATION**

	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total	In	Out	Total
Central Terminal Area (CTA) <sup>1</sup>	4,039	3,776	7,815	5,219	5,377	10,596	3,956	4,428	8,384
Airport Parking <sup>1</sup>	148	19	167	114	51	165	102	38	140
Off-Airport Parking <sup>1</sup>	233	55	288	191	97	288	116	106	222
Rental Car Facilities <sup>1</sup>	766	513	1,279	1,232	863	2,095	541	573	1,114
Employee Parking <sup>2</sup>	759	280	1,039	639	549	1,188	338	586	924
Cargo Facilities <sup>2</sup>	978	772	1,750	949	816	1,765	940	1,116	2,056
<b>TOTAL</b>	<b>6,923</b>	<b>5,415</b>	<b>12,338</b>	<b>8,344</b>	<b>7,753</b>	<b>16,097</b>	<b>5,993</b>	<b>6,847</b>	<b>12,840</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Trip generation for this component based on annual driveway counts for LAX and its facilities.

**TABLE 7  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	EXISTING (2015) CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
1	Ocean Avenue/Via Marina & Washington Boulevard	City of Los Angeles/Los Angeles County	0.574	A	0.675	B
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	City of Los Angeles	0.782	C	0.653	B
3	Vista del Mar & Imperial Highway	City of Los Angeles	0.496	A	0.493	A
4	Vista del Mar & Grand Avenue	El Segundo/City of Los Angeles	0.638	B	0.478	A
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.906	E	0.774	C
6	Nicholson Street & Culver Boulevard	City of Los Angeles	0.652	B	0.798	C
7	Pershing Drive & Manchester Avenue	City of Los Angeles	0.409	A	0.427	A
8	Pershing Drive & Westchester Parkway	City of Los Angeles	0.429	A	0.259	A
9	Pershing Drive & Imperial Highway	City of Los Angeles	0.520	A	0.400	A
10	Culver Boulevard & Jefferson Boulevard	City of Los Angeles	0.727	C	0.810	D
11	Main Street & Imperial Highway	El Segundo/City of Los Angeles	0.693	B	0.608	B
12	Lincoln Boulevard & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.871	D	0.840	D
13	Lincoln Boulevard & Washington Boulevard	City of Los Angeles/Caltrans	0.837	D	0.783	C
14	Lincoln Boulevard & SR-90 Ramps [1]	City of Los Angeles/Caltrans	0.665	B	0.608	B
15	Lincoln Boulevard & Bali Way	City of Los Angeles/Los Angeles County/Caltrans	0.509	A	0.552	A
16	Lincoln Boulevard & Mindanao Way	City of Los Angeles/Los Angeles County/Caltrans	0.710	C	0.781	C
17	Lincoln Boulevard & Fiji Way	City of Los Angeles/Los Angeles County/Caltrans	0.628	B	0.720	C
18	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles/Caltrans	0.840	D	0.639	B
19	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles/Caltrans	0.544	A	0.360	A
20	Lincoln Boulevard & Loyola Marymount University Drive	City of Los Angeles/Caltrans	0.689	B	0.579	A
21	Lincoln Boulevard & 83rd Street	City of Los Angeles/Caltrans	1.027	F	0.613	B
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.856	D	0.669	B
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.405	A	0.421	A
24	Centinela Avenue & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.928	E	0.804	D
25	Centinela Avenue & Washington Place	Culver City/City of Los Angeles	0.794	C	0.875	D
26	Centinela Avenue & Washington Boulevard	Culver City	0.804	D	0.900	D
27	Centinela Avenue & Culver Boulevard	City of Los Angeles	0.884	D	0.991	E
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	City of Los Angeles/Caltrans	0.467	A	0.447	A
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	City of Los Angeles/Caltrans	0.494	A	0.424	A
30	Centinela Avenue & Jefferson Boulevard	City of Los Angeles/Los Angeles County	0.737	C	0.685	B
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	City of Los Angeles	0.700	B	0.632	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Culver City/Caltrans	0.768	C	0.827	D
33	Sawtelle Boulevard & Washington Place	Culver City	0.573	A	0.620	B
34	Sawtelle Boulevard & Washington Boulevard	Culver City	0.647	B	0.680	B
35	Sawtelle Boulevard & Culver Boulevard	Culver City	0.747	C	0.862	D
36	I-405 Southbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.590	A	0.528	A
37	I-405 Northbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.913	E	0.770	C
38	Slauson Avenue & Jefferson Boulevard	Culver City	0.438	A	0.445	A
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Culver City/Caltrans	0.693	B	0.899	D
40	Sepulveda Boulevard & Washington Place	Culver City	0.839	D	0.823	D
41	Sepulveda Boulevard & Washington Boulevard	Culver City	0.759	C	0.786	C
42	Sepulveda Boulevard & Culver Boulevard	Culver City	0.908	E	0.867	D
43	Sepulveda Boulevard & Braddock Drive	Culver City	0.691	B	0.675	B
44	Overland Avenue & Venice Boulevard [1]	City of Los Angeles/Culver City/Caltrans	0.841	D	0.819	D
45	Overland Avenue & Washington Boulevard	City of Los Angeles/Culver City	0.796	C	0.953	E
46	Overland Avenue & Culver Boulevard	Culver City	0.983	E	0.913	E
47	Duquesne Avenue & Washington Boulevard	Culver City	0.568	A	0.691	B
48	Duquesne Avenue & Culver Boulevard	Culver City	0.636	B	0.657	B
49	Culver Boulevard & Washington Boulevard-Irving Place	Culver City	0.650	B	0.641	B
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.806	D	0.770	C
51	Overland Avenue & Jefferson Boulevard	Culver City	0.824	D	0.830	D
52	Sepulveda Boulevard & Jefferson Boulevard	Culver City	0.604	B	0.605	B
53	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	0.685	B	0.717	C
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	0.899	D	0.685	B
55	Sepulveda Boulevard & Slauson Avenue	Culver City	0.726	C	0.610	B
56	Sepulveda Boulevard & Centinela Avenue	Culver City	0.767	C	0.981	E
57	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles	0.767	C	0.633	B
58	Sepulveda Boulevard & 76th Street-77th Street	City of Los Angeles	0.913	E	0.567	A
59	Sepulveda Boulevard & 79th Street-80th Street	City of Los Angeles	0.687	B	0.443	A
60	Sepulveda Boulevard & 83rd Street	City of Los Angeles	0.537	A	0.401	A
61	Sepulveda Boulevard & Manchester Avenue [1]	City of Los Angeles	0.715	C	0.808	D
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.656	B	0.712	C
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.735	C	0.784	C
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.601	B	0.620	B
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.754	C	0.689	B
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	1.078	F	0.901	E
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.774	C	1.089	F

**TABLE 7 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	EXISTING (2015) CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
68	Sepulveda Boulevard & Mariposa Avenue	El Segundo/Caltrans	0.748	C	0.782	C
69	Sepulveda Boulevard & Grand Avenue	El Segundo/Caltrans	0.820	D	0.875	D
70	Sepulveda Boulevard & El Segundo Boulevard [1]	El Segundo/Caltrans	0.815	D	0.967	E
71	Sepulveda Boulevard & Rosecrans Avenue [1]	El Segundo/Manhattan Beach/Caltrans	0.937	E	1.001	F
72	SR-90 Westbound Ramps & Slauson Avenue	Culver City/Los Angeles County/Caltrans	0.736	C	0.734	C
73	Buckingham Parkway & Slauson Avenue	Culver City	0.806	D	0.726	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	City of Los Angeles/Caltrans	0.428	A	0.214	A
75	Sepulveda Eastway & Westchester Parkway	City of Los Angeles	0.407	A	0.602	B
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.508	A	0.504	A
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.197	A	0.330	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.381	A	0.292	A
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.442	A	0.475	A
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.573	A	0.699	B
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.661	B	0.763	C
82	Airport Boulevard & 96th Street	City of Los Angeles	0.279	A	0.376	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.374	A	0.467	A
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.565	A	0.459	A
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.414	A	0.350	A
86	Nash Street & El Segundo Boulevard	El Segundo	0.551	A	0.579	A
87	Douglas Street & Imperial Highway	El Segundo/City of Los Angeles	0.346	A	0.579	A
88	Douglas Street & El Segundo Boulevard	El Segundo	0.736	C	0.854	D
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.804	D	0.773	C
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.740	C	0.754	C
91	Bellanca Avenue & Century Boulevard	City of Los Angeles	0.471	A	0.437	A
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.697	B	0.629	B
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.802	D	0.720	C
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.730	C	0.729	C
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.520	A	0.507	A
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.475	A	0.459	A
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.576	A	0.736	C
98	Aviation Boulevard & West 120th Street	El Segundo/Los Angeles County	0.856	D	0.728	C
99	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.863	D	0.955	E
100	Aviation Boulevard & Rosecrans Avenue	Hawthorne/El Segundo/Manhattan Beach	0.946	E	0.920	E
101	Hindry Avenue & Manchester Boulevard	Inglewood	0.640	B	0.593	A
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	19.0 s	C	14.6 s	B
103	Concourse Way & Century Boulevard	City of Los Angeles	0.249	A	0.323	A
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.622	B	0.531	A
105	La Tijera Boulevard & Centinela Avenue	City of Los Angeles/Los Angeles County	0.794	C	0.749	C
106	Jefferson Boulevard & National Boulevard	City of Los Angeles	0.824	D	0.620	B
107	Jefferson Boulevard & Higuera Street/Rodeo Road	City of Los Angeles	0.586	A	0.629	B
108	La Cienega Boulevard & Jefferson Boulevard [1]	City of Los Angeles	0.912	E	0.931	E
109	La Cienega Boulevard & Rodeo Road	City of Los Angeles	1.163	F	1.061	F
110	La Cienega Boulevard & Stocker Street [1]	Los Angeles County	1.080	F	1.089	F
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	Los Angeles County	1.197	F	1.072	F
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	Los Angeles County	1.043	F	0.855	D
113	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles/Inglewood	0.603	B	0.646	B
114	La Cienega Boulevard & Centinela Avenue [1]	City of Los Angeles/Inglewood	0.930	E	1.040	F
115	La Cienega Boulevard & Florence Avenue	Inglewood	0.715	C	0.952	E
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.705	C	0.718	C
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.740	C	0.711	C
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.742	C	0.610	B
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.891	D	0.823	D
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.352	A	0.267	A
121	La Cienega Boulevard & 104th Street	City of Los Angeles/Los Angeles County	0.309	A	0.300	A
122	La Cienega Boulevard & Lennox Boulevard	City of Los Angeles/Los Angeles County	0.447	A	0.576	A
123	La Cienega Boulevard & 111th Street	City of Los Angeles/Los Angeles County	0.276	A	0.233	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	City of Los Angeles/Los Angeles County/Caltrans	0.442	A	0.275	A
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.406	A	0.648	B
126	La Cienega Boulevard & West 120th Street	Los Angeles County	0.644	B	0.841	D
127	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/Los Angeles County	0.616	B	0.814	D
128	Hindry Avenue & Rosecrans Avenue	Hawthorne	0.649	B	0.716	C
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.842	D	0.707	C
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.879	D	0.715	C
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Hawthorne/Los Angeles County/Caltrans	0.618	B	0.852	D
132	I-405 Northbound Ramps & El Segundo Boulevard	Hawthorne/Los Angeles County/Caltrans	0.705	C	0.726	C
133	I-405 Northbound Ramps & Rosecrans Avenue	Hawthorne/Caltrans	0.882	D	0.834	D
134	Inglewood Avenue & Manchester Boulevard	Inglewood	0.731	C	0.740	C

**TABLE 7 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	EXISTING (2015) CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
135	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.642	B	0.703	C
136	Inglewood Avenue & Century Boulevard	Inglewood	0.784	C	0.877	D
137	Inglewood Avenue & Lennox Boulevard	Los Angeles County	0.828	D	0.915	E
138	Inglewood Avenue & Imperial Highway	Hawthorne	0.945	E	1.021	F
139	Inglewood Avenue & El Segundo Boulevard	Hawthorne/Los Angeles County	0.776	C	0.900	D
140	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.826	D	0.983	E
141	La Brea Avenue/Overhill Drive & Stocker Street	Los Angeles County	0.872	D	0.987	E
142	La Brea Avenue & Slauson Avenue	Los Angeles County	0.777	C	0.877	D
143	La Brea Avenue & Centinela Avenue	Inglewood	0.896	D	0.940	E
144	La Brea Avenue & Florence Avenue	Inglewood	0.813	D	0.857	D
145	La Brea Avenue & Manchester Boulevard [1]	Inglewood	0.792	C	0.746	C
146	La Brea Avenue & Arbor Vitae Street	Inglewood	0.553	A	0.690	B
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.757	C	0.778	C
148	Hawthorne Boulevard & Lennox Boulevard	Los Angeles County	0.689	B	0.761	C
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	Hawthorne/Los Angeles County/Caltrans	0.843	D	0.982	E
150	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.697	B	0.851	D
151	Hawthorne Boulevard & 120th Street	Hawthorne	0.570	A	0.711	C
152	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.644	B	0.765	C
153	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.667	B	0.817	D
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	Hawthorne/Caltrans	0.652	B	0.770	C
155	Prairie Avenue & Manchester Boulevard	Inglewood	0.908	E	0.909	E
156	Prairie Avenue & Arbor Vitae Street	Inglewood	0.614	B	0.641	B
157	Prairie Avenue & Century Boulevard	Inglewood	0.816	D	0.837	D
158	Prairie Avenue & Lennox Boulevard	Inglewood	0.593	A	0.586	A
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Inglewood/Caltrans	0.703	C	0.697	B
160	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood	1.194	F	0.812	D
161	Prairie Avenue & El Segundo Boulevard	Hawthorne	0.850	D	0.854	D
162	Crenshaw Boulevard & Manchester Avenue [1]	Inglewood	0.946	E	0.992	E
163	Crenshaw Boulevard & Century Boulevard	Inglewood	0.770	C	0.856	D
164	Crenshaw Boulevard & Imperial Highway	Inglewood	0.773	C	0.851	D
165	Western Avenue & Manchester Avenue	City of Los Angeles	0.802	D	0.833	D
166	Western Avenue & Imperial Highway	Los Angeles County	0.818	D	0.798	C
167	I-405 Northbound Ramps & Culver Boulevard	Culver City/Caltrans	0.741	C	0.663	B
168	Walgrove Avenue & Washington Boulevard [2]	Culver City	***	F	***	F
169	Washington Boulevard & Washington Place at Wade Street	Culver City	0.688	B	0.866	D
170	Inglewood Boulevard & Washington Boulevard	Culver City	0.784	C	0.940	E
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Boulevard)	Culver City/Caltrans	0.408	A	0.477	A
172	Washington Boulevard & Washington Place at Tilden Avenue	Culver City	0.556	A	0.621	B
173	Overland Avenue & Sawtelle Boulevard [3]	Culver City	35.2 s	E	49.5 s	E
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	Culver City	0.691	B	0.617	B
175	Ince Boulevard & Washington Boulevard	Culver City	0.849	D	0.805	D
176	National Boulevard & Venice Boulevard	City of Los Angeles/Caltrans	0.699	B	0.783	C
177	National Boulevard & Washington Boulevard	Culver City	0.666	B	0.808	D
178	La Cienega Boulevard & Washington Boulevard	Culver City	0.872	D	0.882	D
179	Centinela Avenue & Florence Avenue	Inglewood	0.866	D	0.745	C
180	Prairie Avenue & Florence Avenue	Inglewood	0.776	C	0.798	C
181	Van Ness Avenue & Manchester Avenue	City of Los Angeles/Inglewood	0.916	E	0.914	E
182	Van Ness Avenue & Century Boulevard	City of Los Angeles/County of Los Angeles/Inglewood	0.638	B	0.649	B
183	Van Ness Avenue & Imperial Highway	Inglewood/Hawthorne/County of Los Angeles	0.788	C	0.806	D

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

[3] Unsignalized intersection. All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 7 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	45	40
B	38	37
C	41	40
D	36	38
E	15	20
F	8	8
TOTAL	183	183

**TABLE 8  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING (2015) CONDITIONS MID-DAY PEAK HOUR**

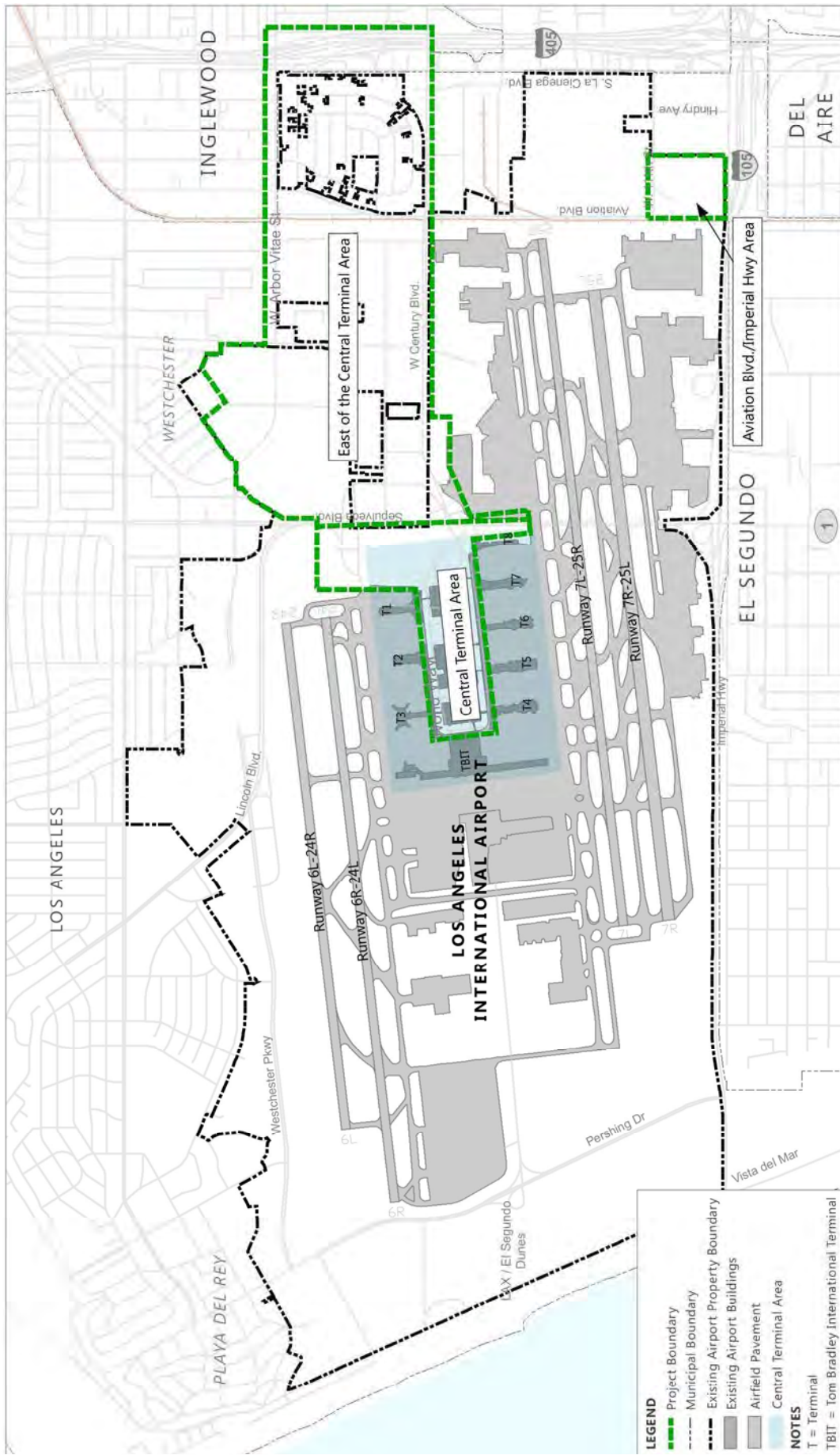
MAP #	INTERSECTION	JURISDICTION	EXISTING (2015) CONDITIONS	
			MD PEAK HOUR	
			V/C OR DELAY	LOS
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.545	A
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.278	A
61	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles	0.597	A
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.639	B
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.748	C
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.478	A
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.594	A
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	0.921	E
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.684	B
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.524	A
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.232	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.320	A
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.349	A
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.633	B
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.587	A
82	Airport Boulevard & 96th Street	City of Los Angeles	0.332	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.397	A
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.451	A
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.706	C
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.588	A
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.583	A
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.521	A
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.554	A
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.388	A
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.327	A
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.517	A
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	13.2 s	B
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.275	A
115	La Cienega Boulevard & Florence Avenue	Inglewood	0.722	C
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.672	B
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.562	A
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.494	A
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.511	A
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.176	A
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.655	B
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.584	A

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

LOS SUMMARY	
LOS	MD Peak Hour
A	26
B	6
C	3
D	0
E	1
F	0
<b>TOTAL</b>	<b>36</b>



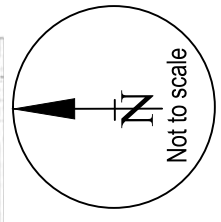


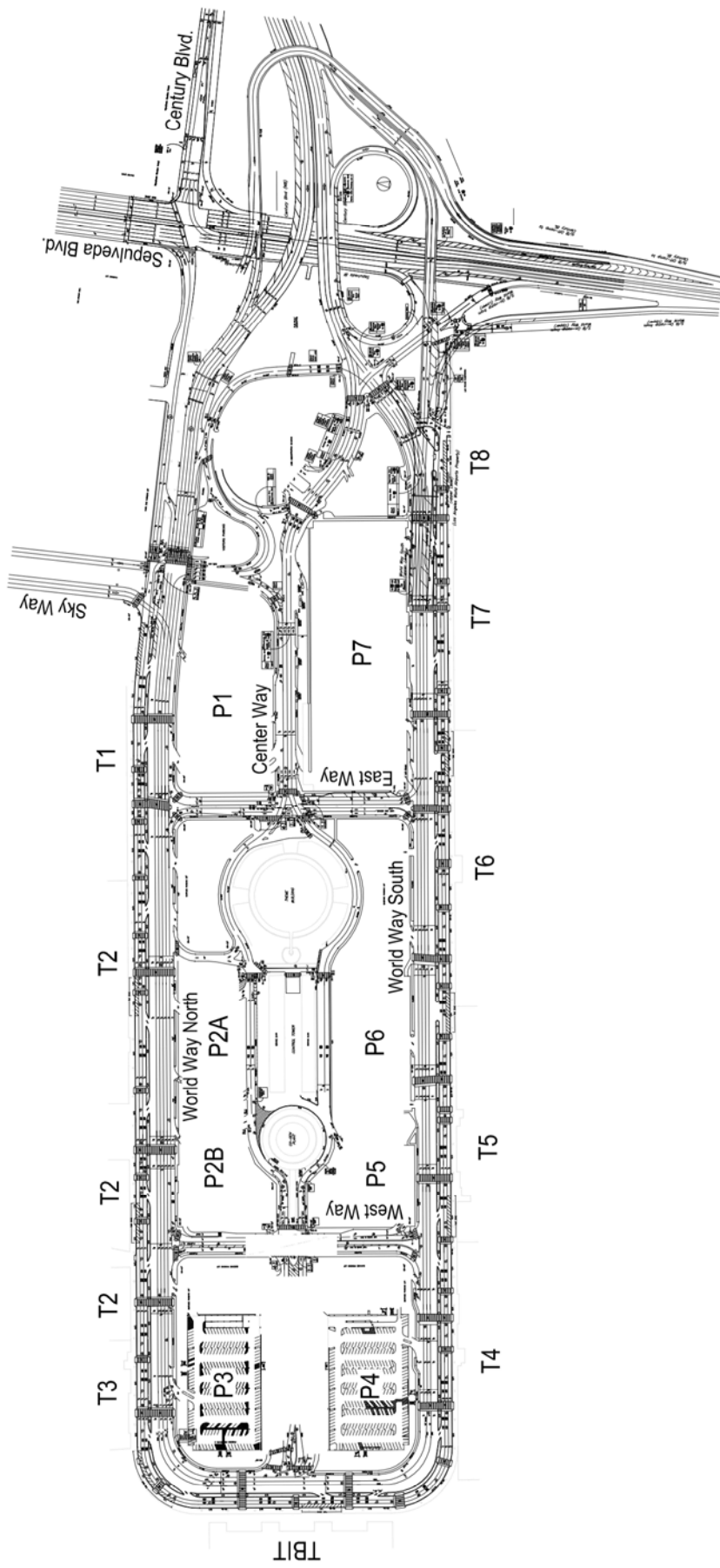
SOURCE: RICONDO & ASSOCIATES, INC.

**FIGURE 6**  
PROJECT SITE LOCATION



**RAJU** Associates, Inc.

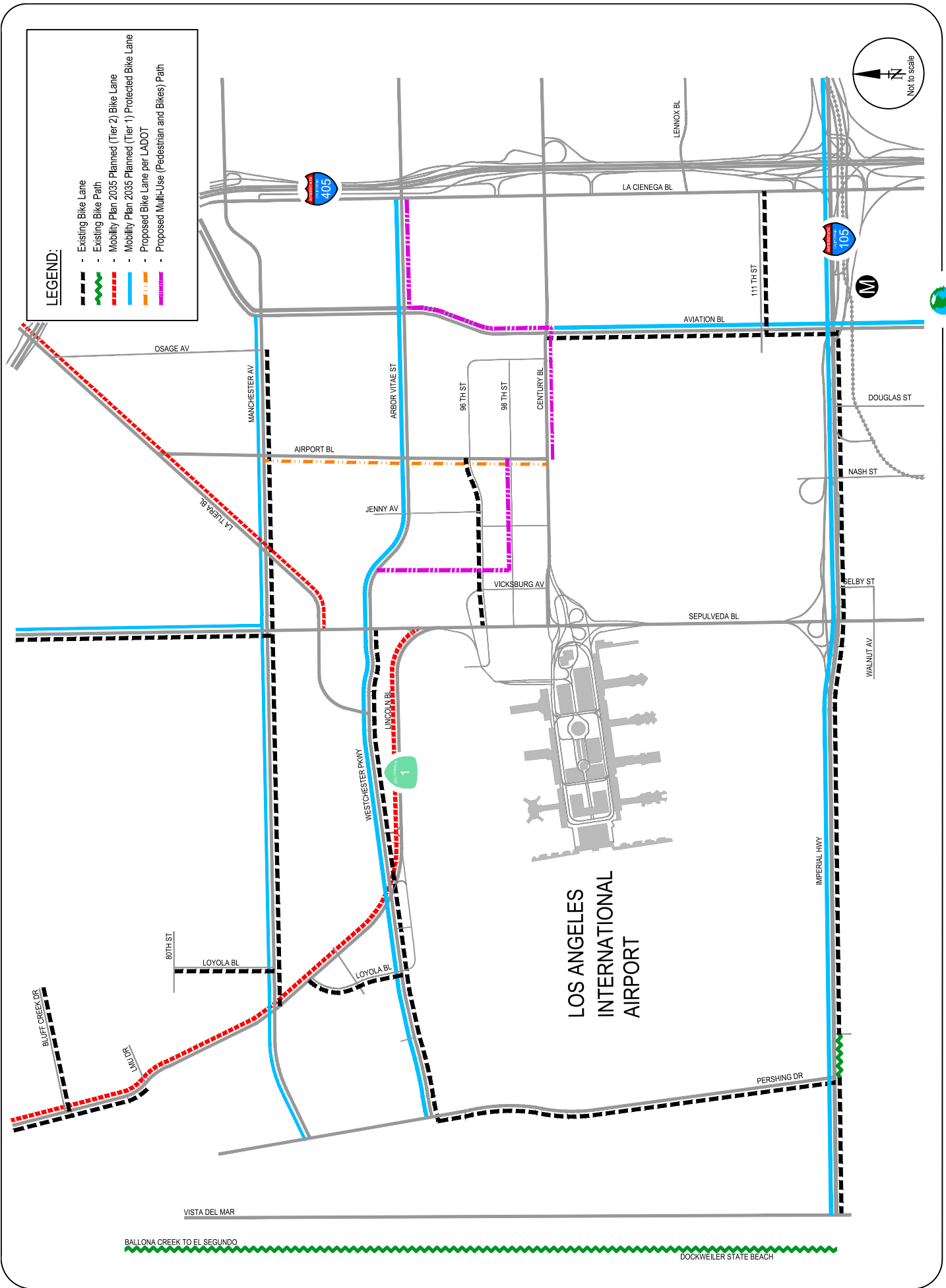




**Legend :**

T#	Terminal Facility
P#	Parking Facility
TBIT	Tom Bradley International Terminal

**FIGURE 7**  
LAX CENTRAL TERMINAL AREA (CTA) ROADWAY SYSTEM & ITS VICINITY



**FIGURE 8**  
EXISTING AND PLANNED BICYCLE FACILITIES

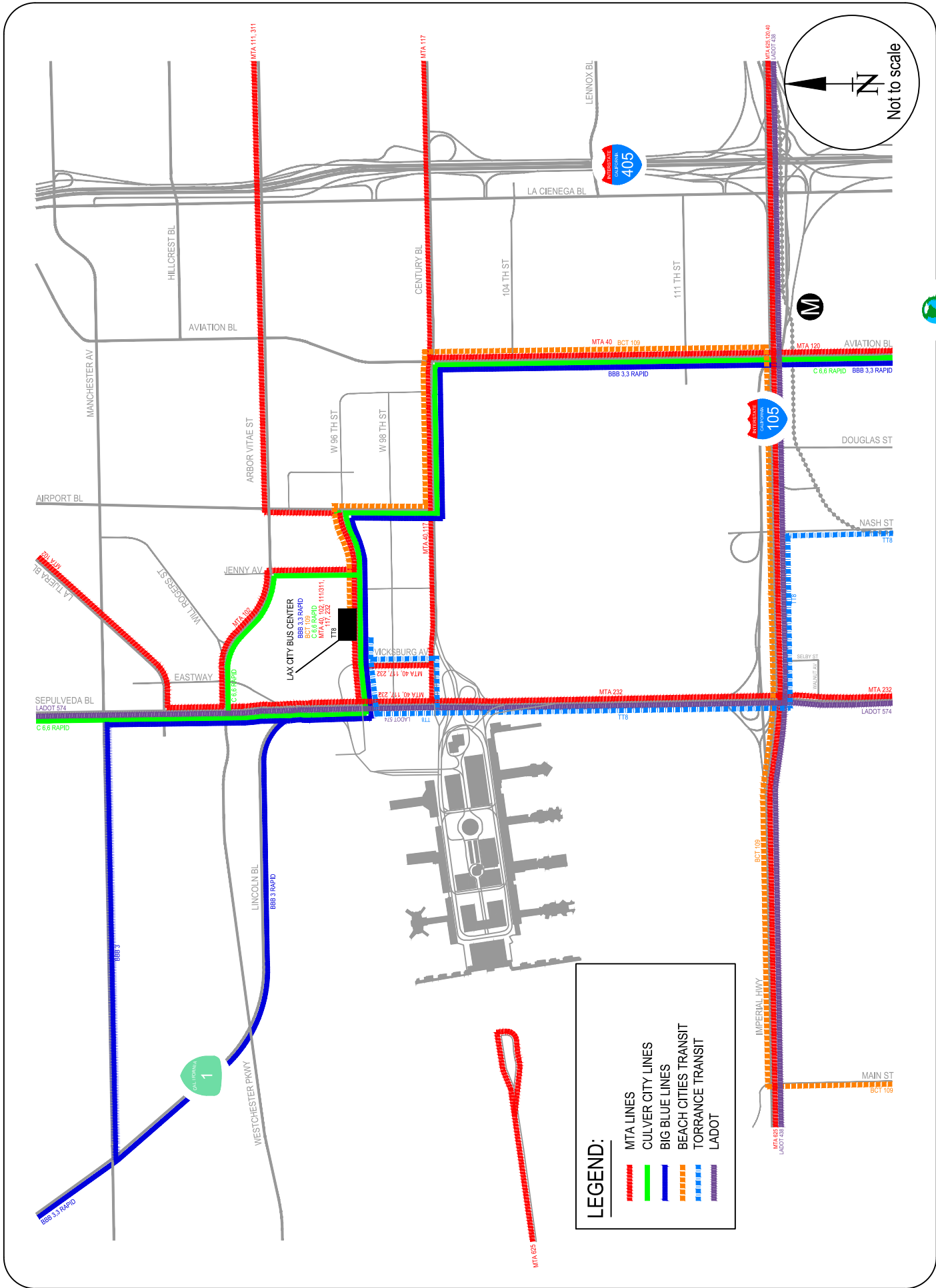
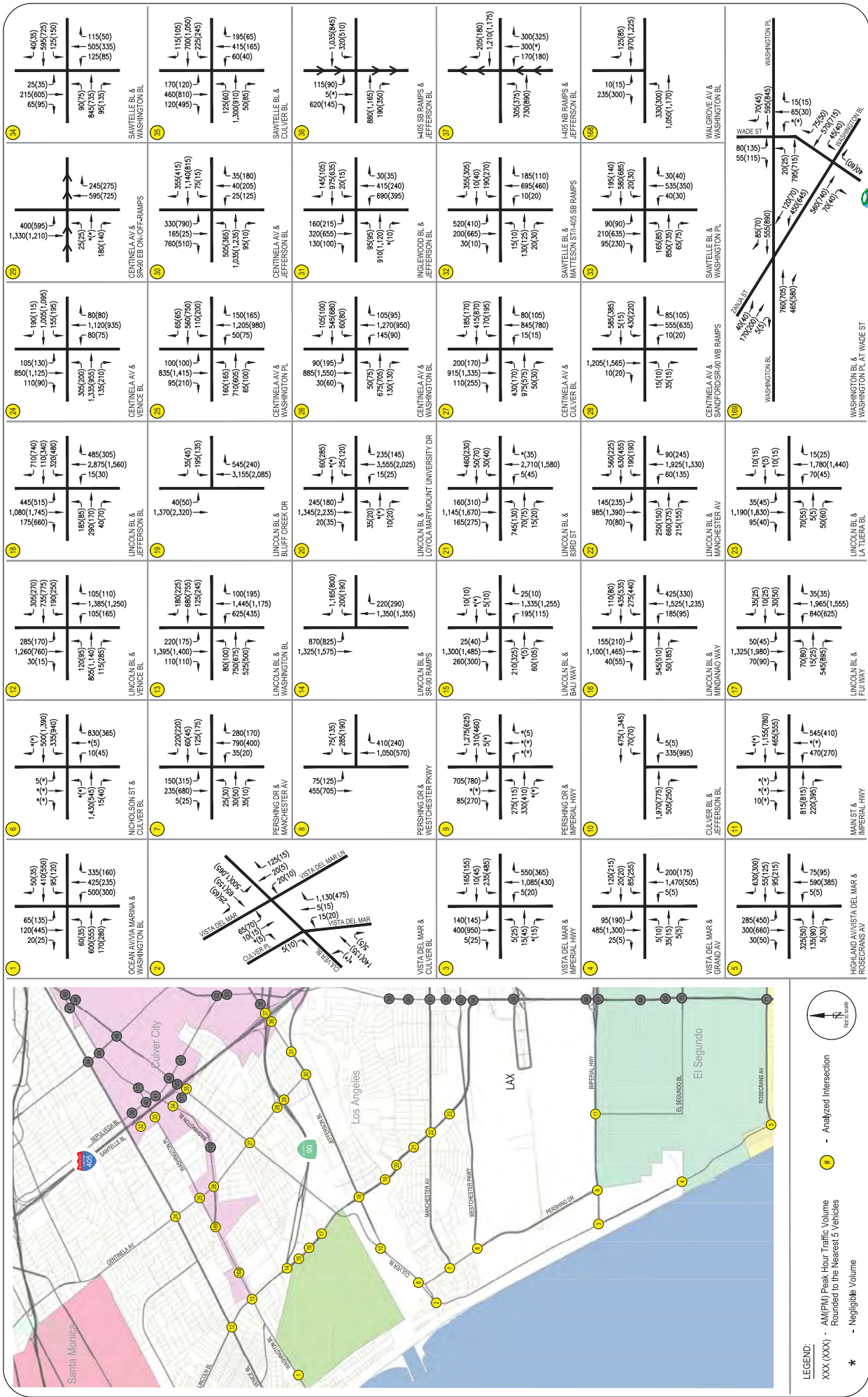
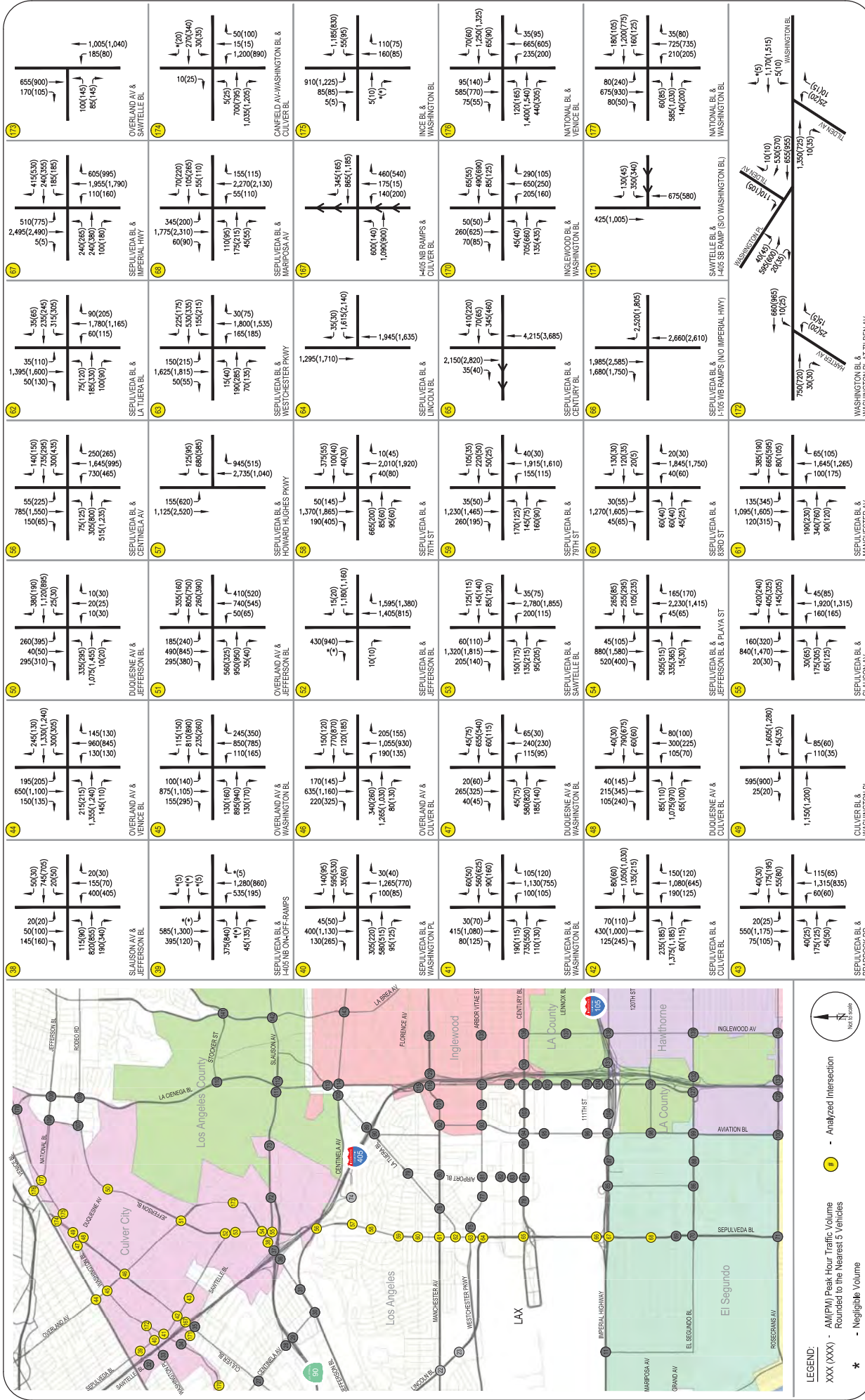


FIGURE 9  
EXISTING TRANSIT LINES

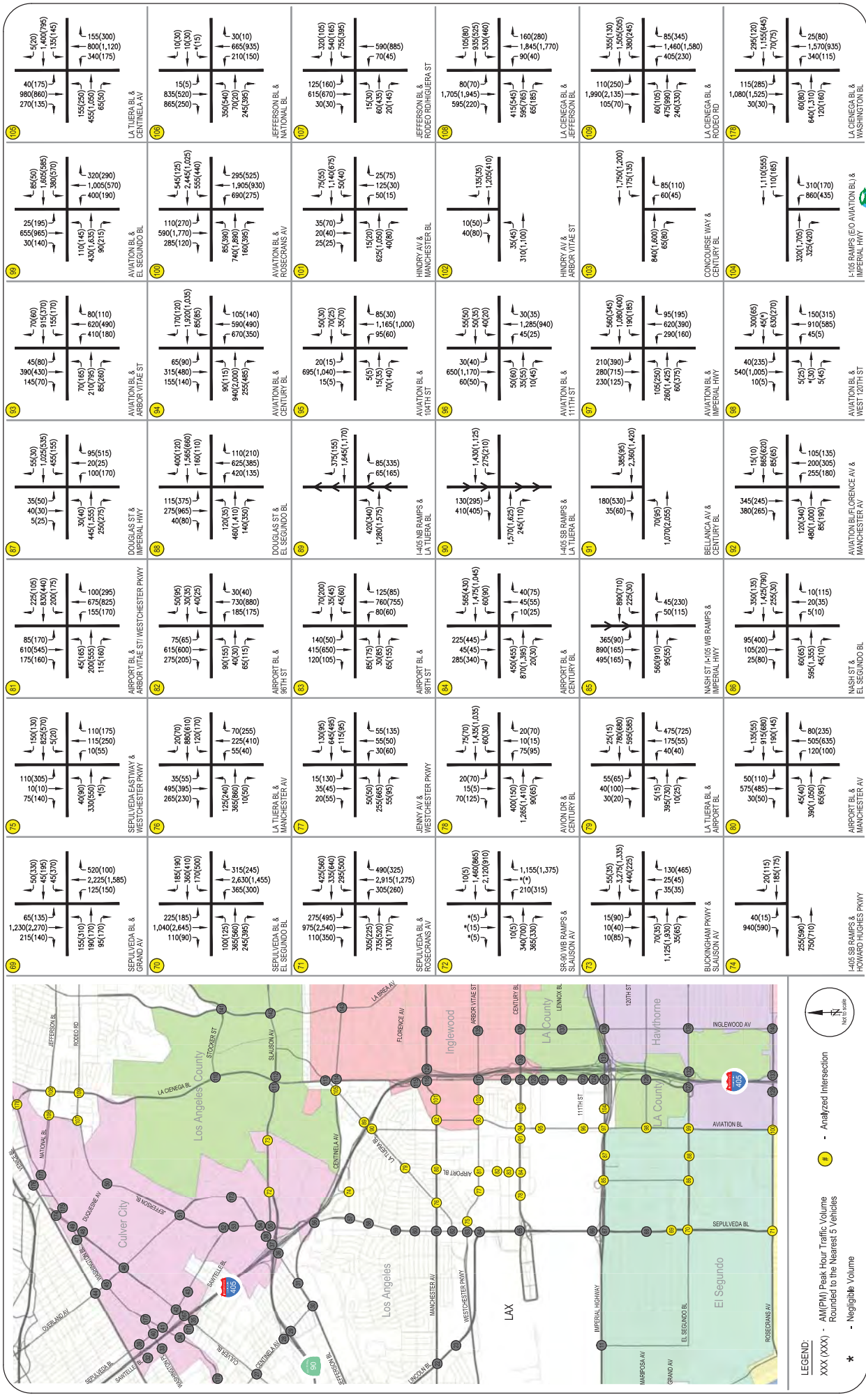


<p>1 OCEAN AV/AVIA MARINA &amp; WASHINGTON BL</p> <p>65(135) 120(445) 20(25)        60(35) 600(555) 170(280)        335(160) 425(235) 500(300)</p>	<p>2 NICHOLSON ST &amp; CULVER BL</p> <p>5(0) 5(0) 5(0)        1,400(445) 15(40)        335(160) 830(365) 10(45)</p>	<p>3 LINCOLN BL &amp; JEFFERSON BL</p> <p>445(515) 1,080(1,745) 175(860)        185(85) 240(770) 49(170)        485(305) 2,875(1,560) 15(30)</p>	<p>4 CENTINELA AV &amp; VENICE BL</p> <p>105(130) 850(1,125) 110(90)        305(200) 1,335(985) 135(210)        80(80) 1,120(935) 80(75)</p>	<p>5 CENTINELA AV &amp; SR-40 EB ON-OFF-RAMPS</p> <p>400(595) 1,330(1,210)        25(25) 180(140)        245(275) 595(725)</p>	<p>6 SAWTELLE BL &amp; WASHINGTON BL</p> <p>25(35) 215(605) 65(95)        90(75) 84(735) 95(135)        115(50) 505(335) 125(85)</p>	<p>7 PERSHING DR &amp; WESTCHESTER PRVY</p> <p>75(125) 455(705)        25(30) 30(80) 35(10)        150(315) 235(680) 5(25)        220(290) 790(400) 35(20)</p>	<p>8 VISTA DEL MAR &amp; CULVER BL</p> <p>140(145) 400(950) 5(25)        5(25) 15(20) 15(20)        165(155) 10(45) 235(485)        550(365) 1,085(430) 5(20)</p>	<p>9 PERSHING DR &amp; IMPERIAL HWY</p> <p>705(780) 85(270)        275(115) 300(415)        475(1,345) 70(70)        5(5) 335(995)</p>	<p>10 VISTA DEL MAR &amp; IMPERIAL HWY</p> <p>95(190) 485(1,300) 25(5)        5(10) 35(15) 5(5)        120(215) 20(20) 85(25)        200(175) 1,470(505) 5(5)</p>	<p>11 CULVER BL &amp; JEFFERSON BL</p> <p>285(450) 300(660) 30(50)        325(50) 135(90) 5(20)        630(300) 55(125) 95(215)        75(95) 59(385) 5(5)</p>	<p>12 LINCOLN BL &amp; MANCHESTER AV</p> <p>145(235) 985(1,330) 70(80)        550(250) 660(235) 215(155)        80(245) 1,925(1,330) 60(135)</p>	<p>13 LINCOLN BL &amp; JEFFERSON BL</p> <p>445(515) 1,080(1,745) 175(860)        185(85) 240(770) 49(170)        485(305) 2,875(1,560) 15(30)</p>	<p>14 LINCOLN BL &amp; MANCHESTER AV</p> <p>1,100(1,485) 260(300)        210(825) 60(195)        1,335(1,255) 195(115)</p>	<p>15 CENTINELA AV &amp; SANDFORD/SR-50 WB RAMPS</p> <p>1,205(1,565) 10(20)        15(10) 35(15)        195(140) 80(685) 20(20)        35(40) 535(350) 40(30)</p>	<p>16 SAWTELLE BL &amp; WASHINGTON BL</p> <p>10(15) 235(300)        330(200) 1,050(1,170)        125(85) 970(1,225)</p>	<p>17 LINCOLN BL &amp; FUJI WAY</p> <p>50(45) 70(80) 70(90)        35(25) 10(25) 10(15)        35(45) 1,900(1,830) 95(42)</p>	<p>18 LINCOLN BL &amp; LA TIERRA BL</p> <p>1,190(1,830) 35(45) 95(42)        70(55) 5(5) 50(60)        15(25) 1,780(1,440) 70(45)</p>	<p>19 LINCOLN BL &amp; UNIVERSITY DR</p> <p>1,345(2,235) 20(35)        35(20) 10(20)        235(145) 3,555(2,025) 15(25)</p>	<p>20 CENTINELA AV &amp; WASHINGTON BL</p> <p>200(170) 915(1,335) 110(255)        185(170) 415(970) 170(195)        80(105) 845(780) 15(15)</p>	<p>21 INGLEWOOD BL &amp; JEFFERSON BL</p> <p>520(410) 200(665) 30(10)        355(295) 10(40) 190(270)        185(110) 695(460) 10(20)</p>	<p>22 CENTINELA AV &amp; JEFFERSON BL</p> <p>160(215) 320(655) 130(100)        145(105) 975(835) 20(15)        30(35) 415(240) 690(395)</p>	<p>23 CENTINELA AV &amp; SANDFORD/SR-50 WB RAMPS</p> <p>1,205(1,565) 10(20)        15(10) 35(15)        195(140) 80(685) 20(20)        35(40) 535(350) 40(30)</p>	<p>24 CENTINELA AV &amp; WASHINGTON BL</p> <p>160(185) 710(885) 95(210)        100(100) 835(1,415) 95(210)        150(165) 1,205(980) 50(75)</p>	<p>25 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>26 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>27 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>28 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>29 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>30 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>31 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>32 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>33 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>34 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>35 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>36 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>37 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>38 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>39 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>40 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>41 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>42 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>43 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>44 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>45 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>46 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>47 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>48 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>49 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>	<p>50 SAWTELLE BL &amp; WASHINGTON BL</p> <p>115(90) 620(145)        880(1,185) 190(350)        1,035(845) 320(510)</p>
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38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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FIGURE 10B EXISTING (2015) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



**FIGURE 10C**  
**EXISTING (2015) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**

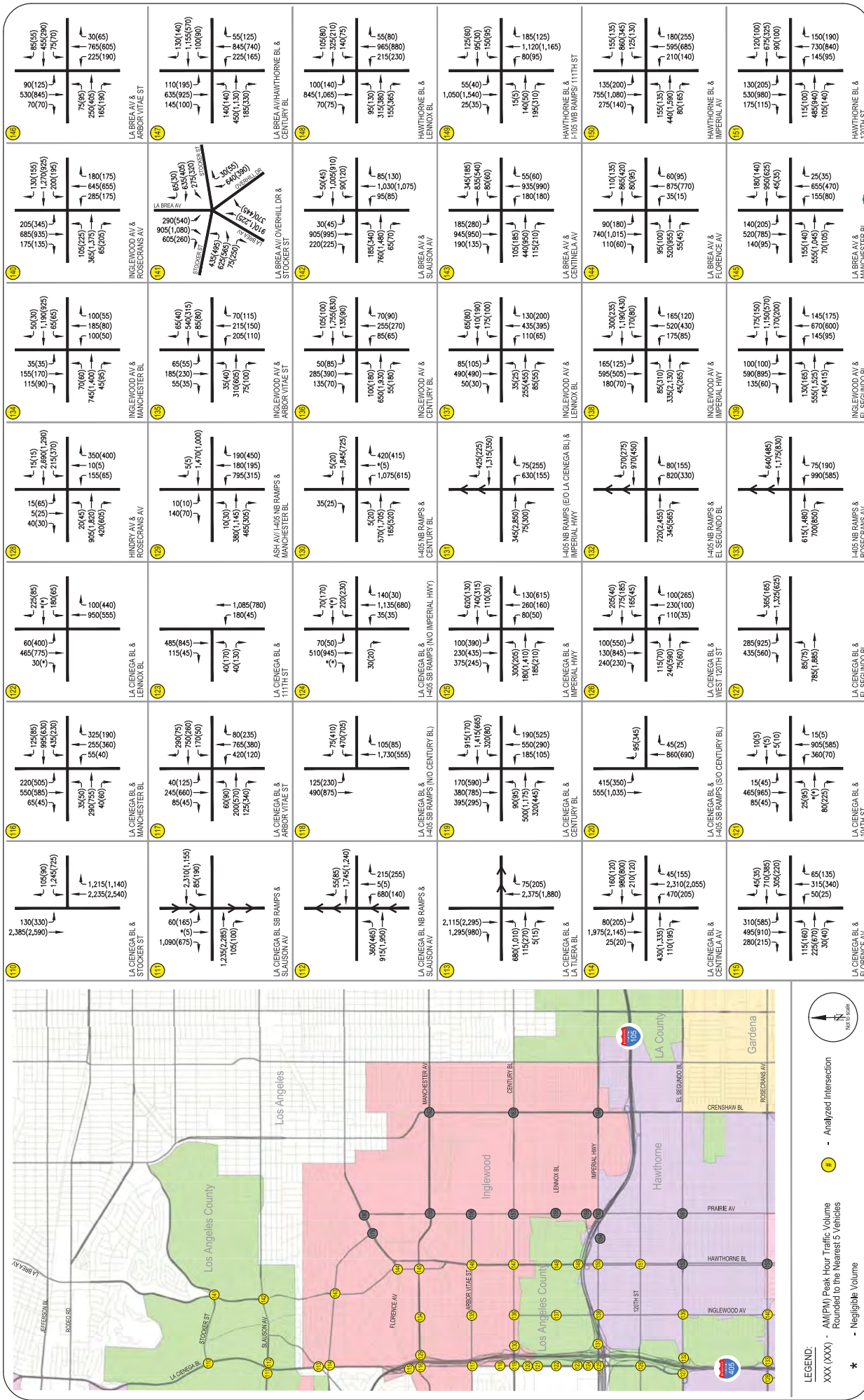


FIGURE 10D  
 EXISTING (2015) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



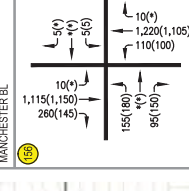
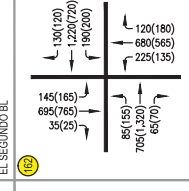
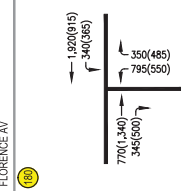
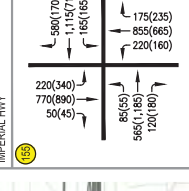
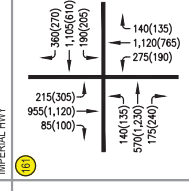
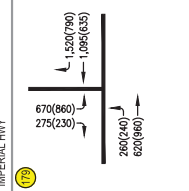
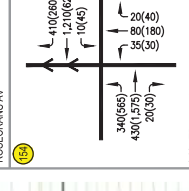
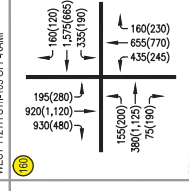
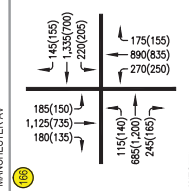
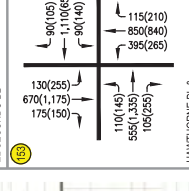
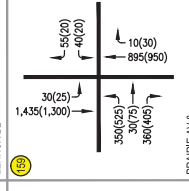
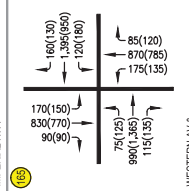
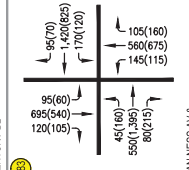
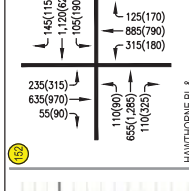
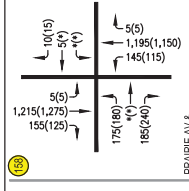
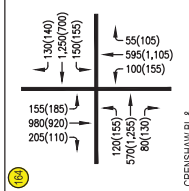
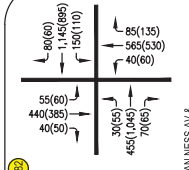
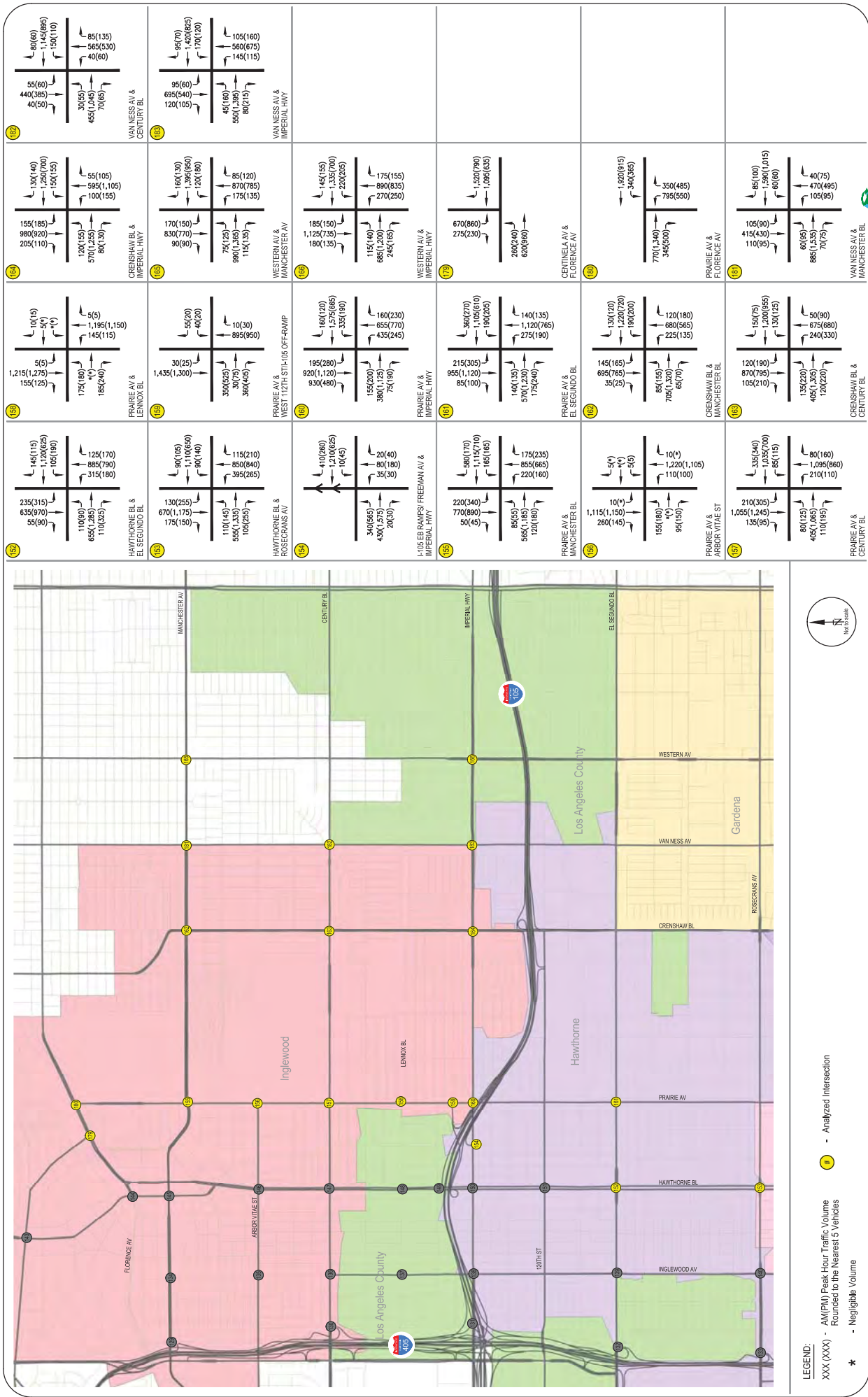


FIGURE 10E EXISTING (2015) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES

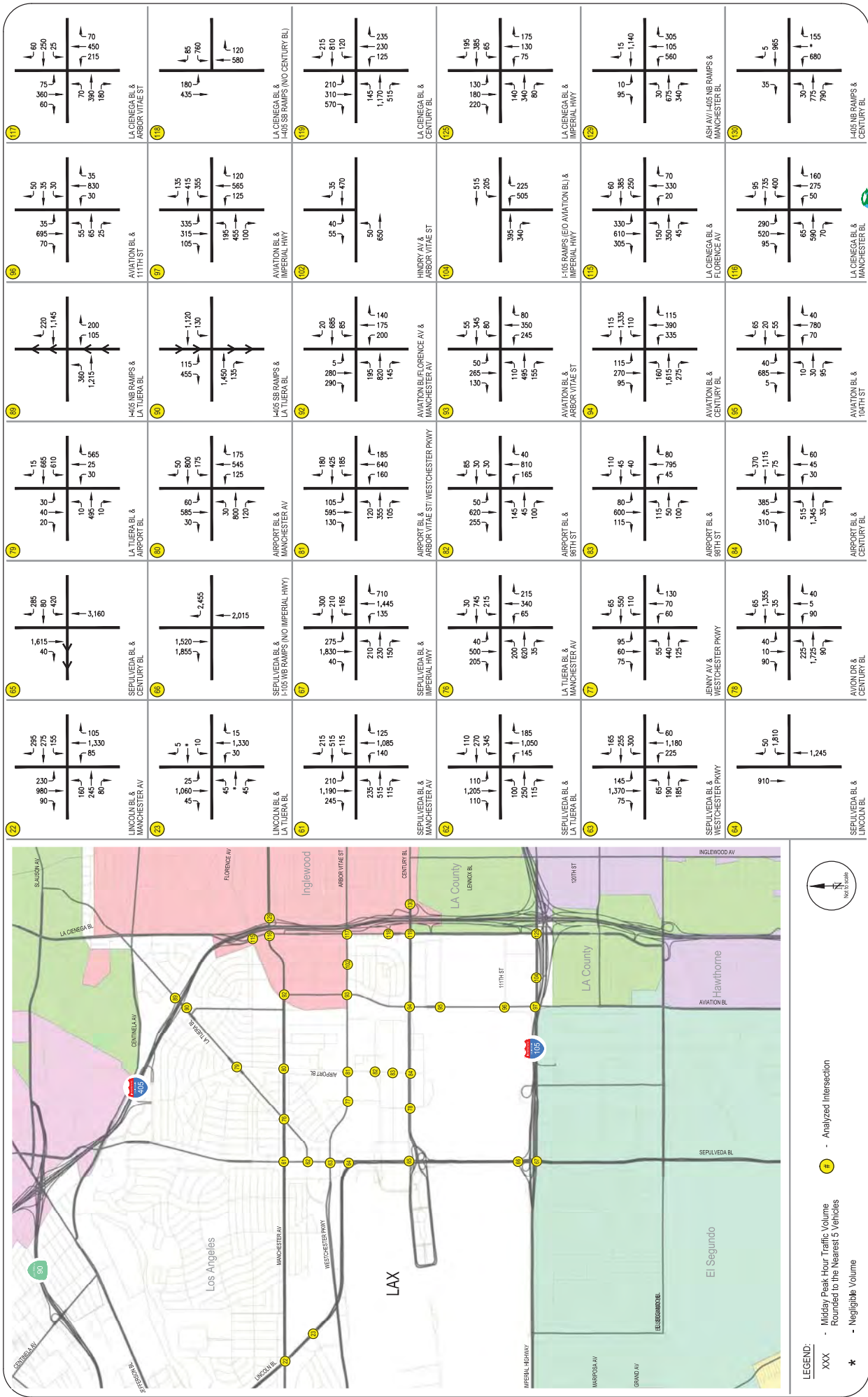
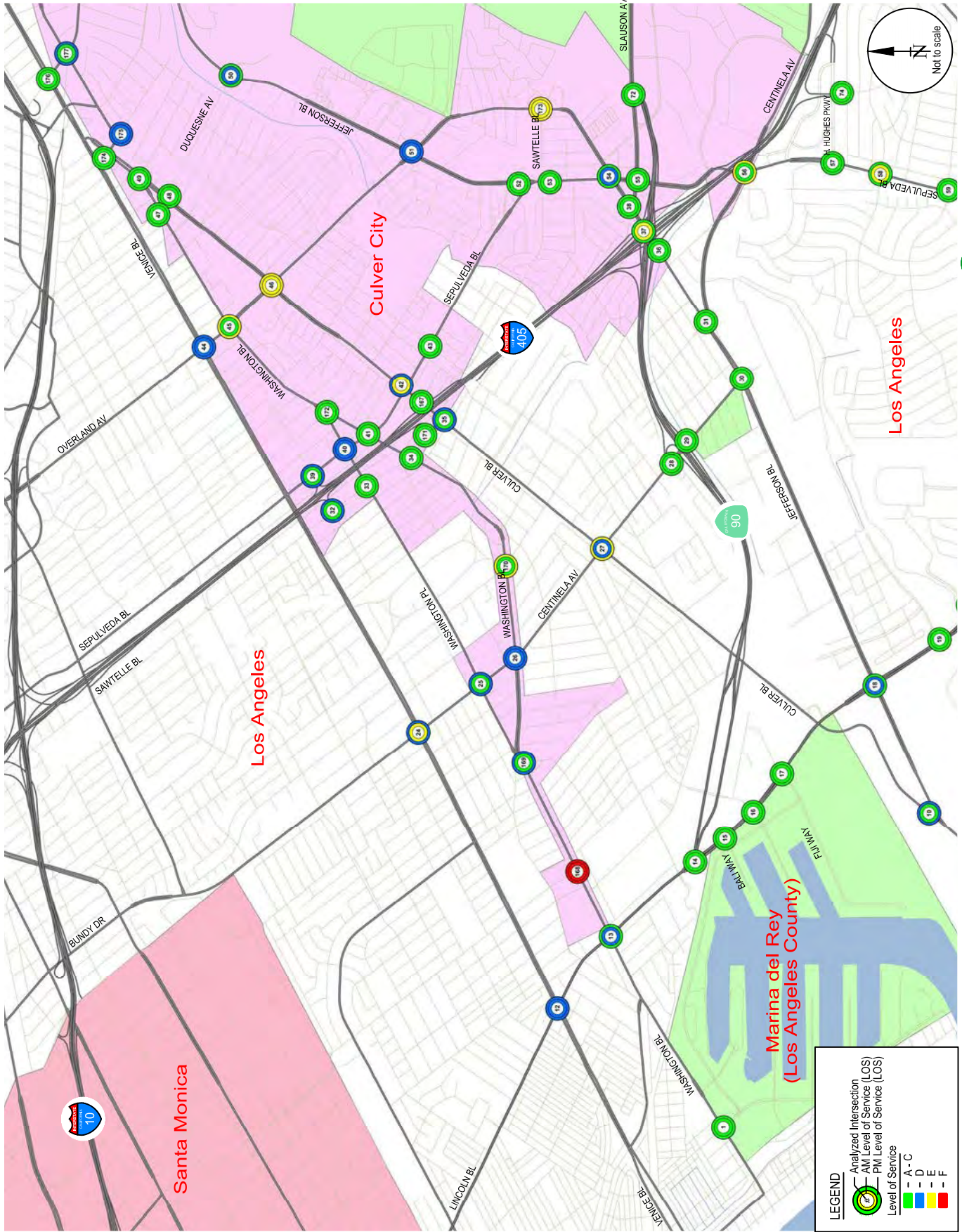


FIGURE 11  
 EXISTING (2015) CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES





**FIGURE 12A**  
**EXISTING CONDITIONS - AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**

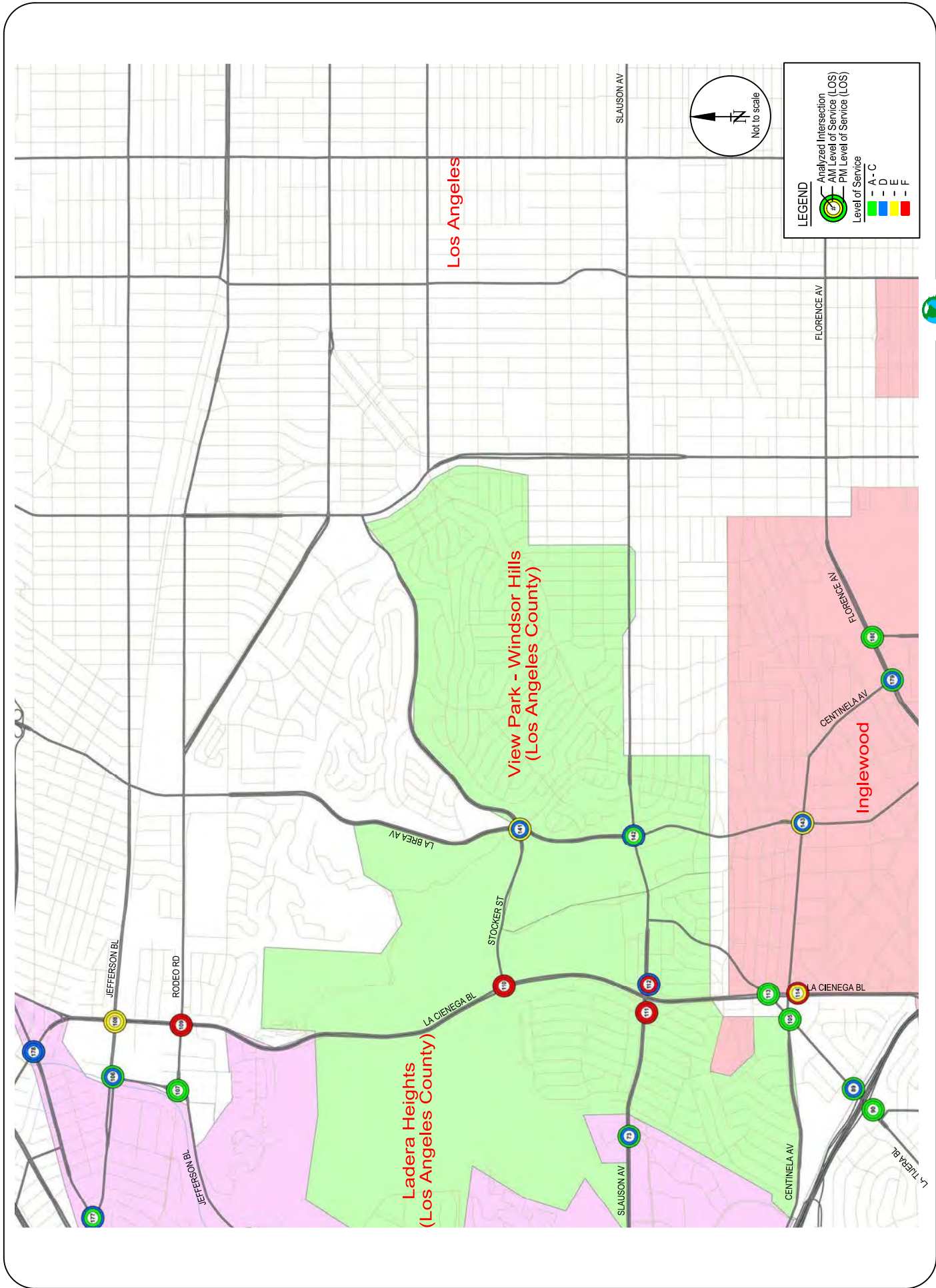


FIGURE 12B  
EXISTING CONDITIONS - AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)







### III. PROJECT DESCRIPTION

A description of the Project elements is provided in this chapter. The Project represents a substantial change in both the transportation infrastructure and operating protocols that combine to comprise the LAX ground access system. The LAMP will provide passengers and employees with economical, expeditious and reliable choices on how they access LAX.

The Project's physical elements consist of numerous transportation facilities and improvements including a Consolidated Rental Car Facility (CONRAC); two Intermodal Transportation Facilities (ITF East and ITF West); an Automated People Mover (APM) System and its associated infrastructure including stations, connectivity elements such as pedestrian bridges and vertical core infrastructure connecting stations to adjacent facilities such as the ITFs, CONRAC and the Terminals inside the Central Terminal Area; and roadway improvements.

#### **Consolidated Rental Car Facility**

The proposed CONRAC would provide a centralized location for rental car agencies serving LAX. A CONRAC is a facility or complex that hosts multiple rental car agencies in one location. It typically provides facilities for customers to complete rental car contract paperwork, pick-up their vehicles, drop-off their vehicles, and for the rental car companies to stage, store, and service the vehicles in preparation for renting them to the next customer. The proposed CONRAC at LAX is intended to improve:

- Rental car customer experience;
- Day-to-day operations of the rental car companies; and
- Traffic flow in the CTA and adjacent surface streets by removing all rental car shuttles driving on airport roadways as well as on surface streets between the CTA and the individual rental car companies.

Currently, there are over 20 properties located north and east of the airport that are used by the various rental car companies for their individual operational needs as illustrated in Figure 14. As a result, there are over 50 directional signs located in the airport vicinity directing rental car



customers to the various rental car businesses; which leads to driver confusion and challenging wayfinding, causing traffic and congestion on the surrounding neighborhoods and streets. The CONRAC would eliminate over 3,200 shuttle trips a day on airport and surrounding streets by consolidating individual rental car operations into one location and eliminating trips between the individual rental car businesses and the airport passenger terminals. Instead, the proposed APM would transport rental car passengers between the CONRAC and the CTA.

LAWA seeks to improve traffic congestion in the surrounding area of LAX by relocating the majority, and potentially all, of the rental car operations into a centralized location with a direct and efficient connection to the APM system, and improved connectivity to the I-105 and I-405 freeways. The CONRAC would be located south of Arbor Vitae Street, west of La Cienega Boulevard (and just west of I-405), north of the extended 98<sup>th</sup> Street, and east of the extended Concourse Way. The CONRAC would also be located just east of the proposed ITF East and AMC Metro Connector transit station as shown in Figure 15.

**CONRAC Components** - The main components of the CONRAC facility include the Customer Service Building (CSB), Rental Car Ready/Return Parking Area Quick Turnaround Area (QTA), QTA Support and Additional Site Functions, and Idle Storage. Each of these components are described below.

- **Customer Service Building (CSB).** The CSB is the public hub of the CONRAC. Similar to an airport passenger terminal, the CSB is the area in which arriving passengers pick-up their rental contracts from the various companies, and are provided a range of amenities such as restrooms, concession services, and seating areas with internet access. The approximately 300,000 square foot CSB would be located on level 4 (roof level) of the ready/return parking garage with a direct connection to the CONRAC APM station on that same level. Wayfinding signs would be provided for customers to easily locate individual companies within the CSB, as well as to their rented vehicle on the three levels of ready/return parking below the CSB. Sets of escalators and elevators would be located to transport customers efficiently between the CSB and each level of the ready/return area.
- **Rental Car Ready/Return Parking Area.** The three-level ready/return garage would be used primarily for customer vehicle pick-up and return. The ready/return area would provide space for approximately 8,000 vehicle spaces. The CSB and the ready/return area are the only areas in the CONRAC accessible to the public. Each level of the ready/return facility would accommodate one rental car brand-family operator combined with existing and future independent operators. All passengers would have access to the vertical cores connecting the CSB to the ready/return garage deck.
- **Quick Turnaround Area (QTA).** The QTA area of the CONRAC, including the QTA itself as well as support areas, would be three levels. The QTA would consist of three major service components: fueling, car wash, and maintenance bays. Only light maintenance

would be conducted in the QTA, including repairs such as oil and other fluid changes, tire rotations, part changes, lubrication, and brake repairs. Administration offices for the supervision of these maintenance activities would also be located in the QTA. The QTA would consist of two buildings, accommodating approximately 180 fueling positions, 40 wash bays, and 60 maintenance bays. The north QTA Building would provide fueling and wash facilities at all three levels. Maintenance bays would be located only on the ground level in this building. The south QTA Building would accommodate fueling, washing, and light maintenance for each independent operator at the ground floor. In addition, this structure would provide maintenance facilities at levels 2 and 3. The QTAs would be connected to the idle storage building of the CONRAC by vehicular bridges on levels 2 and 3.

- **QTA Support and Additional Site Functions.** The QTA Support facility contains equipment and systems to support the operation of the various components of the QTA. The QTA Support Facility would be a common use building located in close proximity to the other QTA buildings. The equipment and distribution systems for the three major operations contained in the QTA Support Facility include car wash systems, fueling systems, and maintenance systems. In addition, space would be provided for car carriers to offload new cars into the rental car fleet and remove vehicles being retired from the fleet. Approximately 340 secured, at-grade parking spaces would be provided to store vehicles brought in by the car carriers. These vehicles would be moved to levels 2 and 3 of the Vehicle Storage Building via secured helices adjacent to the QTA. Fuel trucks traveling to the CONRAC facility would also use the area east of the QTA and would access from La Cienega Boulevard.
- **Vehicle Storage Building.** The Vehicle Storage Building would be used by the rental car operators for staging of vehicles in their fleets that are on standby to be transferred into ready vehicles as dictated by customer demand. The Vehicle Storage Building could also be used as overflow staging/queuing for the QTA in peak return periods. If not required for rental car storage, the roof of the Vehicle Storage Building could be used for approximately 2,200 airport employee parking spaces. The Vehicle Storage Building would contain approximately 10,000 spaces for rental car vehicles.
- **Employee and Visitor's Parking.** Employee parking would be available for all rental car operators and management staff on Level 4 of the ready/return garage. This parking area would be easily accessible for employees working at any part of the CONRAC. Employee parking would consist of approximately 1,200 employee and 100 visitor parking spaces.
- **Bus Plaza.** The proposed CONRAC facility would include a commercial bus curb along the west side of the ready/return garage. Eleven or twelve bus bays would be provided. Located at ground level, this curb would be used initially by a consolidated busing operation to bring CONRAC customers to and from the CTA prior to the opening of the APM. Customers would be dropped-off and picked-up at the bus curb and would access the CSB area, located on the fourth floor, via elevators and escalators. Once the APM becomes operational, this curb would be used by off-airport rental car companies (any rental car company not located within the CONRAC serving airport passengers would be required to pick-up and drop-off passengers here) or other vehicles. Additionally, this curb would be used by shuttle buses to and from the CTA in the event that the APM is temporarily unavailable or offline. The bus plaza would obtain access from the proposed Concourse Way, north of 98<sup>th</sup> Street.

## **Roadway and Circulation -**

Access to the CONRAC for customers returning rental vehicles, employees, and visitors would be at the southwest corner of the ready/return garage and reached via eastbound and westbound 98th Street between Concourse Way and La Cienega Boulevard. Wayfinding signs would direct customers returning rental vehicles to the level on which their particular rental company is located. Customers would use a ramp to level 2 of the ready/return garage; a helix would provide access to level 3. Employees and visitors would also use the helix to reach parking on level 4. All car rental customers would exit the facility at the northwest corner of the ready/return garage, onto an internal circulation road. A signalized intersection at this roadway and Arbor Vitae Street would allow car rental customers to make right or left turns onto Arbor Vitae Street. No northbound or through movements from this street to north of Arbor Vitae Street would be allowed. Service access for the CONRAC, including maintenance vehicles, fueling and delivery trucks, and semi-truck car carriers, would be provided via southbound La Cienega Boulevard south of Arbor Vitae Street.

## **Automated People Mover (APM) System**

Today, all airport patrons must use the existing roadway and curb areas in the CTA regardless of what mode of travel they use to access the airport. Although public access into the CTA may continue to function, in general, the way it does today, the APM system would improve traffic within the CTA by giving passengers a new choice on how to access LAX, and allow LAWA to implement policies and procedures that would manage and organize commercial vehicle access in the CTA. The proposed APM is a fixed guideway transportation system that would provide free, fast, convenient, reliable and time-certain access to the CTA for passengers, employees, and other users of LAX, at all operating hours of the airport throughout the year.

The APM system would offer passengers a new way to catch their flight and bypass the existing roadway loop in the CTA. Passengers would be able to access the APM system from the ITFs, the CONRAC or proposed Airport Metro Connector station, and be conveyed to their terminal quickly, efficiently and reliably in a time-certain manner. The ITFs and CONRAC serve as the mobility hubs for the APM system catering to airport passengers and users. The same process applies to passengers arriving at LAX. Passengers would be able to pick up their baggage, board the APM system, and be conveyed directly to the ITFs, CONRAC, or Metro station mobility hubs. The proposed APM would be a fully automated, grade-separated train system, which would

consist of an elevated dual-line guideway with six stations. The APM would be built completely above grade to minimize any effect on the existing street system, minimize disruption to airport operations during construction, and be designed to accommodate at least 5,600 travelers with luggage during peak hours per direction.

Figure 16A shows the proposed alignment for the APM through the CTA, which would include three stations: 1) a West CTA Station located between Terminals 3 and 4, east of the Tom Bradley International Terminal (TBIT); 2) a Center CTA Station located between Terminal 2 and Terminals 5 and 6, north of the existing Airport Traffic Control Tower (ATCT) and Center Way; and 3) an East CTA Station located between Terminals 1 and 7. Three additional stations are proposed to serve the new ground transportation facilities proposed outside the CTA, as shown in Figure 16B and 16C: 1) an ITF West Station; 2) an ITF East Station; and 3) a CONRAC Station. The station at the ITF East would also provide rail and bus connectivity at the proposed Airport Metro Connector station at 96th Street/Aviation Boulevard. The Airport Metro Connector facility is a separate and independent project that would be reviewed, approved, constructed, and operated by Metro. The proposed APM station would cross the Airport Metro Connector station one level above, with direct vertical circulation between the two station platforms.

### **Intermodal Transportation Facilities**

The Project includes two Intermodal Transportation Facilities (ITFs): an ITF West and an ITF East, as shown on Figure 4 in Chapter I. These facilities would function as mobility hubs for LAX – in essence, they would be new gateways or front doors to LAX – by providing convenient, in-the-path-of-travel access to the APM system for those traveling to LAX in private or commercial vehicles. By transferring passengers from vehicles to the APM system, these intermodal facilities are planned to reduce congestion on the internal airport roadway network and the internal-external interface network thereby improving traffic in and around the airport, and enhancing the arrival and departure experience for passengers. The ITFs would provide convenient locations outside of the CTA for passenger pick-up and drop-off by private vehicles and commercial shuttles or for passengers and employees to park and take the APM to the CTA, which would reduce traffic on the airport entrance roads and within the CTA. Each facility could be designed to include airport amenities, which may include but not necessarily limited to valet parking, waiting areas, commercial amenities such as dining and concession services, baggage check facilities, and ticketing/information kiosks to make these facilities attractive and convenient alternatives to the CTA.

## ***ITF West***

The ITF West facility would generally be located in the area bound by 98th Street to the south, Airport Boulevard to the east, Westchester Parkway to the north, and a new north-south street between Westchester Parkway and Century Boulevard ('A' Street). Currently, this 62-acre area contains the LAX Lot C parking lot, the Metro Lot C City Bus Center, Avis Car Rental facilities, a Burger King, and LAWA-owned parking lots. The main components of the ITF West include an APM station, two new adjacent and interconnected public parking structures (one with four elevated parking decks and one with five elevated parking decks), a commercial vehicle rotary, a private vehicle curb, and internal circulation roads. A conceptual aerial view of the ITF West is shown on Figure 17. These components have all been organized in a manner that there would be no pedestrians and vehicular conflicts, with passengers/employees able to access the ITF West APM station without ever crossing any vehicular traffic.

The ITF West is situated in a location that would allow the capture of airport traffic that typically utilizes Sepulveda Boulevard, Lincoln Boulevard, La Tijera Boulevard and Airport Boulevard as access roads into the airport. Public parking would be provided north of the ITF West APM Station in two adjacent and interconnected parking structures. Pick-up and drop-off curbs for private vehicles, limousines, taxis, and other paid rides would also be located on the north side of the ITF West APM Station. A commercial vehicle rotary would be located south of the ITF West APM Station and is being designed to serve hotel shuttles, off-airport parking shuttles, charter vans, and possibly transit buses. Areas for short-term parking and staging of shuttles would also be provided in this area. Vehicular access to private vehicles and commercial vehicles would be obtained from 'A' Street and 96<sup>th</sup> Street, while commercial vehicular access and egress would be available from 98<sup>th</sup> Street as well. Egress for both the private and commercial vehicles would be via 96<sup>th</sup> Street at Airport Boulevard.

**Parking** - The ITF West would include construction of two new adjacent and interconnected public parking structures providing approximately 8,000 total parking spaces. The top level of the parking garage would be uncovered, allowing LAWA to consider installation of canopied solar panels on the roof of the parking structure. The two public parking structures are generally referred to as the west section and the east section, as discussed below:

- The west section of the garage would be constructed first and would consist of surface level parking and 4 elevated parking decks (i.e., 5 levels of parking). Each level would provide for a capacity of approximately 725 parking spaces, or approximately 3,600 parking stalls total. Circulation within the structure would be provided through a set of one-way helixes, one ascending and one descending. Entrance and exit plazas would be

accommodated from the New 'B' Street to the north at grade level. The new 'B' Street is an east-west roadway connecting 'A' Street to Airport Boulevard.

- The east section of the garage would be constructed after the west section and would consist of surface level parking and 5 elevated parking decks (i.e., 6 levels of parking). Each level would provide for a capacity of approximately 725 parking spaces, or approximately 4,300 parking stalls total. Circulation within the structure would be provided through a set of one-way helixes, one ascending and one descending. Entrance and exit plazas would mirror those constructed for the west section of the garage, with connections accommodated from the New 'B' Street to the north at grade level.

**Roadway Modifications** - The ITF West would require modifications to adjacent streets to facilitate access to the site, including: the closure of Jenny Avenue between Westchester Parkway and 96th Street; the addition of a new north-south street between Westchester Parkway and Century Boulevard (New 'A' Street); the addition of a new east-west street between New 'A' Street and Airport Boulevard (New 'B' Street); and modifications to 96th Street, Airport Boulevard, and 98th Street. Major roadway modifications in this area are as follows:

- Construction of a 1,600-foot north-south, two-way roadway, New 'A' Street, with generally two-lanes in each direction that would connect Century Boulevard and 96th Street. The alignment would be parallel to and generally located 1,200 feet to the east of Sepulveda Boulevard.
- Construction of a 1,700-foot west-east, two-way roadway, New 'B' Street, with generally two-lanes in each direction that would connect New 'A' Street and Airport Boulevard. The alignment would be parallel to and generally located 400 feet to the south of Westchester Parkway.
- Construction of a new one way, two-lane eastbound roadway between the New 'A' Street and Airport Boulevard, running parallel to and north of 96th Street, serving as the main vehicular access point to the ITF West.
- Two one-way, one-lane roadways (a west access road in the northbound direction and an east access road in the southbound direction) would also provide access to and from 98<sup>th</sup> Street. Use of these roadways would be restricted to commercial shuttles traveling to and from the hotels and parking areas located south of the ITF West.

To reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITF West would provide areas where airport shuttles and private vehicles can separately and efficiently transfer airport users to and from the APM system. The main vehicular access point to the APM station stems from a new one way, two-lane eastbound roadway between the New 'A' Street and Airport Boulevard, running parallel to and north of 96th Street. This roadway splits into four separate curb areas that would allow for the specific

designation of commercial vehicles and private vehicles. There would be a total of approximately 2,100 feet of curb space available. Operations of the ITF West, as further discussed below, would allow for flexible curb areas.

The commercial vehicle rotary, located on the south side of the ITF West APM Station, would be one-way to minimize pedestrian and vehicle conflicts, have restricted speeds, and allow for the staging of commercial shuttles and charter vans. The commercial vehicle rotary would provide for a combination of approximately 25 parking spaces for commercial shuttles and charter vans at any one time. Parking for operation and maintenance personnel would be provided at the east end of the rotary adjacent to the APM Traction Power Substation. The private vehicle curbside, located on the north side of the ITF West APM Station, would provide approximately 650 feet of curb space, allowing for approximately 30 vehicles (private automobiles, limousines, taxis, paid rides) to pick-up or drop-off passengers at any given time.

**Operations** - The ITF West would be designed to provide access and staging areas for a variety of airport users including hotel shuttles, charter vans, transit buses, taxi and limousines, as well as provide parking for travelers and visitors to the airport and access to the APM. In order to reduce congestion on the CTA roadways, LAWA is anticipating changing the LAX Ground Transportation Permit Program to allow commercial operators to pick-up and drop-off passengers at the ITF West. Concurrently, LAWA would restrict access to the CTA for some classes of commercial operators such as shared-ride vans, scheduled service buses, courtesy shuttles, and pre-arranged charter carriers. LAWA may also institute pricing differential strategies to encourage other commercial vehicle operators such as taxis, limousines, and Transportation Network Carriers (e.g., Uber and Lyft) to pick-up and drop-off passengers at the ITF West.

Additionally, LAWA would implement pricing differential strategies to encourage passengers to pick-up and drop-off passengers or park their vehicles at the ITF West. These strategies could include lower parking rates compared to the parking garages located within the CTA, free parking for a limited amount of time for people waiting to pick-up passengers, and cell-phone waiting areas. LAWA anticipates that by 2035 approximately 16 percent of all airport traffic would utilize the ITF West rather than driving into the CTA. Approximately 16 percent of all airport traffic would utilize the ITF West, which is assumed to consist of charter vans, taxis, limos, and paid rides, parking patrons, hotel shuttles, and private vehicle pick-ups and drop-offs. The ITF West was assumed to serve 3% parking patrons, 2% hotel shuttles and 1% private vehicle pick-ups and drop-offs.

**Pedestrian Access** - The ITF West would be located approximately 1,500 feet north of Century Boulevard, where many hotels and office buildings exist. Therefore, development of the ITF West facility would encourage and incorporate pedestrian access and movement, both to and within the site, including pedestrian-only circulation paths. On-site sidewalks would be constructed to serve direct pedestrian movements; rest areas for people with lower stamina or health impairments would be provided every 300 feet. Rest areas may include benches, seating walls, resting posts, and/or railings. With the exception of where sidewalks cross driveways, sidewalks would be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping.

Direct and safe approaches for pedestrians would be provided from all adjacent streets to an interconnected pathway system within the ITF West area. Pedestrian paths would be highly visible, well-lit areas to enhance the safety of transit patrons. Street furniture, lighting fixtures, signposts, newspaper stands, trash receptacles, and other elements, including handrails along the edge of the pathway, would be located alongside each pedestrian accessible route.

### ***ITF East***

The ITF East would be located on a 22-acre site generally east of and adjacent to Aviation Boulevard between 96th and 98th Streets. The ITF East would be located approximately 630 feet north of Century Boulevard, on a portion of the 135-acre site known as Manchester Square.

The main components of the ITF East include an APM station, an adjacent and interconnected public parking structure, private and commercial vehicle curbs, and internal circulation roads. A conceptual aerial view of the ITF East is shown on Figure 18.

The ITF East is planned primarily for use by private and commercial vehicles that are traveling to and from the airport from the freeway system, or via Century Boulevard, Aviation Boulevard, La Cienega Boulevard and Arbor Vitae Street. The purpose of the ITF East is to provide a connection to transfer passengers from personal, commercial, and transit vehicles to and from the ITF East APM station for access to the CTA and airport passenger terminals using the APM system. In addition to providing access to the CTA via the APM, this facility would also provide access to the Crenshaw/LAX Light Rail line currently under construction adjacent to Aviation Boulevard. Metro is planning a separate transit station, the Airport Metro Connector (AMC) Station, immediately west of the ITF East, on the west side of Aviation Boulevard. The AMC Station and the ITF East APM Station would be connected to each other via vertical circulation



elements to provide a seamless pedestrian connection between the APM and the Metro transit system.

Public parking would be provided south of the ITF East APM Station in a parking structure. Pick-up and drop-off curbs for private vehicles, limousines, taxis, and other paid rides would also be located on the south side of the ITF East APM Station. A commercial vehicle curb and parking area would be located around the ITF East APM Station and is being designed to serve FlyAway buses, charter buses, transit buses, and shared ride vans.

As with the ITF West, the ITF East would be located near existing hotels and businesses located along Century Boulevard. Therefore, development of the ITF East facility would incorporate pedestrian access and movement to the overall flow of the site. To the extent possible, sidewalks would be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping. Access to the ITF East would be obtained from 98<sup>th</sup> Street, Aviation Boulevard, a new east-west drop-off/pick-up area driveway from Aviation Boulevard and a new north-south roadway (Concourse Way extended) connecting Century Boulevard and Arbor Vitae Street.

**Parking** - A new parking garage with a surface level and 5 elevated decks (i.e., 6 levels of parking) would provide 8,300 parking spaces for passengers and airport employees at the ITF East. Primary access to the parking garage would be located on the south side of the facility from 98th Street at grade level. An additional entrance would be located on the west side of the facility from northbound Aviation Boulevard at grade level. Egress from the ITF East would be provided via the extended Concourse Way. The exit plaza would be located on the east side of the facility at grade level. Circulation within the structure would be provided through a set of one-way helixes, one ascending and one descending, allowing the elevated parking decks to be flat. The top level of the parking garage would be uncovered, allowing LAWA to consider installation of canopied solar panels on the roof of the parking structure.

A short-term parking lot would also be constructed to the north of the ITF East APM Station. This lot would be used by commercial vehicles or as a “Kiss and Ride” location. Approximately 200 parking spaces would be provided in this lot.

**Roadway modifications** - Roadway modifications in the vicinity of the ITF East are planned primarily to provide easy access to the APM for vehicles travelling to and from areas east of the

airport and/or to the freeway system. To reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITF East would provide areas where airport shuttles and private vehicles can efficiently transfer airport users to the APM system. There would be a total of approximately 2,000 feet of curb space available for use by private and commercial vehicles. Operations of the ITF East, as further discussed below, would allow for flexible curb areas. Major roadway modifications in this area are as follows:

- Construction of a 2,000-foot north-south, two-way roadway, Concourse Way extended, with generally two lanes in each direction that would connect Century Boulevard and Arbor Vitae Street. This new roadway would be located between the ITF East and CONRAC facilities. The CONRAC bus plaza would be located along a portion of the east side of this street.
- A two-way access drive to the north of the ITF East from Aviation Boulevard via signalized intersection. This 400-foot segment of roadway would provide two to three lanes in each direction and connect to Concourse Way. This roadway would provide access to the various parking areas within the ITF East.
- Approximately 350 feet to the south of the signalized intersection discussed above, a one-way eastbound roadway from Aviation Boulevard to a commercial rotary moving in a clockwise direction, centered around the APM station.
- A one-way eastbound roadway from Aviation Boulevard, located approximately 600 feet south of the signalized intersection, that would include a private vehicle curb located along the north side of the ITF East public parking garage.

The commercial vehicle rotary, located around the ITF East APM Station, would be one-way to minimize pedestrian and vehicle conflicts, have restricted speeds, and allow for the staging of Flyaway buses, charter buses, and charter vans. The commercial vehicle rotary would provide space for a combination of approximately 31 shared ride vans, Flyaway and transit buses, , and charter shuttles at any one time. The private vehicle curbside, located south of the ITF East APM Station on the north side of the ITF East parking structure, would provide space for private automobiles, limousines, taxis, paid rides to pick-up or drop-off passengers at any given time. Pedestrian and vehicular conflicts at the private vehicle curbside are also minimized by the direct connections to the ITF East APM Station. Parking for operation and maintenance personnel would be provided in the short-term parking lot north of the ITF East APM Station.

**Operations** - The ITF East is planned primarily for use by private and commercial vehicles that are traveling to/from the airport from the freeway system, or via Century Boulevard, Aviation Boulevard and Arbor Vitae Street. The purpose of the ITF East is to provide a connection to transfer passengers from personal, commercial, and transit vehicles to and from the APM station

for access to the CTA and airport passenger terminals. The ITF East would be designed to provide access and staging areas for a variety of airport users including Flyaway buses, charter buses, shared ride vans, charter vans, transit buses, taxi and limousines, as well as provide parking for travelers and visitors to the airport and access to the APM. In order to reduce congestion on the CTA roadways, LAWA is anticipating changing the LAX Ground Transportation Permit Program to allow commercial operators to pick-up and drop-off passengers at the ITF East. Concurrently, LAWA would restrict access to the CTA for some classes of commercial operators such as shared-ride vans, scheduled service buses, courtesy shuttles, and pre-arranged charter carriers. LAWA may also institute pricing differential strategies to encourage other commercial vehicle operators such as taxis, limousines, and Transportation Network Carriers (e.g., Uber and Lyft) to pick-up and drop-off passengers at the ITF East, as well.

Additionally, LAWA would implement pricing differential strategies to encourage passengers to pick-up and drop-off passengers or park their vehicles at the ITF East. These strategies could include lower parking rates compared to the parking garages located within the CTA, free parking for a limited amount of time for people waiting to pick-up passengers, and cell-phone waiting areas. LAWA anticipates that by 2035 approximately 14.5 percent of all airport traffic would utilize the ITF East rather than driving into the CTA. This traffic would consist of charter vans, taxis, limousines, paid rides, shared ride vans, FlyAway buses, transit buses, charter buses, private vehicle pick-ups and drop-offs, and parking patrons.

**Pedestrian Access** - The ITF East would be located approximately 600 feet north of Century Boulevard, a major street on which many hotels and office buildings exist, and adjacent to the proposed AMC Metro station. Therefore, development of the ITF East facility would encourage and incorporate pedestrian access and movement both to and within the site. On-site sidewalks would be constructed to serve direct pedestrian movements; rest areas for people with lower stamina or health impairments would be provided every 300 feet. Rest areas may include benches, seating walls, resting posts, and/or railings. With the exception of where sidewalks cross driveways, sidewalks would be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping.

Direct and safe approaches for pedestrians would be provided from all adjacent streets to an interconnected pathway system within the ITF East area. Pedestrian paths would be highly visible, well-lit areas to enhance the safety of transit patrons. Street furniture, lighting fixtures, signposts, newspaper stands, trash receptacles, and other elements, including handrails along the edge of the pathway, would be located alongside each pedestrian accessible route.

## PROJECT-RELATED ROADWAY IMPROVEMENTS

Improvements to roadways serving the CTA and the new proposed ITFs and CONRAC are an important component of the proposed Project. The proposed roadway improvements are designed to reduce congestion and enable passengers to more efficiently access LAX, and provide direct connections from the local highways to the CONRAC and ITF East. The airport access road system has been analyzed to identify ways to entice airport passengers that would normally drive into the CTA to utilize the ITF East or ITF West instead, and to provide a convenient connection to the existing freeway system for rental car customers. Proposed improvements would include, but not necessarily limited to, new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements. A brief overview of each roadway improvement is discussed below. A summary of new roadways and roadway improvements included as part of the proposed Project are included in Table 9. Roadway improvements for areas in and around the CTA are illustrated on Figure 19A. Roadway improvements in the area east of the CTA, are shown on Figure 19B. Roadway improvements would also occur in the southeast corner of the airport, the Imperial Highway/Aviation Boulevard intersection area, as shown on Figure 19C.

A brief description of the various roadway additions, modifications and improvements is provided below:

- **West Way Relocation** - West Way is proposed to be relocated approximately 200 feet to the west, adjacent to the pedestrian walkway connecting Parking Garages P3 and P4 and Terminals T3 and T4. West Way is proposed as a two-level, two-lane roadway with an added drop-off lane on the west side and an added lane for ingress into the parking garages to the east for the upper level only. The proposed roadway would be configured to accommodate southbound travel only at both levels. Access to reconstructed Parking Garages P2B and P5 would be accommodated at both levels from West Way.
- **Improvements to Center Way** – Center Way, a ground level roadway, would be shifted in some sections to allow for construction of the APM guideway and stations and would retain the one-way eastbound three-lane roadway. Recirculation connection at a merge with the World Way South roadway would be made available. The current signalized intersection at Center Way and World Way South would be removed and a new Sepulveda Boulevard southbound on-ramp would be constructed from Center Way. Both Center Way and World Way South roadways would merge and travel over Sepulveda Boulevard to Century Boulevard eastbound roadway. Additional connection from both arrivals roadways (Center Way and World Way South) and departures roadway (upper

level World Way South) would be provided to grade-separated ramps to New 'A' Street to connect to 96<sup>th</sup> Street and Westchester Parkway.

- **Elimination of Sky Way/96th Street Bridge Demolition** - Sky Way Bridge is a two- to three-lane bridge connecting 96th Street with access to the arrivals and departures levels of World Way adjacent to Terminal 1. The bridge currently spans over Sepulveda Boulevard, within the Runway 24L Runway Protection Zone. The bridge would be demolished and traffic currently utilizing this roadway would be redirected to other airport access points.
- **Recirculation Ramps Demolition** - As part of the proposed Project, the arrival and departure level recirculation ramps on the east end of the CTA would be demolished. Demolition of the recirculation ramps' connections to Center Way would also be implemented.
- **Demolition of Century Boulevard Eastbound Ramp** - The existing one-lane, one-way cloverleaf loop ramp from southbound Sepulveda Boulevard to eastbound Century Boulevard would be demolished. This traffic would utilize the at-grade signalized intersection at Sepulveda Boulevard/96<sup>th</sup> Street, travel to 98<sup>th</sup> Street via new 'A' Street and connect to Century Boulevard at Airport Boulevard.
- **New Ramps to Arrivals and Departures Levels from Southbound Sepulveda Boulevard** - New ramps from southbound Sepulveda Boulevard would be constructed to both the arrivals and departures level to replace the existing Sky Way Bridge. The departures ramp would be approximately 1,000 feet in length and would be two lanes wide. Including room for shoulders, the ramp would be approximately 36 feet wide. The arrivals ramp would be approximately 850 feet in length and would be one lane. The existing signalized 'T'-intersection with Sky Way which would be removed.
- **Closure of Century Boulevard west of Sepulveda Boulevard** – The existing one-lane 960-foot section of Century Boulevard between Sepulveda Boulevard and Sky Way (sometimes referred to as "Little" Century Boulevard) would be closed. Vehicles would no longer be able to make a through-movement westbound from Century Boulevard across Sepulveda Boulevard to the Airport's arrivals level. Pedestrian access from Century Boulevard to World Way North would be maintained.
- **Shift of Southbound Sepulveda Boulevard Lanes to the West** - Southbound Sepulveda Boulevard between 96<sup>th</sup> Street and Century Boulevard would be shifted to the west. This would allow for retaining the curb and sidewalk/parkway on the east side of Sepulveda Boulevard and widen the west side to provide for the proposed southbound ramps to both levels of World Way.
- **New 'A' Street** - 'A' Street would be a new street segment located between Century Boulevard and Westchester Parkway, parallel to and generally located 1,200 feet to the east of Sepulveda Boulevard. Between Westchester Parkway and 96<sup>th</sup> Street, the new 'A' Street would be a four lane roadway connecting to the ITF West. The north-south roadway would consist of six lanes aerial on two viaducts and two southbound lanes at-grade between 96<sup>th</sup> Street and Century Boulevard. The two lanes that are at-grade are one way ending at a tee intersection with Century Boulevard allowing only for westbound turns onto Century Boulevard to access Sepulveda Boulevard, Vicksburg Avenue, and World Way

(arrivals and departures). The two viaducts contain southbound and northbound lanes connecting the ITF West to/from the CTA (arrivals and departures).

- **Demolition of Sepulveda Northbound Ramp to Century Boulevard/World Way** - The existing ramp accessing the CTA from northbound Sepulveda to westbound Century Boulevard/World Way would be demolished. This ramp is approximately 2,700 feet in length and two lanes wide. Traffic from northbound Sepulveda Boulevard would be redirected to new loop roadways connected at 96<sup>th</sup> Street to grade separated New 'A' Street to Century Boulevard to the CTA.
- **Vicksburg Avenue Demolition** - The existing 460 feet of Vicksburg Avenue between 98th Street and 96th Street would be closed and pavement would be demolished. Traffic currently utilizing this roadway would be redirected to other airport access roadways.
- **96th Street Improvements** - The existing portion of 96th Street would be reconfigured between Sepulveda Boulevard and New 'A' Street. The existing roadway accommodates two lanes in the eastbound direction and one- to two-lanes in the westbound direction. The reconfigured roadway would provide three lanes in the eastbound direction and two lanes in the westbound direction. The roadways would provide connections to New 'A' Street via several at-grade and elevated ramps.
- **New Ramps to Connect to/from Century Boulevard and 96<sup>th</sup> Street** - New ramps would be constructed connecting 96th Street to the departures and arrivals levels of World Way. These elevated roadways would be perpendicular to Century Boulevard and elevated above New 'A' Street. The width of the ramps would be approximately 44 feet for a total length of 850 feet.
- **New Ramps to Arrivals and Departures from Century Boulevard Bridges** - New ramps would be constructed from Century Boulevard Bridges to both the arrivals and departures levels.
- **New Ramps from Arrivals and Departures to Southbound Sepulveda Boulevard** - New ramps would be constructed from the arrivals and departures levels to southbound Sepulveda Boulevard. The departures level ramp would be two lanes and approximately 760 feet in length. The arrivals level ramp would be a single lane and approximately 1,200 feet in length.
- **New Ramps from Arrivals and Departures to Century Boulevard** - New ramps would be constructed from both the arrivals and departures level to Century Boulevard. The departures level ramp would be two lanes. The arrivals level ramp would also be two lanes. These ramps would also connect to the elevated ramps above New 'A' Street.
- **New Ramp from Northbound Sepulveda Boulevard to Eastbound Century Boulevard** - This proposed ramp from northbound Sepulveda Boulevard to eastbound Century Boulevard would replace the existing northbound Sepulveda Boulevard two-lane ramp to eastbound Century Boulevard. This ramp would maintain the merge with the eastbound World Way/Century Boulevard roadway from the CTA while providing two lanes to eastbound Century Boulevard.

- **New Loop Roadway to connect from/to Century Boulevard and 96<sup>th</sup> Street** - A new two-lane loop roadway would be constructed from northbound Sepulveda Boulevard just south of 96<sup>th</sup> Street and connect to the elevated arrival and departure ramps above New 'A' Street, connecting to World Way.
- **New Intersection at 'A' Street and 96<sup>th</sup> Street** – The addition of New 'A' Street and the reconfiguration of 96<sup>th</sup> Street would result in new traffic patterns and circulation at the intersection while providing ingress to the ITF West.
- **96<sup>th</sup> Street Closure** - The existing 1,700 feet of 96<sup>th</sup> Street from just east of Vicksburg Avenue to Airport Boulevard would be closed and pavement would be demolished, including 96<sup>th</sup> Place.
- **Demolition of Jenny Avenue** - The existing 1,300 feet of Jenny Avenue between Westchester Parkway and 96<sup>th</sup> Street would be closed and pavement would be demolished.
- **New 'B' Street** - New 'B' Street would provide a new roadway connection between New 'A' Street and Airport Boulevard and circulation around the ITF West. This roadway would be parallel to Westchester Parkway and would provide two lanes in each direction for approximately 1,700 feet in length. This roadway would also provide access to the ITF West parking structures from both Airport Boulevard as well as Westchester Parkway via new 'A' Street.
- **New Access Roadways to the ITF West** – Three one-way, one to two lane roadways would provide access to the ITF West. Construction of a new one-way two lane eastbound roadway between the New 'A' Street and Airport Boulevard would serve as the main access point to the private vehicle curb and commercial vehicle rotary at the ITF West. Two one-way one-lane roadways (a west access road in the westbound direction and an east access road in the southbound direction) would provide access to/from 98<sup>th</sup> Street for commercial shuttles travelling to/from the hotels and parking areas located south of the ITF West.
- **98<sup>th</sup> Street Improvements** - In order to improve vehicle and pedestrian traffic flow and circulation around the ITF West, the 1,800-foot section of 98<sup>th</sup> Street between New 'A' Street and Airport Boulevard would be widened by approximately 15 feet to provide two lanes in each direction. In addition, the 1,700-foot portion of 98<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue would be restriped to provide two lanes in each direction. Potential operation alternatives along 98<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue have been identified and evaluated and are discussed in Appendix W.
- **Airport Boulevard Improvements** - In order to improve traffic flow for the connection to the ITF West, the 1,800-foot portion of Airport Boulevard between Arbor Vitae Street and 98<sup>th</sup> Street would be widened on the west by up to 20 feet in order to accommodate an additional lane in each direction.
- **New 'D' Street** - A new 1,100-foot roadway, 'D' Street, is proposed between 96<sup>th</sup> Street and Arbor Vitae Street to replace the existing alleyway. This roadway would be one lane in each direction with a center median. This roadway would provide access to existing industrial properties and to the proposed APM Maintenance and Storage Facility.

- **Demolition of Belford Avenue** - To accommodate construction of the APM Maintenance and Storage Facility, secondary roadways within the Belford residential area, including Belford Avenue, would be demolished.
- **96th Street Improvements** - The 1,800-foot portion of 96th Street between Airport Boulevard and Bellanca Avenue would be improved in order to accommodate the APM alignment along the northern edge of the roadway and to maintain operations of heavy truck traffic to properties located along this roadway segment. The existing roadway would be restriped in order to maintain one lane in each direction and accommodate parking along the south side of the roadway.
- **Century Boulevard Improvements** - Improvements to Century Boulevard include widening on the south side of the roadway along a 4,000-foot segment between New 'A' Street and Aviation Boulevard. This widening would provide one additional eastbound lane within that stretch of roadway.
- **98th Street Extension** - This proposed short street segment would provide an east-west connection between the I-405, the CONRAC, ITF East and the ITF West. This 350-foot proposed roadway would have two lanes in each direction as well as turn lanes. The total proposed roadway width is 60 feet. As this roadway would be constructed beneath the Metro LAX/Crenshaw Line, the intersection of Aviation Boulevard and 98th Street and a portion of the roadway east of that intersection would have to be depressed to allow clearance of vehicles.
- **Aviation Boulevard Improvements** - The existing 2,800-foot portion of Aviation Boulevard between Century Boulevard and Arbor Vitae Street would be widened in order to provide an additional lane in each direction, resulting in improved circulation and traffic flow in and around the ITF East and CONRAC.
- **New 98th Street** - This proposed 3,000-foot street segment is located on the south side of the ITF East and CONRAC facilities, parallel to Century Boulevard, with limits from Aviation Boulevard to La Cienega Boulevard. This new roadway would be two lanes in each direction with a center median. This roadway provides access to the CONRAC and ITF East and a direct connection to the I-405 Southbound On-Off Ramps at La Cienega Boulevard north of Century Boulevard.
- **Concourse Way** - Concourse Way would be a new 2,000-foot north-south, two-way roadway connecting Century Boulevard and Arbor Vitae Street. There would be generally two lanes in each direction. The alignment would generally be located between, and provide access to/from, the ITF East and CONRAC facilities.
- **New Access Roadways to the ITF East** – Three access driveways/roadways would provide connection to/from ITF East. A two-way east-west access road between Concourse Way and Aviation Boulevard would be provided north of the ITF East. This roadway would provide two to three lanes in each direction and would provide signalized access at Aviation Boulevard. Approximately 350 feet to the south of the signalized intersection, another access drive from Aviation Boulevard would provide access to the commercial rotary around the APM station and approximately 600 feet south of the



signalized intersection another access drive from Aviation Boulevard would provide access to the private vehicle curb located north of the ITF East parking structure.

- **Demolition of Secondary Roadways in Manchester Square** - To accommodate construction of ITF East and CONRAC, secondary roadways within the Manchester Square area would be demolished.
- **98th Street Underpass** - To accommodate access for vehicles travelling east along 98<sup>th</sup> Street into the CONRAC, an underpass would be constructed beneath 98<sup>th</sup> Street, just west of La Cienega Boulevard. The roadway would be a one-way loop beneath 98<sup>th</sup> Street roadway.
- **La Cienega Boulevard Improvements** - The existing 1,700-foot portion of La Cienega Boulevard between Arbor Vitae Street and 98<sup>th</sup> Street would be widened in order to provide an additional lane in the southbound direction. The existing east curb and sidewalk/parkway will remain in their current locations with proposed widening to occur on the west side only.
- **I-405 Freeway Off-Ramp Improvements** - The southbound I-405 Freeway off-ramp is currently a two-lane hook ramp terminating at La Cienega Boulevard, providing southbound I-405 Freeway traffic from the north to access LAX airport's CTA via Century Boulevard. Two additional lanes and signal modifications as well as widening of the ramp for improved storage length are proposed to relieve congestion and provide direct access to CONRAC and the ITFs.
- **Arbor Vitae Street Improvements** - The 2,000 feet of Arbor Vitae Street between Aviation Boulevard and La Cienega Boulevard would be widened to accommodate an additional lane in each direction. The north side curb would remain in its current location while the south side would be widened to accommodate necessary roadway and sidewalk/parkway widths. Additionally, Arbor Vitae Street would be improved to three lanes in the westbound direction between the at-grade crossing of LAX/Crenshaw Light Rail Line west of Aviation Boulevard and Airport Boulevard. Widening of Arbor Vitae Street to three lanes in either direction between the at-grade crossing of LAX/Crenshaw Light Rail Line and Aviation Boulevard will be provided.
- **111th Street Improvements** – This improvement includes widening 111<sup>th</sup> Street on the south side between Aviation Boulevard and New “C” Street to provide an additional lane in either direction and turn lanes.
- **New ‘C’ Street** - A new 1,200-foot north-south roadway, New ‘C’ Street, is proposed between Imperial Highway and 111<sup>th</sup> Street. This roadway would be two lanes in each direction. This roadway would facilitate improvement of traffic flow at the intersection of Aviation Boulevard and Imperial Highway by connecting the improved 111<sup>th</sup> Street to the I-105 Freeway on-off ramps at Imperial Highway between Aviation Boulevard and La Cienega Boulevard.
- **I-105 Freeway Ramp Improvements** -This ramp would be improved to provide the following lane configurations at the intersection approach with Imperial Highway and New ‘C’ Street – dual left turn lanes, a through lane and a shared through-right turn lane.

## **Project-Related Intersection Improvements**

The following project-related intersection improvements are also included:

- **Avion Drive & Century Boulevard** – As a result of the Century Boulevard improvement discussed above, an additional through lane would be provided in the eastbound direction. The eastbound approach would have dual left-turn lanes, four through lanes and a shared through-right turn lane.
- **Airport Boulevard & Westchester Parkway/Arbor Vitae Street** - As a result of the Arbor Vitae Street improvement discussed above, a separate right-turn lane would be provided on the westbound approach. The westbound approach would have a left-turn lane, two through lanes and a separate right-turn lane.
- **Airport Boulevard & 96<sup>th</sup> Street** – 96<sup>th</sup> Street at Airport Boulevard would provide one-way eastbound outbound access to the ITF West facility. The eastbound approach would have one left-turn lane, one through lane and one right-turn lane. The westbound approach would provide a left-turn lane, shared left-right turn lane and a separate right-turn lane. The southbound approach would have a left-turn lane and two through lanes. The northbound approach would have two through lanes and a separate right-turn lane.
- **Airport Boulevard & 98<sup>th</sup> Street** – As part of the Project, 98<sup>th</sup> Street would be widened to provide two lanes in the eastbound and westbound directions. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through-right turn lane.
- **Airport Boulevard & Century Boulevard** - As a result of the Century Boulevard improvement discussed above, an additional through lane would be provided in the eastbound direction. The eastbound approach would have dual left-turn lanes, four through lanes and a shared through-right turn lane.
- **Bellanca Avenue Boulevard & Century Boulevard** - As a result of the Century Boulevard improvement discussed above, an additional through lane would be provided in the eastbound direction. The eastbound approach would have one left-turn lane and five through lanes.
- **Aviation Boulevard & Arbor Vitae Street** - As a result of the Arbor Vitae Street improvement discussed above, an additional lane would be provided in the eastbound and westbound directions. The eastbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. The westbound approach would have a left-turn lane, two through lanes and a shared through-right turn lane.
- **Aviation Boulevard & Century Boulevard** - As a result of the Century Boulevard improvement discussed above, an additional through lane would be provided in the eastbound direction. The eastbound approach would have a left-turn lane, four through lanes and a separate right turn lane.

- **Concourse Way & Century Boulevard** - As part of the Project, the north leg of Concourse Way would be constructed and provide access to and from the CONRAC and ITF East facilities. The southbound approach would have dual left-turn lanes and a shared through-right turn lane. The northbound approach would provide a left-turn lane and a shared through-right turn lane. The eastbound approach would have a left-turn lane, three through lanes and a shared through-right turn lane. The westbound approach would have a left-turn lane, four through lanes and separate right-turn lane.
- **I-105 Freeway Ramps/New 'C' Street & Imperial Highway** - As part of the Project, the north leg of this intersection (New 'C' Street) would be constructed and provide connection between 111<sup>th</sup> Street and Imperial Highway. The northbound and southbound approaches would have dual left-turn lanes, one through lane and a shared through-right turn lane. The eastbound approach would have dual left-turn lanes, three through lanes and a right turn lane. The westbound approach would have dual left-turn lanes, two through lanes and separate right-turn lane.
- **La Cienega Boulevard & Arbor Vitae Street** - As a result of the Arbor Vitae Street improvement discussed above, an additional lane would be provided in the eastbound and westbound directions. The eastbound approach would have a left-turn lane, two through lanes and a separate free-flowing right-turn lane.
- **La Cienega Boulevard & I-405 Freeway Southbound Ramp/98<sup>th</sup> Street Extension** - As part of the Project, the west leg of this intersection (98<sup>th</sup> Street extension) would be constructed and provide connection between La Cienega Boulevard and Aviation Boulevard. The eastbound and westbound approaches would have dual left-turn lanes, one through lane and a shared through-right turn lane. The northbound approach would have dual left-turn lanes, one through lane, a right turn lane and a separate right-turn lane. The southbound approach would have dual left-turn lanes, two through lanes and shared through-right turn lane.

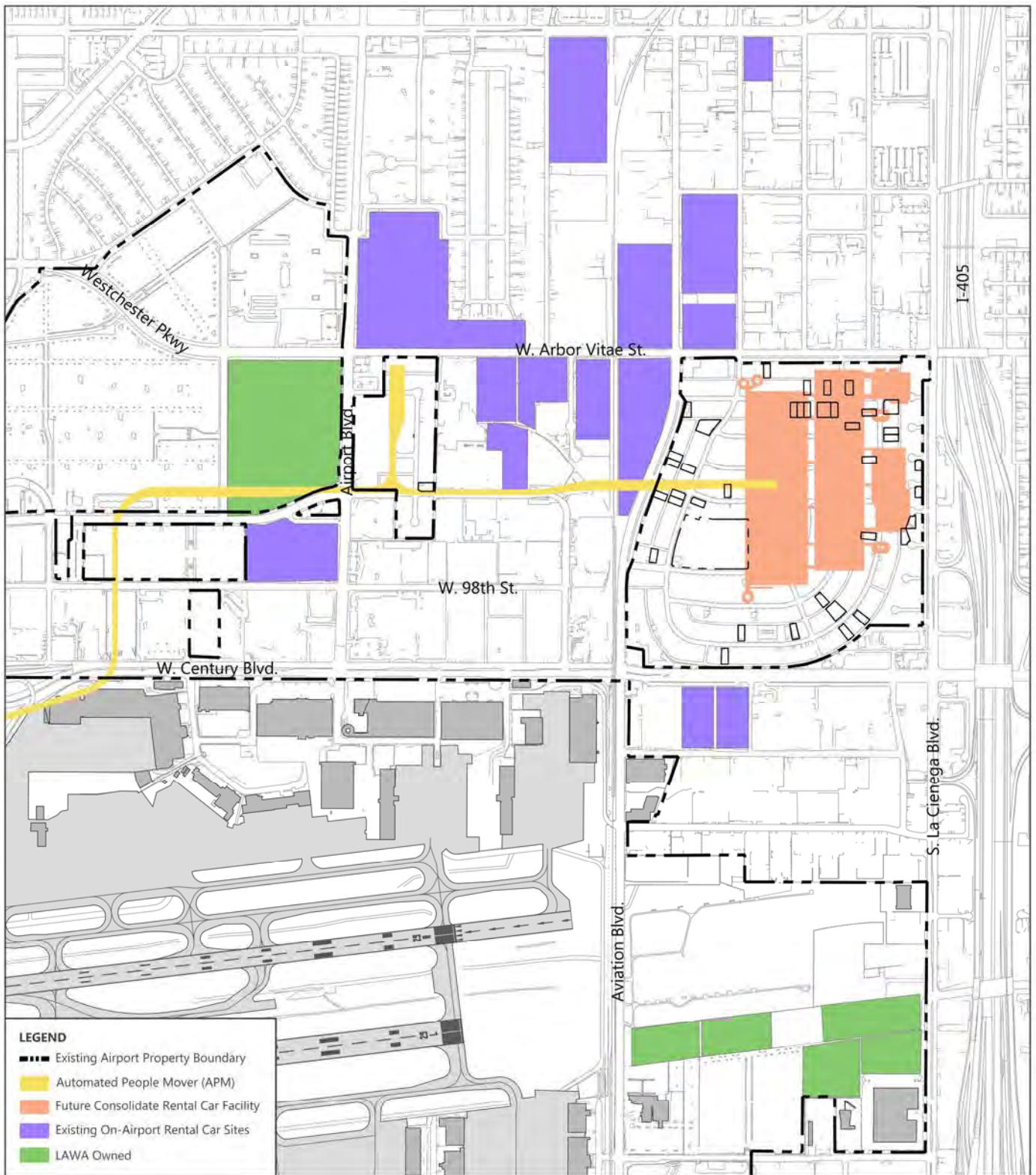
The resulting lane configurations for the above improvements are included in Appendix A.

**TABLE 9  
SUMMARY OF PROJECT-RELATED ROADWAY IMPROVEMENTS**

<b>Roadway Segment</b>	<b>Description</b>
West Way Relocation	Relocation of West Way 200 feet to the west.
Improvements to Center Way	Center Way would be shifted in some sections to allow for construction of the APM guideway and stations and would retain the one-way eastbound three-lane roadway.
Elimination of Sky Way/96th Street Bridge Demolition	Closure and demolition of the Sky Way/96th Street Bridge.
Recirculation Ramps Demolition	Demolition of arrival and departure level recirculation ramps on the east end of the CTA.
Demolition of Century Boulevard Eastbound Ramp	Demolition of the existing cloverleaf loop ramp from southbound Sepulveda Boulevard to eastbound Century Boulevard.
New Ramps Arrivals and Departures from Southbound Sepulveda Boulevard	New ramps from southbound Sepulveda Boulevard to both the arrivals and departures level to replace the existing Sky Way Bridge.
Closure of Century Boulevard west of Sepulveda Boulevard	The existing one-lane section of Century Boulevard between Sepulveda Boulevard and Sky Way would be closed.
Shift of Southbound Sepulveda Boulevard Lanes to the West	Shifting the southbound lanes of Sepulveda Boulevard between 96th Street and Century Boulevard to the west.
Demolition of Sepulveda Northbound Ramp to Century Boulevard/World Way	Demolition of the northbound Sepulveda to westbound Century Boulevard/World Way.
Vicksburg Avenue Demolition	Closure and demolition of Vicksburg Avenue between 98th Street and 96th Street.
96th Street Improvements	Reconfiguration of 96th Street between Sepulveda Boulevard and New 'A' Street to provide access to the ITF West.
New Ramps to Connect to/from Century Boulevard and 96th Street	New ramps connecting 96th Street to the departures and arrivals levels of World Way.
New Ramps to Arrivals and Departures from Century Boulevard Bridges	New ramps would be constructed from Century Boulevard Bridges to both the arrivals and departures levels.
New Ramps from Arrivals and Departures to Southbound Sepulveda Boulevard	New ramps connecting the arrivals and departures levels to southbound Sepulveda Boulevard.
New Ramps from Arrivals and Departures to Century Boulevard	New ramps from both the arrivals and departures level to Century Boulevard.
New Ramp from Northbound Sepulveda Boulevard to Eastbound Century Boulevard	A new ramp from northbound Sepulveda Boulevard to eastbound Century Boulevard.
New Loop Roadway to connect to/from Century Boulevard and 96th Street	A new roadway loop connecting northbound Sepulveda Boulevard to the elevated arrival and departure ramps above New 'A' Street.
New 'A' Street	A new roadway located between Century Boulevard and Westchester Parkway, parallel to Sepulveda Boulevard. This north-south roadway would consist of six lanes aerial on two viaducts and two southbound lanes at-grade.
New Intersection at 'A' Street and 96th Street	The addition of New 'A' Street and the reconfiguration of 96th Street would result in new traffic patterns and circulation at the intersection while providing ingress to the ITF West.
96th Street Closure	Closure and demolition of 96th Street between just east of Vicksburg Avenue and Airport Boulevard.
Demolition of Jenny Avenue	Closure and demolition of Jenny Avenue between Westchester Parkway and 96th Street.
New 'B' Street	A new 4-lane roadway providing a connection between New 'A' Street and Airport Boulevard. This roadway would also provide access to the ITF West parking structures from both Airport Boulevard as well as Westchester Parkway via new 'A' Street.
New Access Roadways to the ITF West	Construction of a new one-way two lane eastbound roadway between the New 'A' Street and Airport Boulevard. Two one-way one-lane roadways would provide access to/from 98th Street for commercial shuttles travelling to/from the hotels and parking areas .located south of the ITF West
98th Street Improvements	.Widen the existing roadway between New 'A' Street and Airport Boulevard to provide two lanes in each direction
Airport Boulevard Improvements	Widen the existing roadway between Arbor Vitae Street and 98th Street to provide an additional lane in each direction.
New 'D' Street	A new 2-lane roadway located between 96th Street and Arbor Vitae Street.
Demolition of Belford Avenue	Closure and demolition of Belford Avenue.
96th Street Improvements	Widening and restriping of the roadway between Airport Boulevard and Bellanca Avenue to maintain one lane in each direction and parking.

**TABLE 9 (continued)**  
**SUMMARY OF PROJECT-RELATED ROADWAY IMPROVEMENTS**

<b>Roadway Segment</b>	<b>Description</b>
Century Boulevard Improvements	Widen Century Boulevard on the south side to provide an additional eastbound lane between New 'A' Street and Aviation Boulevard.
98th Street Extension	Would provide through access of 98th Street between Airport Boulevard and Bellanca Avenue.
Aviation Boulevard Improvements	Widened the roadway between Century Boulevard and Arbor Vitae Street in order to provide an additional lane in each direction.
New 98th Street	A new roadway located between Aviation Boulevard and La Cienega Boulevard, parallel to Century Boulevard. This east-west roadway would consist of two lanes in each direction.
Concourse Way	A new roadway located between Century Boulevard and Arbor Vitae Street, parallel to La Cienega Boulevard. This north-south roadway would consist of two lanes in each direction.
New Access Roadways to the ITF East	A two-way east-west access road between Concourse Way and Aviation Boulevard would be provided north of the ITF East. This roadway would provide two to three lanes in each direction and would provide signalized access at Aviation Boulevard. Another access drive from Aviation Boulevard would provide access to the commercial rotary around the APM station and another access drive from Aviation Boulevard would provide access to the private vehicle curb located north of the ITF East parking structure.
Demolition of Secondary Roadways in Manchester Square	Closure and demolition secondary roadways within Manchester Square.
98th Street Underpass	An underpass beneath 98th Street to provide an entrance into the CONRAC.
La Cienega Boulevard Improvements	Widen the roadway to provide an additional lane in each direction between 98th Street and Arbor Vitae Street.
I-405 Off-Ramp Improvements	Widen the existing off-ramp to provide two additional lanes and signal modification.
Arbor Vitae Street Improvements	Widen the roadway between Aviation Boulevard and La Cienega Boulevard in order to provide an additional lane in each direction.
111th Street Improvements	This improvement includes widening 111th Street on the south side between Aviation Boulevard and New "C" Street to provide an additional lane in either direction and turn lanes.
New 'C' Street	A new roadway located between Imperial Highway and 111th Street, parallel to Aviation Boulevard. This north-south roadway would consist of two lanes in each direction.
I-105 Ramp Improvements	This ramp would be improved to provide the following lane configurations at the intersection approach with Imperial Highway and New 'C' Street – dual left turn lanes, a through lane and a shared through-right turn lane.



SOURCE: RICONDO & ASSOCIATES, INC.

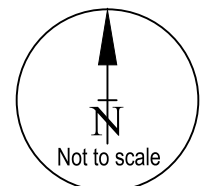
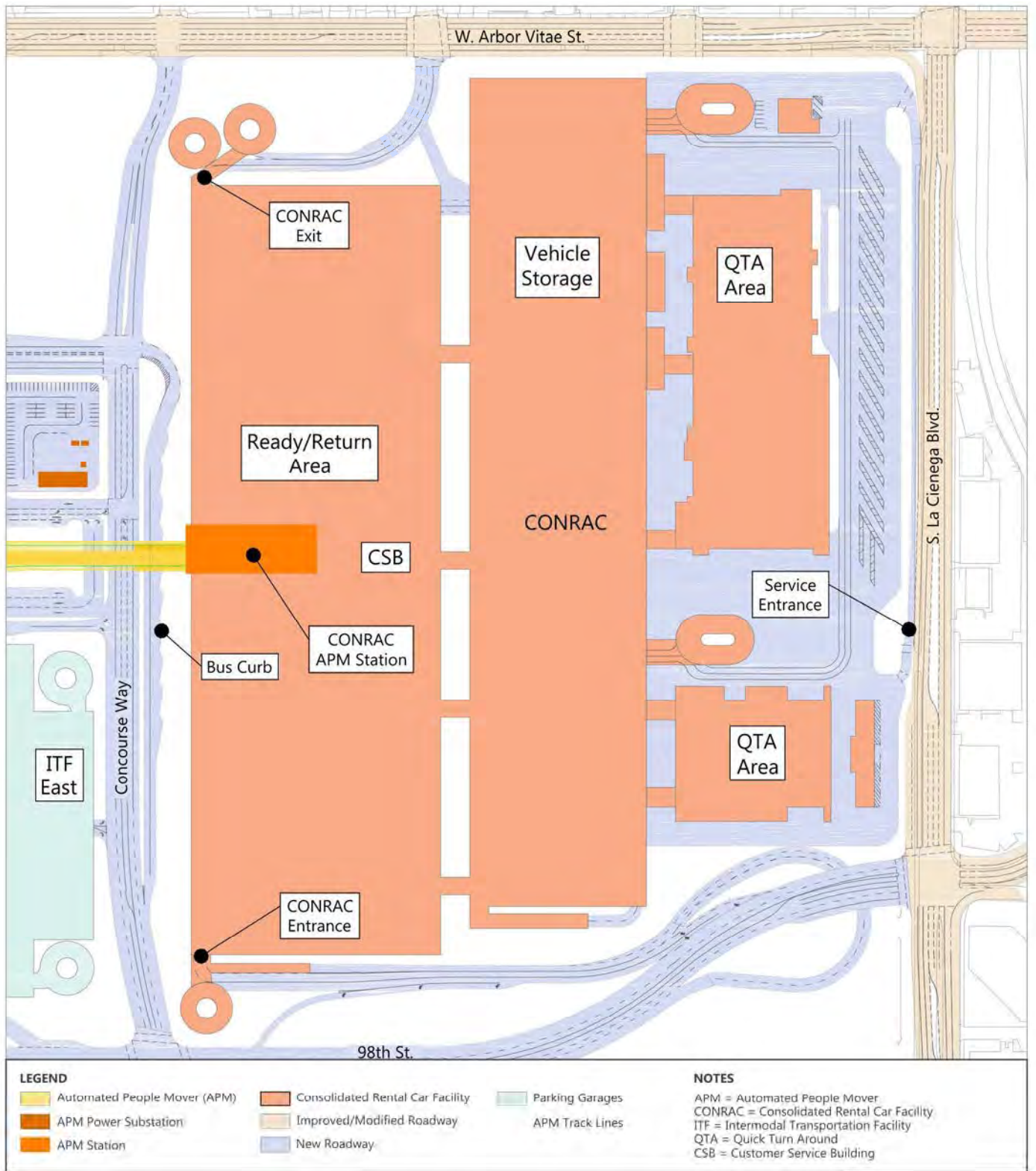


FIGURE 14  
EXISTING RENTAL CAR SITES



SOURCE: RICONDO & ASSOCIATES, INC.

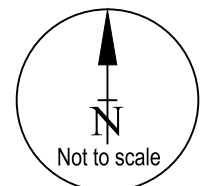
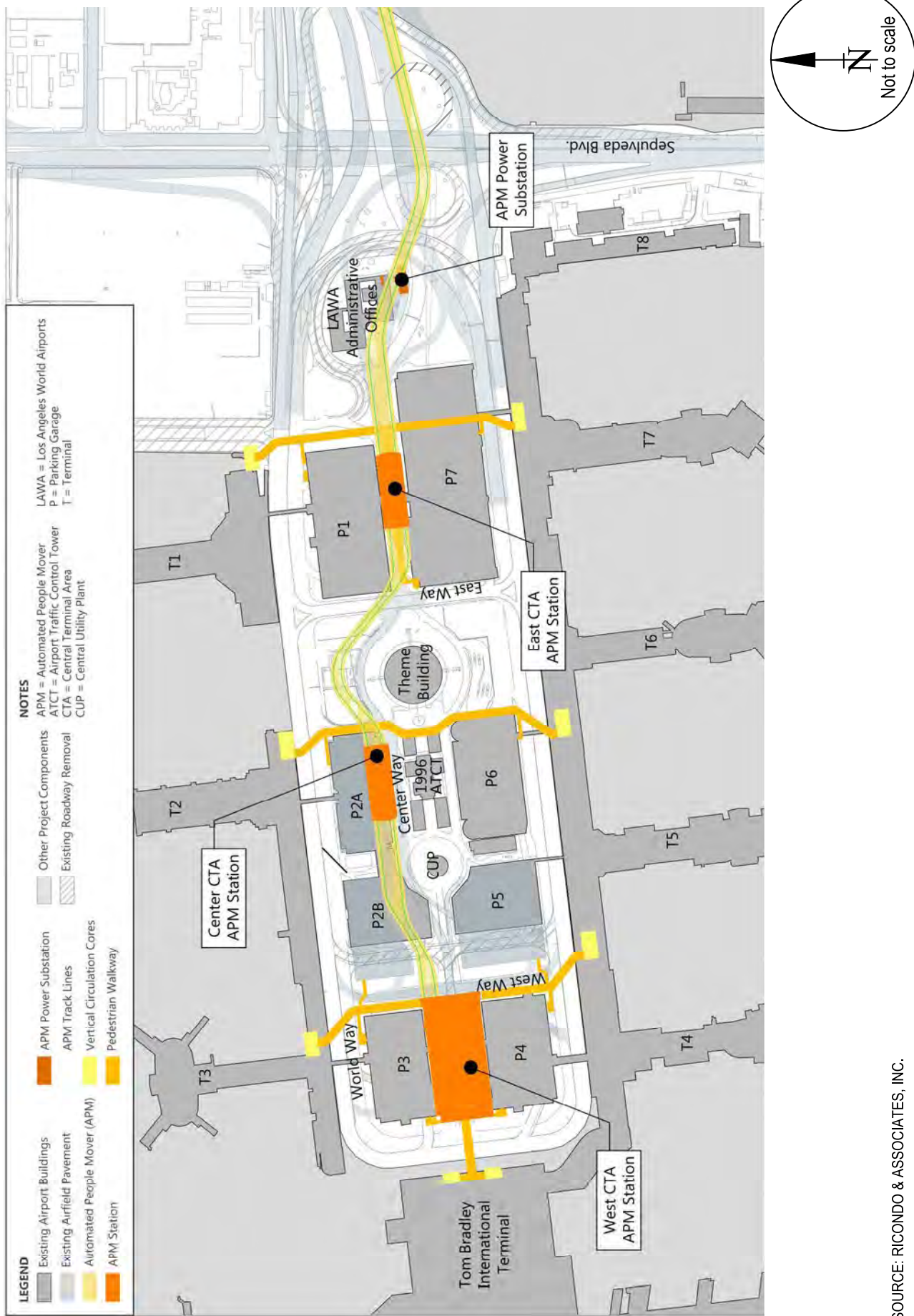


FIGURE 15  
 CONSOLIDATED RENTAL CAR (CONRAC) FACILITIES SITE



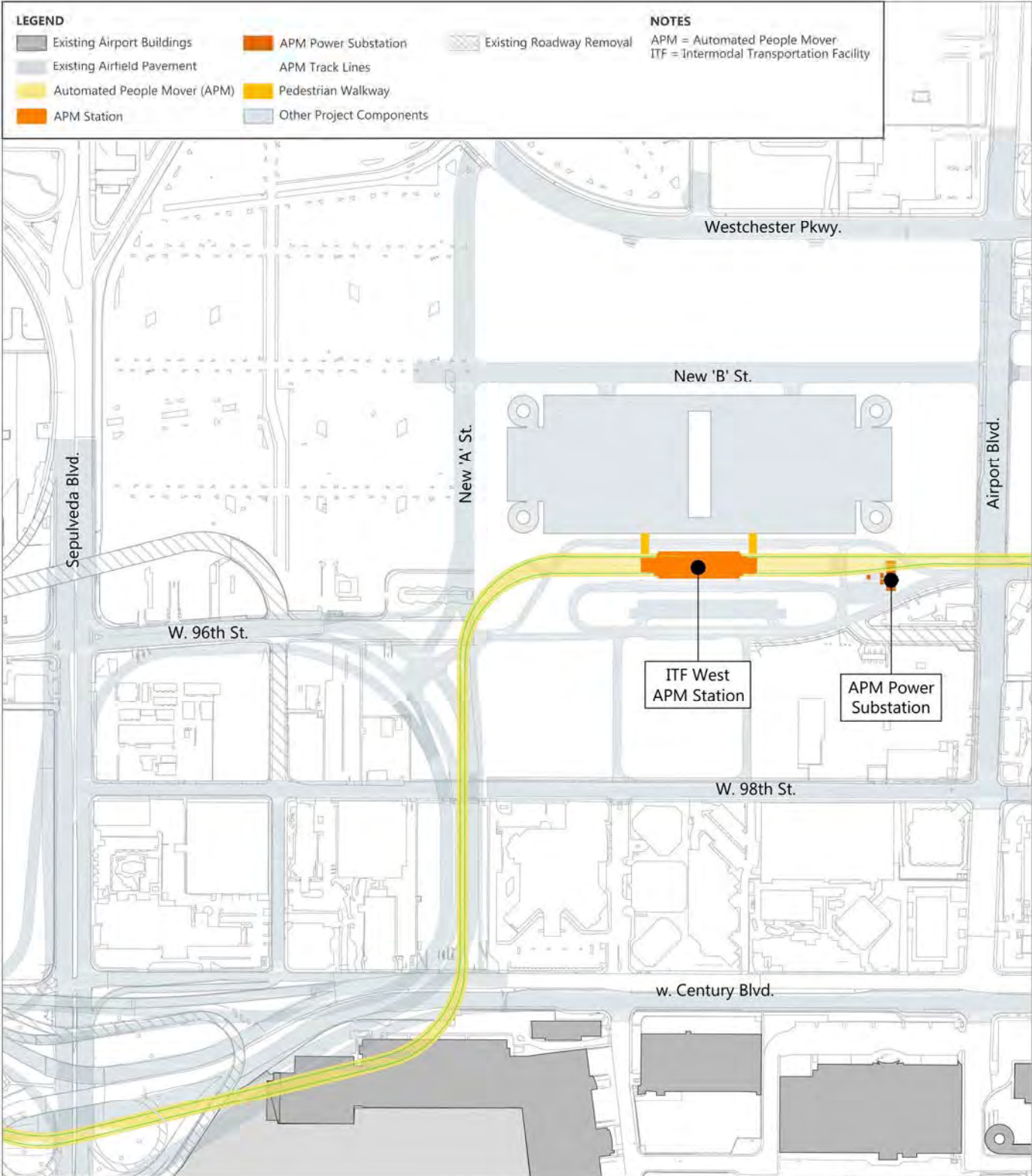
SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 16A  
PROPOSED AUTOMATED PEOPLE MOVER (APM) ALIGNMENT - CENTRAL TERMINAL AREA



RAJU Associates, Inc.





SOURCE: RICONDO & ASSOCIATES, INC.

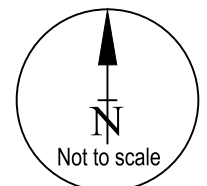
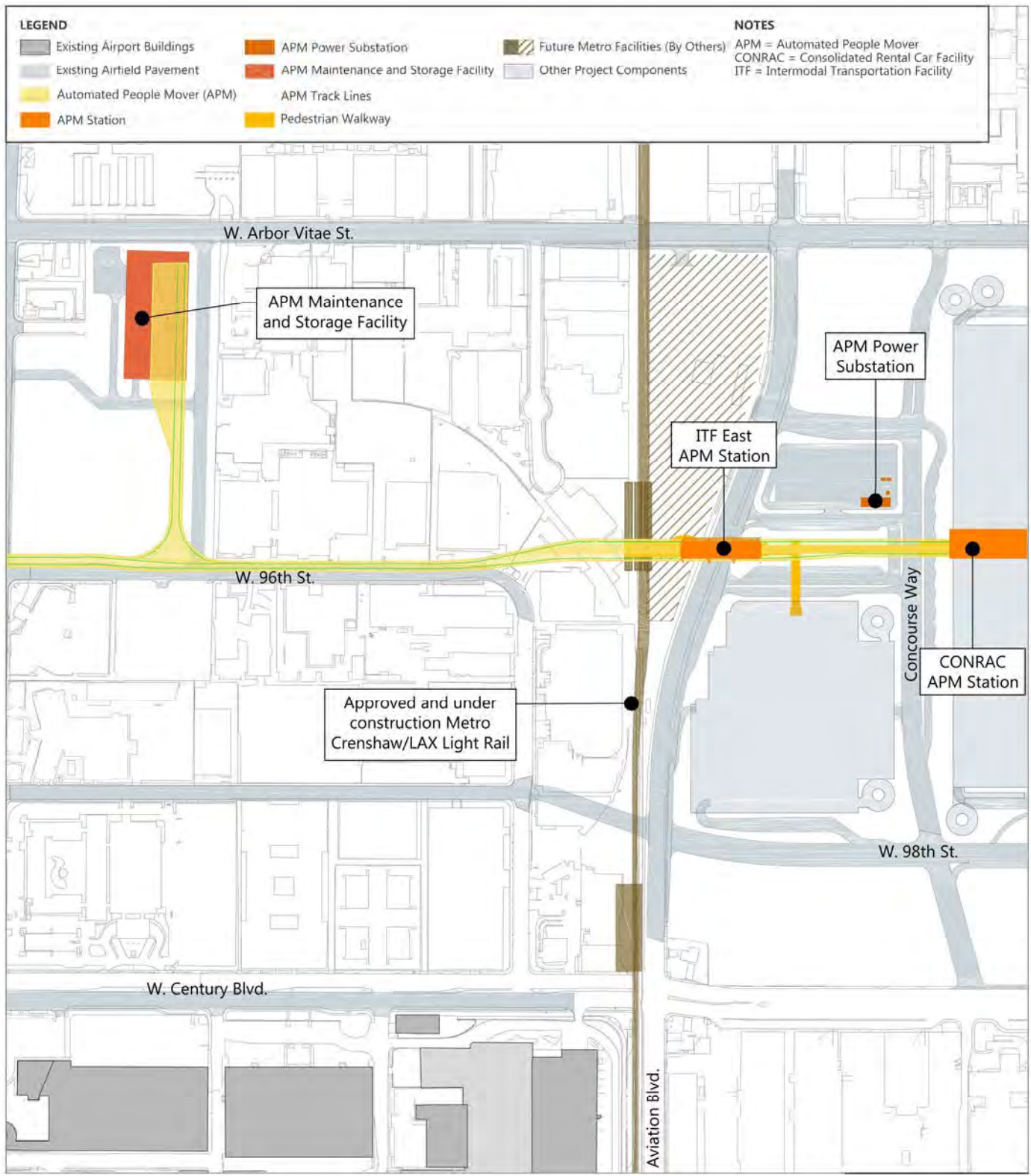


FIGURE 16B  
 PROPOSED AUTOMATED PEOPLE MOVER (APM) ALIGNMENT -  
 SEPULVEDA BOULEVARD TO AIRPORT BOULEVARD



SOURCE: RICONDO & ASSOCIATES, INC.

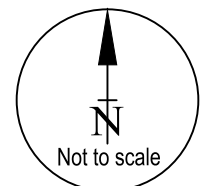
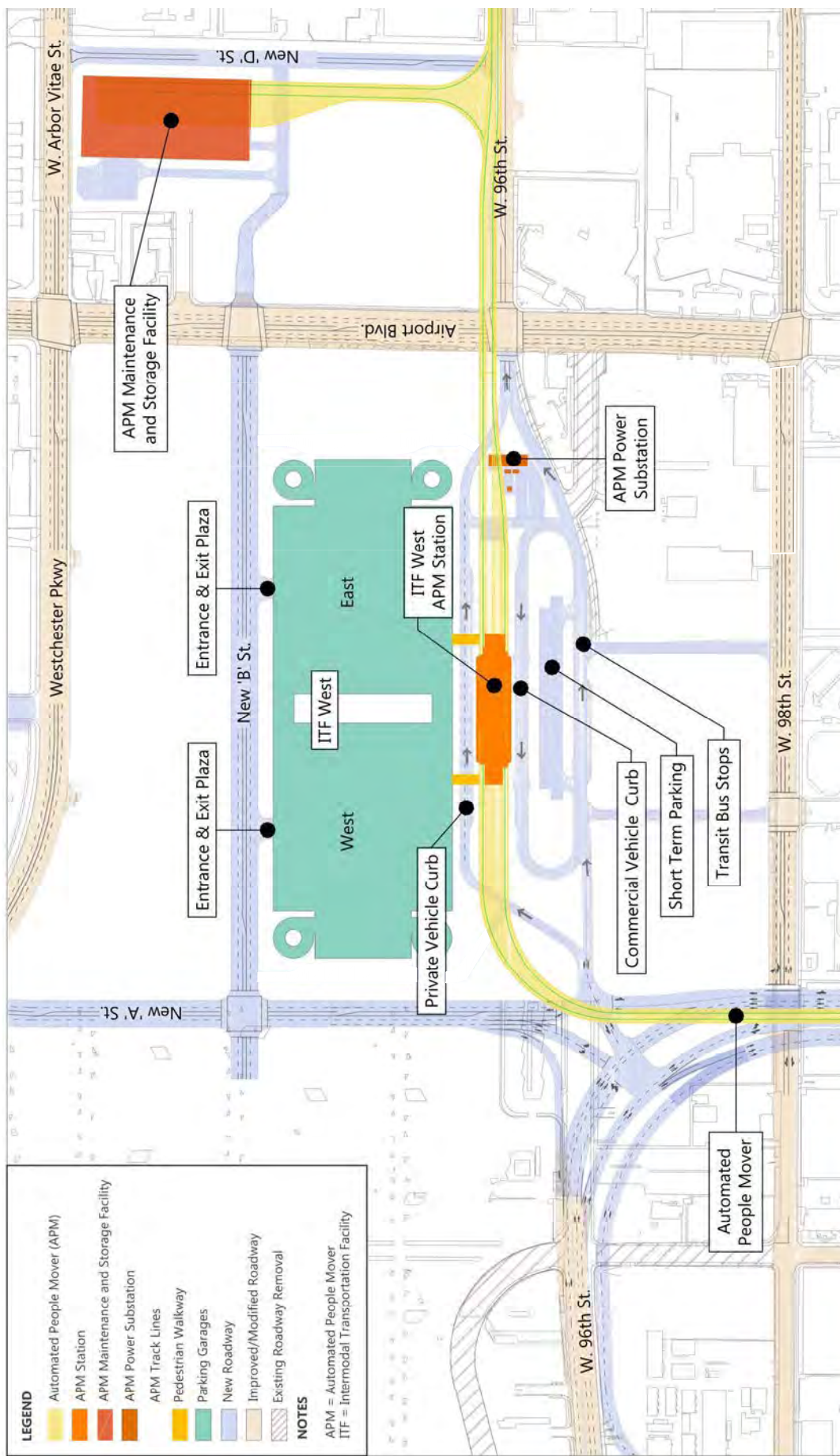


FIGURE 16C  
 PROPOSED AUTOMATED PEOPLE MOVER (APM) ALIGNMENT -  
 AIRPORT BOULEVARD TO CONCOURSE WAY



**LEGEND**

- Automated People Mover (APM)
- APM Station
- APM Maintenance and Storage Facility
- APM Power Substation
- APM Track Lines
- Pedestrian Walkway
- Parking Garages
- New Roadway
- Improved/Modified Roadway
- Existing Roadway Removal

**NOTES**

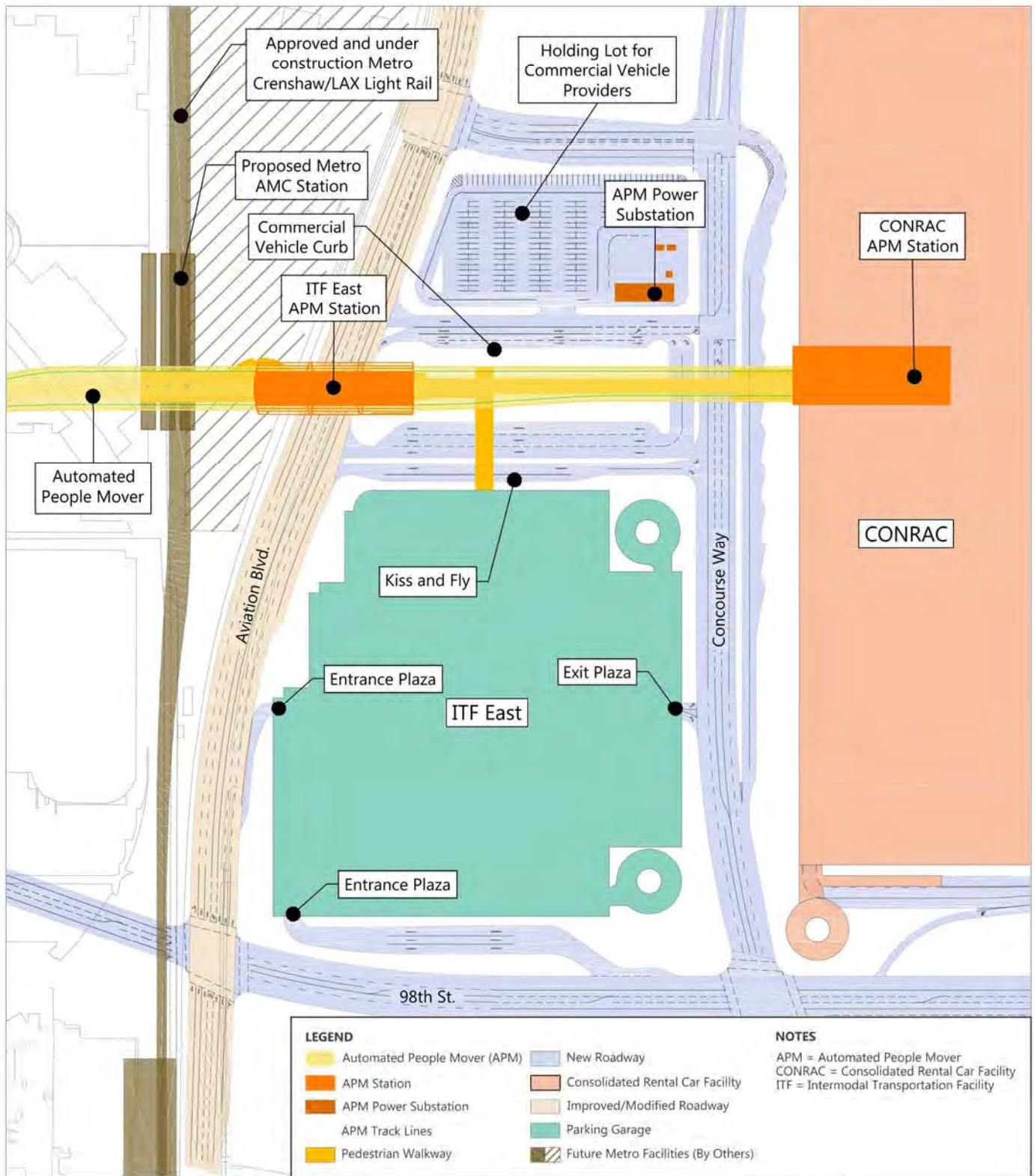
- APM = Automated People Mover
- ITF = Intermodal Transportation Facility

SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 17  
INTERMODAL TRANSPORTATION FACILITY (ITF) WEST



RAJU Associates, Inc.



SOURCE: RICONDO & ASSOCIATES, INC.

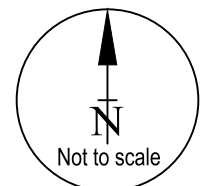
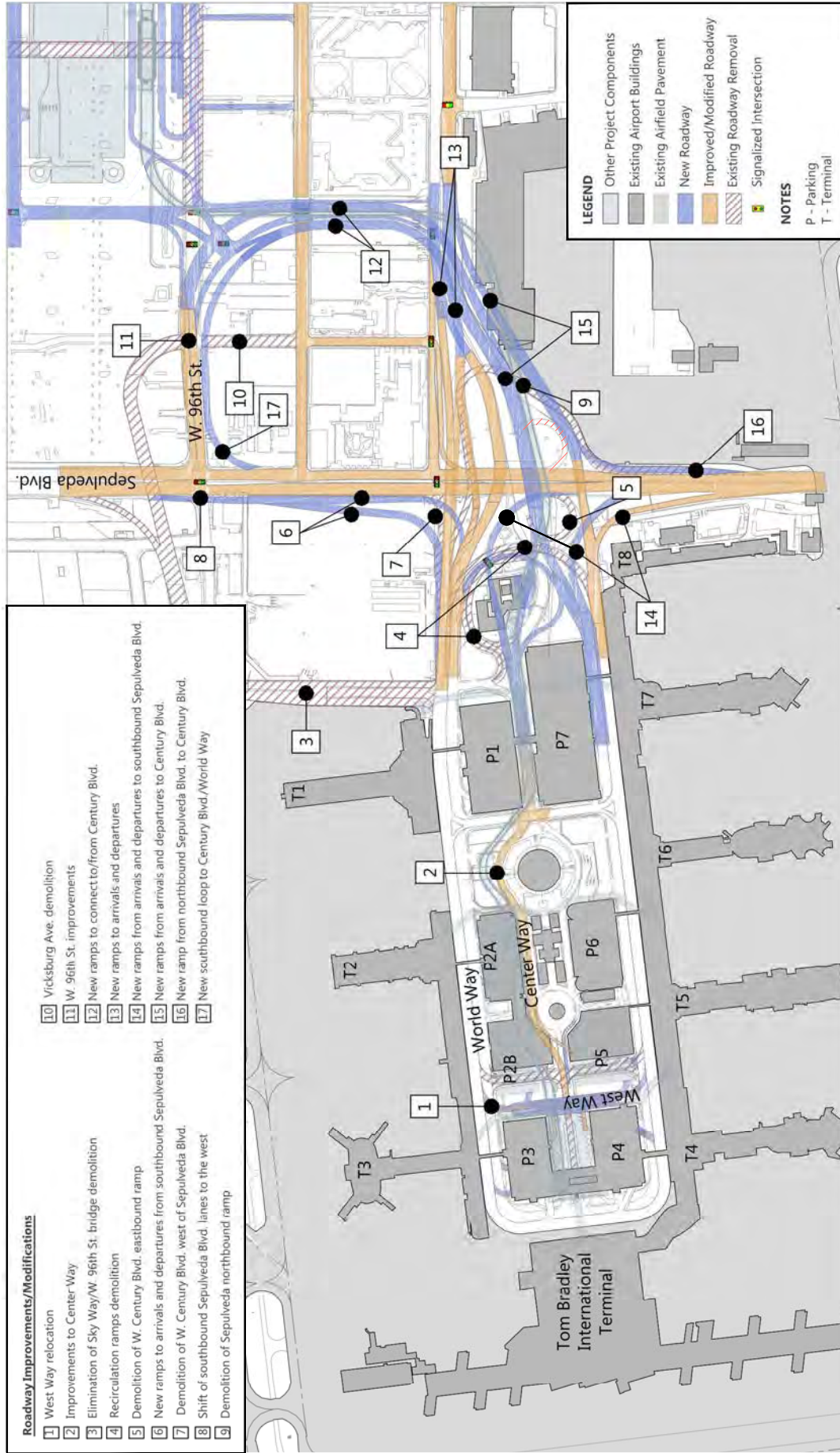


FIGURE 18  
INTERMODAL TRANSPORTATION FACILITY (ITF) EAST

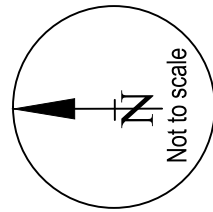
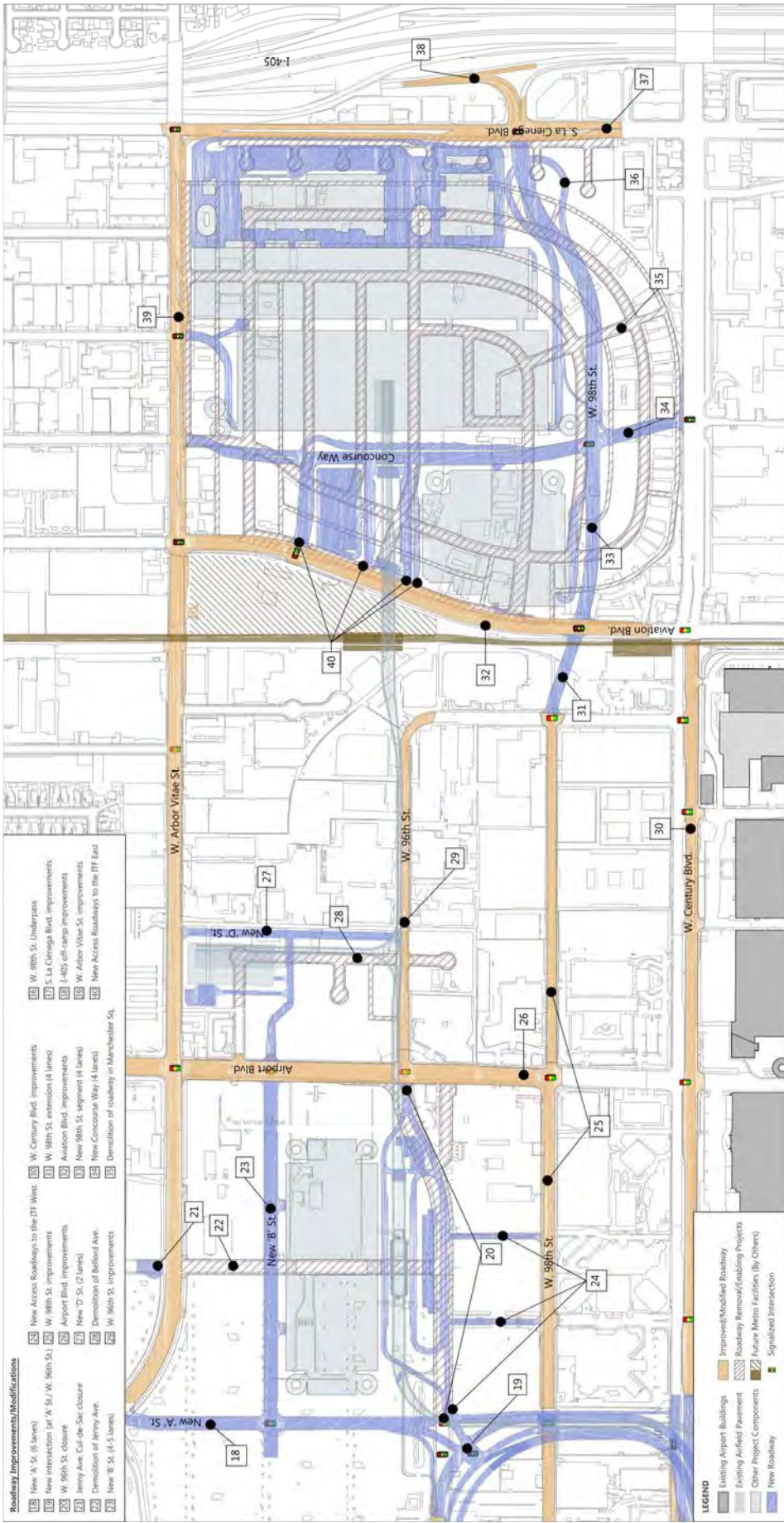
- Roadway Improvements/Modifications**
- 1 West Way relocation
  - 2 Improvements to Center Way
  - 3 Elimination of Sky Way/W. 96th St. bridge demolition
  - 4 Recirculation ramps demolition
  - 5 Demolition of W. Century Blvd. eastbound ramp
  - 6 New ramps to arrivals and departures from southbound Sepulveda Blvd.
  - 7 Demolition of W. Century Blvd. west of Sepulveda Blvd.
  - 8 Shift of southbound Sepulveda Blvd. lanes to the west
  - 9 Demolition of Sepulveda northbound ramp
  - 10 Vicksburg Ave. demolition
  - 11 W. 96th St. improvements
  - 12 New ramps to connect to/from Century Blvd.
  - 13 New ramps to arrivals and departures
  - 14 New ramps from arrivals and departures to southbound Sepulveda Blvd.
  - 15 New ramps from arrivals and departures to Century Blvd.
  - 16 New ramp from northbound Sepulveda Blvd. to Century Blvd.
  - 17 New southbound loop to Century Blvd./World Way



SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 19A  
PROJECT-RELATED ROADWAY IMPROVEMENTS - CENTRAL TERMINAL AREA



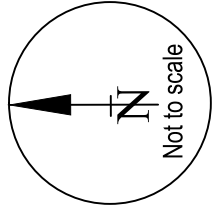
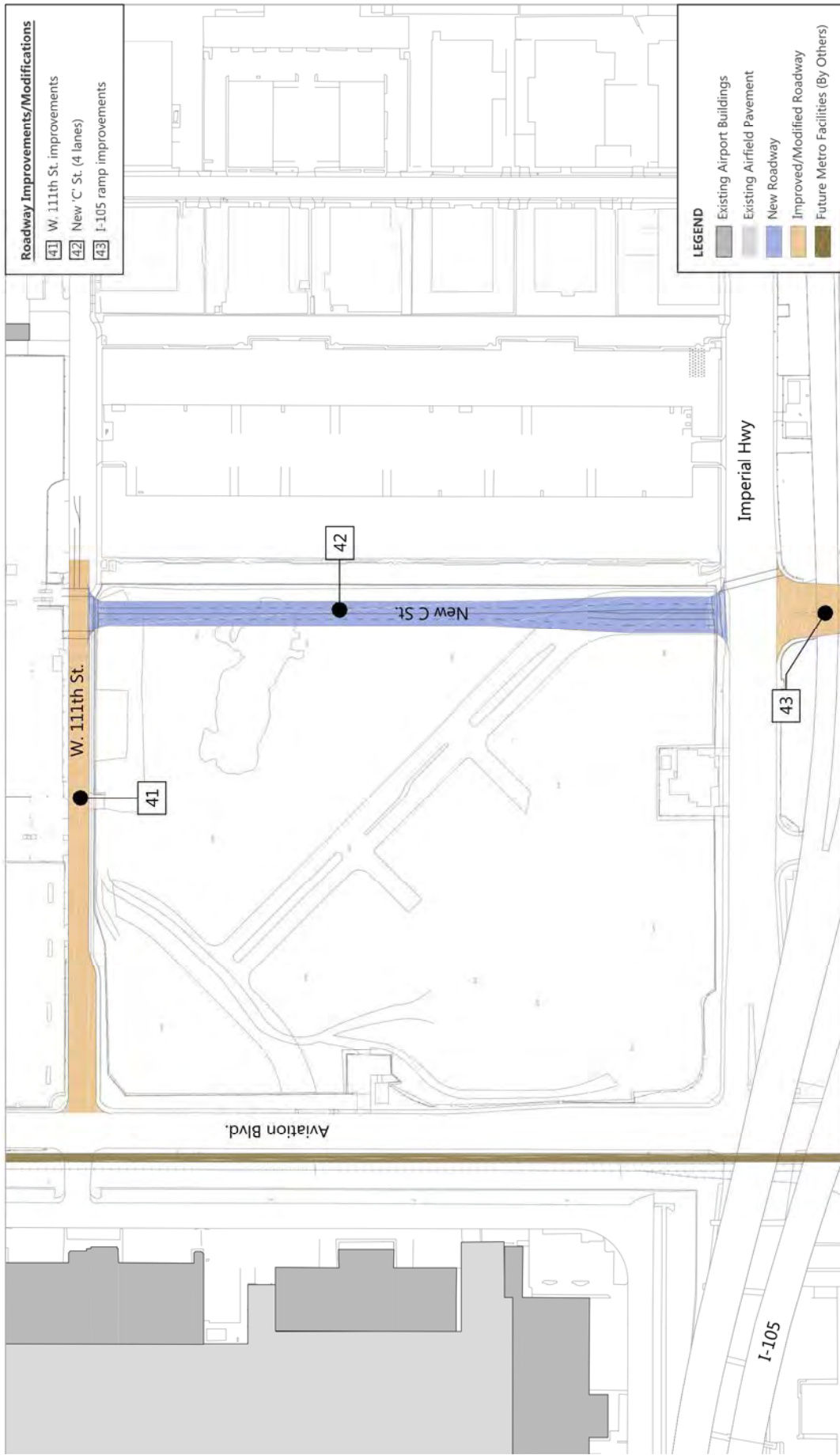


SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 19B  
PROJECT-RELATED ROADWAY IMPROVEMENTS - ITF WEST AND CONRAC AREA



RAJU Associates, Inc.



SOURCE: RICONDO & ASSOCIATES, INC.



**RAJU** Associates, Inc.

**FIGURE 19C**  
PROJECT-RELATED ROADWAY IMPROVEMENTS - 111TH STREET

## **IV. FUTURE CONDITIONS – WITHOUT PROJECT**

In order to properly evaluate the potential impact of the proposed Project on the street system, estimates of the Future Year traffic volumes without the Project were developed. In accordance with California Environmental Quality Act (CEQA) requirements, the Project Traffic Impact Analysis (TIA) considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. This includes traffic generation associated with the airport and related uses on LAWA property and the cumulative traffic generation from various development projects (called related projects). The methodologies used in projecting future traffic conditions without the Project, and the development and use of the updated City of Los Angeles Travel Demand Model are discussed in this section. The base year roadway network conditions in terms of anticipated supply, demand, and operations (system performance) are also discussed in this Chapter.

The proposed Project is planned to be built in phases by the Year 2030. The traffic impact evaluation will analyze traffic conditions associated with the completion of Phase 1 in Year 2024 and five years after completion of the entire Project in Year 2035.

### **TRANSPORTATION MODELING PROCESS – FUTURE BASE CONDITIONS**

Utilizing TransCAD Version 7.0 modeling software, a detailed and updated travel demand forecasting model (updated City of Los Angeles Travel Demand Model) was developed for the Study Area using the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) 2012 Transportation Model and the calibrated and validated City of Los Angeles' Travel Demand Model as the base. The Model produces AM and PM peak period, as well as mid-day off-peak period, vehicular and transit flows on the transportation network within the study area based on comprehensive land use and socio-economic input data (SED) and a detailed representation of the transportation network. The model uses a conventional 4-step process consisting of trip generation, trip distribution, modal split, and assignment.



The updates to the updated City of Los Angeles Model included both the network enhancements for the various simulation time periods as well as the required updates to the land-use and socio-economic data used as input to the modeling process. The Network enhancements (as described in detail in Appendix D) included the following modifications:

1. Added all directional ramps and collector streets to the network of freeways and major and minor arterials in the study area.
2. Updated and verified the attributes of key roadways such as number of lanes, speeds, functional classes and others, by direction.
3. Performed a detailed review of the model roadway network and adjacent land uses in the study area. The Traffic Analysis Zone (TAZ) structure was enhanced by disaggregating the TAZs in the vicinity of the Project to facilitate simulation of traffic flows on arterials and freeway facilities more accurately. Model TAZs were updated to include various facilities and uses associated with the airport. All additional TAZs were coded into the transportation model network and connected to the external network in a manner that reflected how these trips were actually occurring.
4. Verified and updated all TAZs in the network and how they were connected to the street system.
5. Updated the model to include all intersections being analyzed in the study's street network.
6. Updated the model to ensure all legs of the analyzed intersections were included.
7. Updated the model to ensure that all the turn prohibitions in the network reflected the presence of raised medians and right-turn-only movements in and out of intersections within the study area.
8. Included the presence of parking along various streets in the study area, to reflect different number of travel lanes available during the morning, off-peak and evening peak periods.

The land use and socio-economic data used as input to the updated model was modified to include:

- Updated populations, dwelling units, employment by type and other variables used by the model.
- Known projects in the study area such as Playa Vista, LAX Northside, Howard Hughes, Corporate Pointe, Marina del Rey Local Coastal Plan (LCP) Amendment land uses and others.

- Updates required to reflect all the related projects in the study area.
- Verification of land use and socio-economic data within TAZs along key travel corridors adjacent to LAWA facilities such as those along La Cienega Boulevard, Century Boulevard and Sepulveda Boulevard corridors.

These enhancements were included to offer more detailed and reliable future traffic forecasts in the Study Area. Existing conditions were simulated using the model, and the results of the traffic flows were compared to existing traffic counts. The City of Los Angeles model parameters were calibrated within 3% of the existing traffic counts, in compliance with LADOT standards. Detailed descriptions of the model update process are provided in Appendix D.

Utilizing the calibrated model, the future years 2024 and 2035 conditions (including the base highway network and land use/socioeconomic data changes) were forecast in a manner consistent with the regional SCAG Transportation Model.

The future traffic volume forecasts were developed using the calibrated/validated chain of mathematical models and the land use/socio-economic data from the latest SCAG's Regional Transportation Plan model data set which were further updated to include changes described above. First, the year 2024 and 2035 trip tables were developed using the model process described in Appendix D. These trip tables were then assigned to the future year base highway networks to obtain the future travel forecasts on the roadway links or segments.

The future forecasts for the Future without Project traffic conditions from the travel demand forecasting model were next converted to intersection turning movement volume forecasts utilizing a set of post-processing techniques detailed in the National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, detailed in Appendix D. Specifically, using the existing traffic count data indicating the travel patterns at the various intersections and using the growth-factor and 'Furness and Mekky' methods of processing link traffic volumes, the future traffic volume estimates at the intersections were developed. Methodology and detailed description of the post-processing methods are provided in Appendix D.

## **FUTURE BASE LAND-USE AND SOCIO-ECONOMIC DATA AND MODEL ASSUMPTIONS**

In order to ensure that all the background or related projects within and in the vicinity of the Study Area are accounted for, a comparison of the model input land use/socioeconomic growth data to that of the list of related projects was performed. This involved a detailed examination of the location and size of all the related projects in the list and comparing the data from the related projects to that reflected in the model input growth data for the corresponding TAZs. The growth in land-use/socioeconomic data in the transportation model input data was computed using the difference between the Existing and Future Base land use and socio-economic data for the corresponding TAZs. This land use/socioeconomic growth in the model was checked against the corresponding growth reflected in the list of related projects, and differences, if any, were added so that the trip generation to and from each TAZ in question covered or accounted for at least the growth projected by the related projects. If the growth projected in the model land use/socio-economic data was greater than that reflected in the related projects, then the land use/socio-economic growth reflected in the model was retained. If the related project data indicated more growth than that projected in the corresponding TAZ, the land use/socioeconomic growth in the City of Los Angeles Transportation Model was appropriately increased.

### **Related Projects**

Working closely with the respective jurisdictions, a total of 211 related projects were analyzed. Table 10 provides information on the land use, location, size, status, and trip generation estimates of these related projects; Figure 20 illustrates the location of these related projects.

The land use, location, and size of the related projects within the designated area were compiled for the EIR and are based on data obtained/solicited from all the jurisdictions within the Study Area including:

- Los Angeles World Airports
- City of Los Angeles
- City of Culver City
- City of El Segundo

- City of Hawthorne
- City of Inglewood
- Los Angeles County, and
- Metro (MTA)

As stated earlier, each related project was checked against the corresponding TAZ's land use growth projected in the model. Any discrepancies were addressed by increasing the socio-economic data assumptions associated with the particular TAZ to account for all the related projects.

### **Future Base LAX Area Trip Generation**

Traffic generation associated with the airport and related uses on LAWA property within the study area was estimated using surveys and techniques consistent with the state-of-the-art procedures specifically developed for and used at airports nationally. Utilizing these surveys and techniques, Ricondo & Associates, Inc. developed a trip generation model to forecast future (both Year 2024 and Year 2035) trip generation for LAX and its facilities. These data and analyses were implemented within the comprehensive updated City of Los Angeles Travel Demand Forecasting Model being used for this study. The various components that were used in the development of forecasts within the Study Area included:

- Airport Passenger and Employee Forecasts
- Cargo-related Growth Forecasts
- Aircraft Maintenance Facilities Forecasts

A brief description of the various components including LAWA facilities and LAWA-owned land related development as well as considerations, assumptions and parameters associated with these components is provided in the following section.

### ***Airport Passenger and Employee Trip Generation***

The airport passenger and employee trip generation is based on data from the FAA Terminal Area Forecasts (TAF), SCAG's regional aviation forecasts for the RTP and passenger and employee forecasts. The FAA 2015 TAF passenger forecasts for LAX is shown below:

- 86.0 million annual passengers in 2024
- 96.0 million annual passengers in 2030
- 104.9 million annual passengers in 2035

SCAG has also developed regional aviation forecasts for the Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS). The SCAG analysis has identified that the capacity of LAX is 96.6 million annual passengers. Based on the FAA Forecasts and SCAG analysis, the passenger and employee forecasts for this analysis included the following parameters:

- 86.0 million annual passengers (MAP) for 2024
- 96.0 million annual passengers (MAP) for 2035;
- Peak month average day airline passenger schedule;
- Traffic Model for the LAX Central Terminal Area (CTA) validated based on observed counts in 2011, 2014, and 2015, and automated AVI count data that provides number of vehicles by mode and by time of day;
- A Parking Allocation Model for LAX based on surveys of LAWA and private parking lots;
- Employee trip generation is based on various factors including passenger levels, tenant facilities, current and anticipated work shifts, etc. The existing employee trip generation was increased 1.5% per year to account for the growth in employment associated with projected activity.

In summary, the projected passenger-generated trips included consideration of future:

- Peak hour passenger activity
- Operational changes at LAX
- Airport passenger mode shares

### ***Air Cargo Related Vehicular Trip Generation***

The future Air Cargo-related trip generation included Cargo forecasts for LAX facilities. The trip generation rates were computed using existing driveway counts conducted annually in August at all LAX cargo facilities. Based on the Air Cargo forecasts from LAWA, the existing Cargo trip generation was conservatively increased by 2% per year to account for the growth in Cargo.

### ***Aircraft Maintenance Facilities Trip Generation***

The trip generation for Aircraft maintenance facilities includes operations forecasts and trip generation rates computed using driveway counts conducted annually in August at LAX maintenance facilities. Based on employee forecasts from LAWA, the existing Aircraft maintenance facilities trip generation was increased by 1.5% per year to account for the growth in employment.

Table 11 summarizes the Future 2024 without Project estimated trip generation for the LAX area. As shown in the table, the LAX area facilities would generate approximately 13,755 trips (7,728 inbound trips, 6,027 outbound trips) during the morning peak hour, approximately 18,877 trips (9,820 inbound trips, 9,057 outbound trips) during the mid-day (airport) peak hour and approximately 18,110 trips (8,401 inbound trips, 9,709 outbound trips) during the evening peak hour under Future Year 2024 Base conditions with LAX at 86 million annual passengers (MAP).

Table 12 summarizes the Future 2035 without Project estimated trip generation for the LAX area. As shown in the table, the LAX area facilities would generate approximately 14,682 trips (8,273 inbound trips, 6,409 outbound trips) during the morning peak hour, approximately 20,054 trips (10,471 inbound trips, 9,583 outbound trips) during the mid-day (airport) peak hour and approximately 19,607 trips (8,993 inbound trips, 10,614 outbound trips) during the evening peak hour under Future Year 2035 without Project conditions with LAX at 95 million annual passengers (MAP).

### **Future Base Roadway Network**

The roadway network for the Future without Project conditions (year 2024) within the Study Area is affected by a number of regional improvement plans, local specific plans, and programmed improvements.

### ***Regional Improvement Plans***

These include the City of Los Angeles Mobility Plan 2035 prepared by the City of Los Angeles, the Westside Mobility Plan and update to the Coastal Transportation Corridor Specific Plan (CTCSP), Ordinance No. 168,999, prepared by the City of Los Angeles, the Los Angeles County Congestion Management Program (CMP) and the Long Range Transportation Plan (LRTP) prepared by MTA,

the RTP/SCS prepared by SCAG, and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (CALTRANS).

The City of Los Angeles Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all roadway users. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations in the City interact with their streets. As defined by the *National Complete Streets Coalition*, complete streets:

*"...are for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."*

The Westside Mobility Plan (Plan) is a City of Los Angeles study to create a transportation blueprint for the Westside that will offer strategies for multiple transportation choices, north-south rail and mass transit connections, and parking solutions over the next 25 years. In addition, the Plan will update development impact fees to fund future transportation improvements. A primary objective of the Plan is to increase the capacity and efficiency of the transportation system through multimodal solutions, including transit, bicycle and pedestrian-friendly facilities. The Plan is evaluating the transportation system in new ways, such as the number of transportation choices, travel times by transit compared to cars, vehicle miles traveled and greenhouse gas emissions.

The City of Los Angeles CTCSP is a regulatory and planning document adopted by the City Council covering development parcels in western/coastal portions of the City of Los Angeles i.e., within the Westchester-Playa Del Rey, Palms-Mar Vista-Del Rey and Venice Community Plan areas, and the Los Angeles International Airport Interim Plan area. The CTCSP provides for an infrastructure implementation process, specific transportation improvements, wherever possible, and public transportation needs within the specific plan area by establishing the Coastal Transportation Corridor Trust Fund and the Coastal Transportation Corridor Impact Fee Assessment process. Currently, the City is preparing an amendment to the CTCSP to include an update to the list of transportation improvements to be funded, in part, by the impact fees

collected from new development; an update to the Transportation Impact Assessment fee program, including revisions to the fees, exemptions, in-lieu credits, and affordable housing credits; and a new transit-oriented development credit. The updated list of transportation improvements includes: transit, bicycle and pedestrian, roadway and intelligent transportation system, and trip reduction programs. Other proposed changes include administrative amendments and minor revisions that are consistent with recent California State legislation, transportation policies in the City's General Plan Elements, LADOT's Traffic Study Policies and Procedures, and current best planning practices.

In addition to the plans stated above, the City of Los Angeles Community Plans offer guidelines for the provision of infrastructure within the proposed Project area. The relevant City of Los Angeles Community Plans includes those prepared for the West Adams-Baldwin Hills-Leimert, Westwood and West Los Angeles, Palms-Mar Vista-Del Rey, Westchester-Playa del Rey and Venice Community Plan Areas. Additionally, within the proposed Project's study area, the City of Culver City's General Plan Circulation Element, the Circulation Elements of the City of Inglewood and the Southbay Cities offer guidelines for provision of improvement of infrastructure.

The Los Angeles County CMP is a state-mandated program which serves as the monitoring and analytical basis for transportation funding decisions made through the Regional Transportation Improvement Process (RTIP) and STIP. The MTA's LRTP is a strategic document which serves as a framework for meeting the current and projected mobility needs of Los Angeles County. The Long Range Plan recommends highway, HOV, bus, rail and travel demand management improvements, and identifies funding sources and implementation schedules over the 20-year period.

The 2012-2035 RTP/SCS is a planning document prepared by SCAG that meets State and Federal statutory requirements and is updated every four years. The RTP forecasts long-term transportation demands, and identifies policies, actions and funding sources to accommodate these demands. The RTP contemplates construction of new transportation facilities, transportation system management (TSM) strategies, transportation demand management (TDM) strategies and land-use strategies. The Sustainable Communities Strategy (SCS) is a newly required element of the RTP pursuant to State statute. The SCS focuses on the integration of land use and transportation strategies that will achieve state-mandated greenhouse gas emissions reduction targets. The 2012-2035 RTP/SCS lists all the regional funded/programmed improvements within the SCAG region,



### ***Base Intersection Improvements***

The programmed intersection improvements are described below. These include the intersection improvements that have firm funding commitments to be built by the years 2024 and 2035. Figure 21 illustrates the committed base intersection improvements. These baseline committed intersections improvements are summarized below:

- Sepulveda Boulevard & 76<sup>th</sup> Street-77<sup>th</sup> Street – The improvement at this location includes a third eastbound left-turn lane. The eastbound approach would be restriped to provide two left-turn lanes, a shared left-through lane and separate right-turn lane. The signal phasing would be modified to include east-west split signal phase.
- Sepulveda Boulevard & La Tijera Boulevard – The improvement at this location includes an additional westbound left-turn lane. The westbound approach would provide dual left-turn lanes, one through lane and a shared through-right turn lane.
- Sepulveda Boulevard & Imperial Highway – The improvement at this location includes an additional northbound right-turn lane. The northbound approach would provide a left-turn lane, three through lanes and two right-turn lanes.
- Airport Boulevard & Manchester Avenue – The improvement at this location includes an additional westbound left-turn lane. The westbound approach would provide dual left-turn lanes, one through lane and a shared through-right turn lane.
- Aviation Boulevard & Arbor Vitae Street – The improvement at this location includes an additional eastbound right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.
- La Cienega Boulevard & I-405 Freeway Southbound Ramps (north of Century Boulevard) – The improvement at this location includes widening the I-405 Freeway southbound off-ramp to provide an additional lane.

### **Future (2024) without Project Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model and the base network changes detailed above, the Future without Project traffic volume forecasts during the morning and evening peak hours for the Year 2024 were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 22A-E. The mid-day (airport peak) traffic volumes are shown in Figure 23.

### **Future (2035) without Project Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model and the base network changes detailed above, the Future without Project traffic volume forecasts during the morning and evening peak hours for the Year 2035 were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 24A-E. The mid-day (airport peak) traffic volumes are shown in Figure 25.

### **INTERSECTION OPERATIONS - FUTURE YEAR 2024 WITHOUT PROJECT CONDITIONS**

This section presents the results of the intersection operations analyses for the Future without Project conditions that are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the Year 2024.

The study intersections were analyzed using the methodologies described in Chapter I. The projected Future (2024) without Project intersection operating conditions for the morning and evening peak hours are shown in Table 13. Figures 26A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2024) without Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and E, respectively.

As shown in Table 13, approximately 77% of the intersections (142 of 183) during the morning peak hour and 64% of the intersections (117 of 183) during the evening peak hour are expected to operate at LOS D or better. At these locations, motorists experience little to moderate amounts of delay. Approximately 15% of the intersections (27 of 183) in the morning peak hour and 19% of the intersections (35 of 183) in the evening peak hour are projected to operate at LOS E. At these locations operating at LOS E, motorists experience measurable delay and traffic flow is restricted. Approximately 8% of the intersections (14 of 183) during the morning peak hour and 17% of the intersections (31 of 183) in the evening peak hour are projected to operate at LOS F (congested) conditions.

### **Future (2024) without Project - Mid-Day Peak Hour Operating Conditions**

The projected Future (2024) without Project intersection operating conditions for the mid-day peak hour are shown in Table 14. Figure 27 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2024) without Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and E, respectively.

As shown in Table 14, 33 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Two of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E, while one of the intersections is projected to operate at LOS F conditions.

### **INTERSECTION OPERATIONS - FUTURE YEAR 2035 WITHOUT PROJECT CONDITIONS**

This section presents the results of the intersection operations analyses for the Future without Project conditions that are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the year 2035.

The study intersections were analyzed using the methodologies described in Chapter I. The projected Future (2035) without Project intersection operating conditions for the morning and evening peak hours are shown in Table 15. Figures 28A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2035) without Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and F, respectively.

As shown in Table 15 approximately 67% of the intersections (122 of 183) during the morning peak hour and 54% of the intersections (99 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 22% of the intersections (41 of 183) during the morning and 21% of the intersections (39 of 183) in the evening peak hours are projected to operate at LOS E. Approximately 11% of the intersections (20 of 183) during the morning peak hour and 25% of the intersections (45 of 183) in the evening peak hour are projected to operate at LOS F conditions.

### **Future (2035) without Project - Mid-Day Peak Hour Operating Conditions**

The projected Future (2035) without Project intersection operating conditions for the mid-day peak hour are shown in Table 16. Figure 29 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2035) without Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and F, respectively.

As shown in Table 16, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Two of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E, while 2 intersections are projected to operate at LOS F conditions.

**TABLE 10  
RELATED PROJECTS LIST**

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
<b>City of Los Angeles</b>			
1	Mixed-use office & retail	11955 W Washington Blvd	Mixed-use with 41 ksf office & 9.5 ksf retail. Existing vacant building to be removed.
2	Mixed-use Apartment & Retail	9901 Washington Blvd	(Preliminary) 131-unit apartment & 12 ksf retail. Existing 16.9 ksf retail to be removed.
3	Mixed-use Apartment, office, retail, and restaurant	10601 Washington Blvd	126-unit apartment, 23 ksf office, 9 ksf retail, 9 ksf restaurant. Existing 10 ksf office to be removed.
4	Mixed-use condominium and retail	3115 S Sepulveda Blvd	(Preliminary) 175-unit condominium & 28 ksf retail. Existing 28 ksf discount store to be removed.
5	Condominium	11131 Rose Ave	227-unit condominium. Existing 89-unit apartment to be removed
6	Mixed-use Apartment & Retail	3425 Motor Ave	115-unit apartment and 975 sf retail. Existing 15 apartment units, 2 single family dwellings and 3.3 ksf office to be demolished.
7	Hotel & Restaurant Project	305 Ocean Front Walk	24-room hotel and 2 ksf high-turnover restaurant.
8	Restaurant & Retail	10612 National Blvd	1,726 sf Coffee Shop (Coffee Bean) including 250 sf Outdoor Seating. Existing vacant lot.
9	LADPW Maintenance Yard	3233 Thatcher Ave	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site.
10	Apartment	7280 W Manchester Ave	126-unit apartment in-lieu of 24 ksf retail space of the previously approved/entitled Decron mixed-use development.
11	Proposed Airport Parking	6225 W Century Blvd	Construct a 1,726-stall airport parking facility with shuttle bus service.
12	Mixed-use apartment, retail and restaurant	6719 Pacific Ave	Mixed-use 35-unit townhomes, 2 ksf specialty retail and 2 ksf restaurant uses.
13	Mixed-use condominium and retail	138 Culver Blvd	Mixed-use with 72-unit condominium, 13 ksf retail space & 1.5 ksf restaurant.
14	MTA Bus Facility	10701 S La Cienega Blvd	MTA bus facility at LAX parking lot B (on 23.1 acre parcel).
15	LMU Master Plan	1 LMU Dr	Increase enrollment capacity to 7,800 students.
16	Car Wash	9204 Airport Blvd	15 ksf car wash to replace existing car rental facility.
17	Starbucks w/o Drive Thru	12404 Venice Blvd	Existing 2.8 specialty retail to be replaced. 2,195 sf Starbucks Coffee Shop w/o Drive Thru.
18	Residential & Retail	580 Venice Blvd	(Preliminary) 5-unit residential plus 5.7 ksf retail space.
19	Apartment	4100 Del Rey Ave	77-unit apartment building.
20	Restaurant	1020 W, Venice Blvd.	Proposed House of Pies Sit-Down Restaurant land use (3,895 sf).
21	Mixed-Use: Apartment & Office	4140 S. Glencoe Ave.	New 4-story, 67-Unit Apartment & 3,211 sf Office Building over 2-level parking garage (VTT-72107).
22	Mixed-Use: Apartment & Retail	7407 S. La Tijera Blvd.	New 140-Unit Apartment & 2,600 sf Retail.
23	Mixed-Use: Hotel, Retail & Restaurant uses	1027 S. Abbot Kinney Blvd.	New 92-Guest Room Hotel, 3,000 sf Retail & 2,072 sf Restaurant.
24	Apartment	4090 S. Del Rey Ave.	New 4-Story, 51-Unit Apartment Building over 3-level parking garage.
25	Mixed-Use: Condominium & Office	4210 S. Del Rey Ave.	Proposed 136 Condominium Units & 20,000 sf Commercial Office.
26	Fast Food Restaurant with Drive Through	8521 S. Sepulveda Blvd.	New 3,999 sf Chick-fil-A Fast Food with Drive Through Restaurant.
27	OTIS College of Arts & Design	9045 S. Lincoln Blvd.	Relocation & Consolidation of existing OTIS College Campus students, faculty & staff.
28	Mixed-Use: Condominium & Office	4091 S. Redwood Ave.	67 Condominium Units & 7,525 sf Commercial Office Building providing 141 parking spaces.
29	Apartment	3822 S. Dunn Dr.	7-story, 86-Unit Apartment building over ground floor parking garage.
30	Office	12777 W. Jefferson Blvd.	Commercial Office Expansion (49,950 sf).
31	Apartment	8740 S. La Tijera Blvd.	New 137-Unit Apartment building to replace existing 215-student Westchester Secondary Charter School.
32	Coffee Shop with Drive Through	9829 W. Venice Blvd.	Coffee Bean & Tea Leaf Coffee Shop with Single-Lane Drive Through to replace existing Rally's with Dual-Lane Drive Through.
33	Jefferson & La Cienega Mixed-Use Development Project	3221 S. La Cienega Blvd.	Converting existing ABC Lot to a Mixed-Use: 1,218-Unit Apartment, 200,000 s.f. Office, 50,000 s.f. Grocery Store, 30,000 s.f. Retail & 20,000 s.f. Restaurant project.
34	LAUSD Elementary School	2224 S. Walgrove Ave.	New 567-Student Elementary School (K-5) Immersive Mandarin Language program.
35	Coffee Shop without Drive Through	8400 S. Lincoln Blvd.	Starbucks Coffee Shop (without Drive Through) within Shopping Center (1,522 sf In + 150 sf Out).
36	Mixed-Use: Apartment, Mini-Warehouse & Office	4040 S. Del Rey Ave.	New 195-Unit Apartment; 15,000 sf Office & 80,000 sf Mini-Warehouse (Option 1) or 235-Unit Apartment & 15,000 sf Office (Option 2 Preferred).
37	Mixed-Use: Residential, Retail & Office	601 S. Ocean Front Walk	Mixed-Use: SFDU (Joint Live/Work), 5,254 sf Retail & 22,738 sf Office.
38	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven St.	Mixed-Use: 156-Unit Apartment and 33,484 sf Office.
39	Mixed-Use: Apartment & Automotive Dealership	5748 S. Mesmer Ave.	New 400-Unit Apartment & 250,000 sf Automotive Dealership (West LA Hooman) - 5 Auto Dealers.
40	Coffee without Drive Through	3006 S. Sepulveda Blvd.	Proposed 2,023 sf Starbucks Coffee Shop without Drive Through within Shopping Center.
41	Mixed-Use: Apartment & Restaurant	3644 S. Overland Ave.	New Mixed-Use: 92-Unit Apartment & 1,573 sf Restaurant use (110 spaces).
42	Bakery with Retail & Restaurant	320 E. Sunset Ave.	Change of Use from 4,675 sf Commercial Office to 6,000 sf Bakery/Retail/Restaurant (4,737 sf In + 1,263 sf In & Out Seating area).
43	Mixed-Use: Condominium & Retail	4363 S. Lincoln Blvd.	Consultation: proposed 10-Story, 80 Condominium Units & 15,100 sf Supermarket.
44	Hotel	9800 S. Sepulveda Blvd.	Change of Use from 118,490 sf Office (9-Story Bldg.) to 178-Guest Room Hotel with Restaurant & Spa (The "O" Hotel).
45	Mixed-Use: residential & retail	13488 W. Maxella Ave.	The Villa Marina Mixed-Use: 244 Condominium Units and 9,000 sf Retail.
46	Sterling West School	5206 W. Thornburn St.	New 50-Student Private School (Grades 3-12).
47	Ballona Wetlands Ecological Reserve Restoration Project	Ballona Wetlands	Restoration of wetlands/ecological reserve, 600-acres.
48	Wrapper Office Building Project	5790 W. Jefferson Boulevard	Construct 10-story 150,761 s.f. office building.
49	Playa Vista Phase I	Jefferson Boulevard b/t Lincoln Boulevard and Centinela Avenue	Includes 3,246 d.u., 1,570,000 s.f. of office use, 25,000 s.f. of retail use and 65,000 s.f. of community serving use.
50	Playa Vista Plant Site (Spruce Goose)	Campus Center Drive/Bluff Creek Drive	Includes 1,129,900 s.f. of production and staging support and 572,050 s.f. of office use.
51	The Village at Playa Vista (Phase II)	s/o Jefferson Boulevard/Westlawn Avenue	include 2,600 d.u., 175,000 s.f. of office use, 150,000 s.f. of retail use, and 40,000 s.f. of community serving uses.
<b>Culver City</b>			
52	Office Building (Entrada)	6161 W Centinela Ave (City of Culver City project)	342 ksf 13-story office building to replace existing surface parking lot.
53	Mixed-Use: Apartment, Retail & Restaurant	11960 W. Washington Blvd. (City of Culver City project)	Mixed-Use: 98-DU Apartment, 11,250 sf Specialty Retail & 3,750 sf Quality Restaurant.
54	Residential	4025 Grand View Blvd	36 Townhome rental units
55	Commercial/Residential	11924-11960 Washington Blvd	Mixed Use with 13,000 SF Commercial, 48 dwelling units in Culver City and 49 dwelling units in L.A. City, tandem parking.
56	Residential	3837 Bentley Ave	Addition of 3 new attached condominiums (net addition of two units)
57	Auto Repair Shop at existing Dealership	6002 Centinela Ave	Three new buildings totaling 26,284 SF
58	Tandem Parking, Commercial	10799 Washington Blvd	Tandem parking for new 2,000 SF commercial building
59	Restaurant	12608 Washington Blvd, Suite B	Addition of outdoor dining and liquor license for new restaurant use

**TABLE 10 (continued)**  
**RELATED PROJECTS LIST**

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
60	Vehicle Repair Shop	4215 Sepulveda Blvd	2,068 SF vehicle maintenance/repair shop with 3 bays
61	Extended Stay Hotel	5990 Green Valley Circle	New 10-story 115' tall 163 room extended stay hotel
62	Office and Production Services building (Sony) and parking addition.	10202 Washington Blvd	New 8-story 218,450 SF office and 4-story 51,716 SF Production Services building and "Culver" parking structure expansion to add 1,328 new parking spaces
63	Residential	4109-4111 Duquesne Ave	Addition of 2 residential units to existing duplex.
64	Residential and Chapel	10775 Deshires Place	4,740 SF addition to existing dormitory and replace existing chapel with 1,660 SF chapel
65	Residential	3440 Caroline Ave	Two new detached condominium units (net addition of one unit)
66	Office (Sony)	10202 Washington Blvd	New 22,929 SF 4-story office (net new area = 9,758 SF)
67	Museum	10808 Culver Blvd	Conversion of 12,596 SF Armory building into a museum
68	Parking - Industrial	5844 Perry Drive	Tandem parking for 2,982 SF industrial bldg 3
69	Restaurant	11198 Washington Place	New 3,850 commercial building and outdoor dining (spec for future tenant)
70	Creative Office	700 Corporate Pointe	Mod of approved site plan to construct a 281,000 SF 7-story creative office building and 9-story parking space
71	Commercial - Car Wash	11197 Washington Place	Drive thru car wash at existing Chevron gas station
72	Commercial	11215 Washington Blvd	5,492 SF Addition to Mazda dealership
73	Commercial/Retail	5450 Sepulveda Blvd	New 14,000 SF Commercial/Retail building
74	TOD	8770 Washington Blvd	Planned Development/TOD Mixed Use with 31,240 SF retail/restaurant and 115 2-story residential units
75	Commercial	11281 Washington Place	New Retail with 6,294 SF and 25 parking spaces
76	TOD	8810-8850 Washington Blvd and 3920 Landmark Street	Planned Development/TOD Mixed Use with 38,732 Office and 41,745 Retail/Restaurant.
77	Residential/Commercial	11957 Washington Street	30 units with 8,682 SF Retail
78	Residential/Commercial	12712-12718 Washington Blvd	4-story with 5 units (11,516 SF Res), 3,414 SF retail, plus subterranean parking
79	Parking Structure and Retail	8511 Warner Drive	Five level parking structure (307,522 SF) and 51,520 SF retail/restaurant
80	Willows School Comprehensive Plan	8509 Higuera 8476 Warner	Phase I: New surface parking, increased student enrollment by 50 from 425 to 475. Phase II and III: Increase student enrollment by 100.
81	Condominium	4139-4145 Duquesne Ave	7 unit condominiums with 15 subterranean parking.
82	3 Story Mixed-Use Development	11042-11056 Washington Blvd	3 story mixed-use development (48.5 ksf) with 106 parking spaces (ground level & subterranean). Project consists of 33 d.u. and 10,700 s.f. ground-floor commercial retail.
83	Brotman Medical Center	3828 Hughes Ave	Redevelop Brotman Medical Center to a 5 level residential care facility for the elderly with 232 units.
84	Culver Studios - Office/Support	9336 Washington Blvd	Net increase of 138,997 SF of office and support facilities
85	Auto Repair	11304 Culver Blvd	New auto repair facility.
86	Mixed-Use Building	9355 Culver Blvd	3 story mixed-use building consisting of a ground level gallery, second story office, one apartment unit on third floor.
87	Office Building	13110 Washington Blvd	Adding 1,032 ksf to an existing building totaling 2.5 ksf.
88	Office and Warehouse	6029 Slauson Ave	Adding 14,868 ksf to existing office and warehouse building totaling 64,055 ksf.
89	Office and Retail	11012-11014 Washington Blvd	Two story office and retail building totaling 3,385 ksf.
90	Commercial & Condominium Building	12803 Washington Blvd	3 story commercial (office & retail) condominium building totaling 37,308 ksf.
91	Vehicle Repair Shop	11167 Washington Blvd	New vehicle repair shop.
92	Office Building	5800 Uplander Way	Adding 49,881 ksf to existing 26,124 ksf office building totaling 76,005 ksf.
93	Office Building	9919 Jefferson Blvd	3 story office building 113,467 ksf.
94	Office Building	8665 Hayden Ave	Construct new 62,765 ksf office building.
95	Mixed-Use Retail & Office	4043 Irving Pl	Mixed-use project consisting of 28 residential condominium units and 1,403 ksf office space.
96	Condominium	4058 Madison Ave	New 4 unit condominium.
97	Condominium	3862 Huron Ave	New 5 unit condominium.
98	Condominium	4228 Madison Ave	New 2 unit condominium.
99	Condominium	4014 Van Buren Pl	4 new residential condominiums.
100	Fueling Station [a]	10638 Culver Blvd	Expand mini mart and add new automatic car wash at existing fueling station.
101	Condominium	13340 W Washington Blvd	41 unit condominium with 35 condominiums in Los Angeles and 6 live work units in Culver City.
102	Mixed-Use Project	8777 Washington Boulevard	Construct 80 d.u. apartments, 9,989 s.f. retail, 5,444 s.f. restaurant, and 29,399 s.f. office. Demo 13,000 s.f. retail and 3,500 s.f. restaurant/café.
103	Mixed-Use Project	8888 Washington Boulevard	Construct 63,600 s.f. office and 8,350 s.f. retail. Demo 12,412 s.f. auto repair center.
104	Market Hall Project	12405 Washington Boulevard	Construct 10,187 s.f. retail, 11,385 s.f. specialty retail and 11,663 s.f. restaurant uses.
105	Indoor Batting Cage Facility	3609 Hayden Avenue	New indoor batting practice facility in an existing 6,800 s.f. industrial space
106	Triangle Site - Washington/National TOD	Corner of Washington Boulevard/National Boulevard	Transit oriented development to include 200 d.u., mid-rise apartments, 148-room hotel, 201,000 s.f. office, 24,000 s.f. specialty retail, 10,000 s.f. of high-turnover restaurant & 10,000 s.f. quality restaurant.
107	Office & Retail Project	10000 Washington Boulevard	Construct new stand-alone 3,115 s.f. one-story building and additional 5,500 s.f. to existing 338,876 s.f. office building. Ground level space to be converted from office to retail.
<b>City of El Segundo</b>			
108	Raytheon Campus Specific Plan Office Park Expansion	2100 El Segundo Blvd	2,089,000 SF existing with 2,142,457 SF Office Park expansion for total or 4,231,547 SF proposed
109	Hotel	888, 892 and 898 N. Sepulveda Blvd.	5-story 190-room, 107,090 GSF hotel on vacant parcel and operate Airport Park and Ride facility on existing 840-space parking structure.
110	Convert existing warehouse to office	2265 E. El Segundo Blvd	Convert 3,050 SF existing warehouse to office use.
111	Rock and Brew Restaurant Expansion	139-147 Main Street	Expansion/Remodel. Increase outdoor dining from 2,205 SF to 3,333 SF, plus one stall parking reduction.
112	Toppings Pizza	2161 E. El Segundo Blvd	Admin Use Permit for a restaurant that is described as "new."
113	Wiseborn School District H.S.	201 N. Douglas	335,000 SF Total for new High School after demo of 90k - 170,000 SF. New H.S. to contain 180,000 to 240,000 SF of building area and an enrollment of 1,200 students.
114	Convert parking to Hotel	199 Continental Blvd	152 Room Hotel, 71,000 SF (Existing parking lot)
115	4 unit Condo	711 Main St.	Current 2-unit 2,758 SF residential to be expanded to 4-unit with 6,963 SF
116	Office	400 Duley Road	67,000 SF Office on vacant parcel
117	Hotel Addition	525 N. Sepulveda	Add 6,952 SF to 98,548 SF existing hotel
118	Industrial Addition	750 S. Douglas	Add 4,986 SF to existing 15,076 SF Industrial Building
119	Corporate Office and Athletic Training Facility	2275 Mariposa Ave	120,380 SF Total New - 52,000 SF Corp. Office plus 68,380 SF Athletic Training Facility
120	New Office	500 S. Douglas and 2330 Utah Ave	New 78,000 SF office to replace existing 52,000 SF industrial use.
121	Office	123 Nevada Street	New 4-unit commercial office Condominium converted from 1,700 SF Industrial
122	Office and Private Hotel	2125 Campus Drive	121,450 SF Hotel and 63,550 SF office replacing vacant land
123	Office Boeing S-50 Building Addition	1700 E. Imperial Ave	Addition of 86,521 SF to existing 169,390 SF Building
124	4-unit condominium	535 Indiana St.	4-unit condominium to replace 1 SFR
125	Data Center / Office	445 N Douglas St	223,000 SF (106,000 Office and 117,000 Warehouse Industrial Data Center

**TABLE 10 (continued)**  
**RELATED PROJECTS LIST**

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
126	Office	2350 E El Segundo Blvd	1740 ksf office, 75 ksf retail, 7 ksf child care center, 7 ksf medical/dental office, 19 ksf health club, 75 ksf restaurant, 100 room hotel, 25 ksf light industrial, 75 ksf research & development, 65 ksf technology/telecommunications.
127	El Segundo Corporate Campus	710 N. Nash St.	611,545 SF Office Plus 13,660 Retail on currently vacant parcel.
128	Office	1950 E Grand Ave	93,569 ksf office.
129	Medical Office	1700 E Grand Ave	80,050 ksf medical office, 24,930 ksf office.
130	Hotel	101 Continental Blvd	167 room hotel.
131	Industrial Uses	215 California St	82,429 ksf industrial uses.
132	Data Center / Office	444 N Nash St	Demo: 11,769 New Construction: 75,435 SF New Total: 180,422 SF Data Center
133	LA Air Force Base - Area A	SE Aviation Blvd	525 unit condominium, remove existing 835 ksf office.
134	Hotel	1960 E Grand Ave	150 room hotel.
135	Residential	425-429 Indiana St	8 residential units.
136	Condominium	616-620 W Imperial Hwy	12 unit condominiums.
137	Condominium	301, 303, 305 W Palm Ave	7 unit condominiums, remove existing 9 unit apartments.
138	Plaza El Segundo	NE Sepulveda Blvd	425 ksf retail shopping center.
139	Mattel Grand Way Project - Phase II	455 Continental Blvd and 1955 E Grand Ave	New 14-story 300,000 SF R&D office tower and 810-space parking structure (+55,000 SF) 355,000 SF Total
140	Shopping Center	820 - 850 S Sepulveda Blvd	71,343 SF Shopping Center plus 25,627 SF Restaurant and 27,338 Office Use
141	Walgreens	NE Sepulveda Blvd	67 ksf retail.
142	Parking Structure	525 N Sepulveda Blvd	1029 space 328,532 ksf parking structure.
143	Office/Industrial Condo Project	222 Kansas St	55 unit 89,249 ksf office/industrial condominium, existing 93,473 ksf.
144	Mixed-Use Commercial	141 Main St	12,550 ksf mixed-use commercial.
145	Warehouse, Office, Manufacturing	900, 950 Sepulveda Blvd & 960, 901 - 915 Selby St	20,819 ksf warehouse, 139,558 ksf office, 14,025 ksf manufacturing; from existing 80,165 ksf warehouse, 72,084 ksf office, 2,554 ksf manufacturing.
146	Lifeguard Station	105 Vista del Mar	1.4 ksf lifeguard station.
147	Senior Assisted Living Facility	540 E Imperial Hwy	304 Senior Housing Residential units or 58 single and multi-family (175,000 SF); previously 22.5 ksf school.
148	Indoor Ice Rink	555 N Nash St	17,315 ksf indoor ice rink.
149	Office	116 W El Segundo Blvd	38 ksf office.
150	In-N-Out Burger Fast-food Restaurant with Drive-Thru	600-630 N Sepulveda Blvd	Existing Sizzler (sit-down dining) to become 3,714 ksf fast-food restaurant with drive-thru. UNDER CONSTRUCTION
<b>City of Manhattan Beach</b>			
151	Walgreens	2400 N Sepulveda Blvd	15 ksf retail.
152	Mixed-use Retail, Office, Coffee Shop	1000 N Sepulveda Blvd	23 ksf medical office, 0.7 ksf pharmacy, 1.7 ksf coffee shop; remove 5.4 ksf restaurant.
153	Mixed-use office & retail	222 N Sepulveda Blvd	12 ksf office, 1 ksf retail; remove existing 5 ksf auto repair .
154	Rite-Aid	1100 Manhattan Beach Blvd	13 ksf retail, remove 8.6 ksf office.
155	Bank and Retail	1129 N Sepulveda Blvd	4 ksf bank, 2 ksf retail.
156	Retail Space	1700 Rosecrans Ave	10 ksf retail, replace existing 10 ksf warehouse.
157	Gas Station w/ Mini-Mart	1002 Manhattan Beach Blvd	Expand and remodel 1,785 ksf gas station with mini-mart to 2.4 ksf.
158	Bank	400 Manhattan Beach Blvd	Remodel existing 5.59 ksf bank to 5.68 ksf.
159	Manhattan Beach County Library	1320 Highland Ave	Demo existing 12.3 ksf; new 21.5 ksf.
160	Manhattan Academy	1826 Manhattan Beach Blvd	Convert building to 36-student private school 4,517 ksf classrooms and 1,595 ksf play area.
161	Manhattan Village Mall	3200 N Sepulveda Blvd	Retail shopping center 3 component 124 ksf expansion .
162	Chevron	Aviation Blvd	Demo existing; new 5, 18 ksf foodmart, carwash, gas .
163	Louie Tomaro Office	2617 N Sepulveda Blvd	Demo 2 houses, new 8.8 ksf office.
164	Manhattan Beach Work Lofts	1300 Highland Ave	Former Good Stuff; new 15 ksf commercial/office condominiums.
165	Mixed-Use Building	3912 Highland Ave	Demo 1 apartment and 400 sf retail; New 1 unit condominium and 700 sf medical office.
166	Chalk Preschool	1030 Manhattan Beach Blvd	Demo 4.38 ksf office, add 6 classrooms totaling 4,191 ksf. Enrollment of 91 students.
<b>City of Lawndale</b>			
167	Lawndale Annex	14900 Aviation Blvd	290 unit condominium.
<b>City of Inglewood</b>			
168	Condominiums	940 North Cedar Street	14 units
169	Condominiums	448 North Edgewood St	6 units
170	Condominium	417- 420 N. Market St	12 units
171	Condominiums	450 N. Market Street	12 units
172	Condominiums	912 S. Myrtle Avenue	7 units
173	Condominiums	927 South Osage Ave	7 units
174	Condominium	222 W. Spruce Avenue	10 units
175	Mixed retail/restaurant	Florence Avenue and La Brea Avenue, SE corner	49,800 sq. ft.
176	Mixed retail/restaurant	Southwest corner of Century/Prairie (Haagen)	97,490 sq. ft.
177	Residential	704 N. Market Street	6 units
178	Senior Center and Housing	111 N. Locust Street	95,188 sq. ft.
179	Shopping Center	11441 S. Crenshaw Blvd at Imperial Highway	101,323 sq. ft.
180	Shopping Center	433 North Centinela Avenue	7,384 sq. ft.
181	Shopping Center	10922 South Prairie Avenue	8,416 sq. ft.
182	Charter School	2930 W Imperial Hwy	Convert 90,352 s.f. office space to charter school with 336 students.
183	Apartments	125 E Spruce Ave	Seven (7) new apartment units with semi-subterranean parking.
184	School	11161 S Crenshaw Blvd	Interior, exterior and parking lot improvements to convert a 16,037 s.f. medical office building into a school.
185	Office/Warehouse Building	234 S Hindry Ave	To construct a 19,839 sq. ft. office/warehouse building with 49 parking spaces on an M-1 zoned property.
186	Commercial Building	3000 W Century Blvd	New 14,000 SF commercial building.
187	Gas Station w/ Mini-Mart	8307 S La Cienega Blvd	To construct a new 3,636 square foot structure (mini market and retail space) at an existing gas station operation.
188	Community Center	1201 S La Tijera Blvd	SPR to convert an abandoned service station into a Community Center with a Mini Park.
189	Banquet Hall	206 S Locust St	4,268 SF event, dance and banquet hall
190	Townhomes	333 N Prarie Ave	PAD to allow the 310 townhome units at the former Daniel Freeman site.
191	Shopping Center	1740 N Centinela Ave	Construct 5,460 SF shopping center

**TABLE 10 (continued)  
RELATED PROJECTS LIST**

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
192	Middle School	3600 W Imperial Hwy	PR to construct a new two-story 10 classroom bldg for Environmental Charter School (middle school) at Concordia Lutheran Church, increasing student population from 200 to 480 students.
193	Reduce Parking at Medical Building	323 N Prairie Ave	Parking requirement reduction at medical office building.
194	Townhomes	501 E 99th St	Two six-unit town house-style condo w/ 24 parking & 4 guest parking.
195	Starbucks w/Drive Thru	601 W Manchester Blvd	SUP for shopping center alteration to include developing drive-thru Starbucks restaurant with outdoor seating.
196	Reduce Parking at Medical Building	301 N Prairie Ave	SUP to reduce required parking supply for medical office building.
197	Townhomes	573 1/2 E Hyde Park Pl	Construct three townhomes with 6 enclosed parking spaces.
198	Manufacturing/Warehouse	234 W Hyde Park Blvd	Construct new 140,185 SF manufacturing/warehouse building including 7,500 SF of office space.
199	Restaurant	524 W Manchester Blvd	Demolish existing structure currently operating as a sit down restaurant and construct a new 2,008 square foot 2 story building with 14 parking spaces. No beer, wine or liquor is being served or proposed forth'1s application.
200	Centinela Hospital Expansion	555 W Hardy St (CENTINELA HOSPITAL)	<p>1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953.</p> <p>2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 sq. ft. repair shop building and 4,200 sq. ft. electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street.</p> <p>3. Emergency Department: A new 2,400 sq. ft. addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds).</p> <p>4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 sq. ft.), the partial demolition of a 4,670 sq. ft. building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus.</p>
201	Hollywood Park Mixed-Use Project	1050 S. Prairie Ave (HOLLYWOOD PARK)	Option 1 (Original HP Specific Plan): 2,995 du; 620,000 SF retail; 75,000 SF office; 300-room hotel; 120,000 SF casino; 25 acres open space; Option 2: 80,000 seat sport stadium; 6,000 seat performance venue; 2,500 du; 890,000 SF retail; 780,000 SF office; 120,000 SF casino, 300-room hotel; 25 acres open space; 4 acre civic site.
<b>County of Los Angeles</b>			
202	Proposed Aviation Station Project	11604 Aviation Blvd (County Project)	Lot 1: 281-Unit Condo/Townhomes, 5 ksf Retail/Commercial; Lot 2: 112-Unit Apartment & 21.5 ksf Retail/Commercial.
203	West Los Angeles Community College Master Plan	Overland Avenue at Freshman Drive	Approx. 291,300 sq. ft. of new building and renovation. Anticipate future student population of approx. 18,904 students and 1,248 employees by Fall 2022. Project includes second access road, parking structures, landscaping and development of athletic facilities
204	Lennox Charter High School	11044 and 11111 Freeman Avenue	560 students
205	Marina Expressway Homes	Marina Expressway Eastbound & Mindanao Way	28 Single family condominiums
206	Marina del Rey Local Coastal Plan	1 Marina Expressway (County Project)	Marina Del Rey Local Coastal Program (MDR LCP) Amendment. Development includes residential: 2,044 d.u., hotel: 505 rooms, retail: 273,741 s.f., restaurant: 1,323 seats, congregate care: 129 d.u., office: 26,000 s.f., dry storage space: 375 spaces, and library: 3,000 s.f.
<b>County of Hawthorne</b>			
207	360 South Bay	SE corner of Aviation Blvd and El Segundo Blvd	610 Condominiums
208	Condominiums / Office	13806 Hawthorne Blvd	171 units and 32,500 sq. ft of office space
209	Prestige Villas	4500 West 116th Street	116 condominium units
210	Single Family Homes	14000 Yukon Avenue	6 units
211	Hawthorne Mall Site	Hawthorne Mall Site	Proposed Outlet but no set date for development - currently a shuttered mall

Source: LAWA, October 2015.



**TABLE 11  
SUMMARY OF FUTURE (2024) WITHOUT PROJECT TRIP GENERATION**

	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total	In	Out	Total
Central Terminal Area (CTA) <sup>1</sup>	4,602	4,228	8,830	6,321	6,538	12,859	6,026	6,767	12,793
Aiport Parking <sup>1</sup>	130	16	146	91	56	147	91	55	146
Off-Airport Parking <sup>1</sup>	184	61	245	170	104	274	114	121	235
Rental Car Facilities <sup>1</sup>	797	493	1,290	1,393	773	2,166	677	784	1,461
Employee Parking <sup>2</sup>	861	318	1,179	725	623	1,348	384	665	1,049
Cargo Facilities <sup>3</sup>	1,154	911	2,065	1,120	963	2,083	1,109	1,317	2,426
<b>TOTAL</b>	<b>7,728</b>	<b>6,027</b>	<b>13,755</b>	<b>9,820</b>	<b>9,057</b>	<b>18,877</b>	<b>8,401</b>	<b>9,709</b>	<b>18,110</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Includes 1.5% per year growth in employee trips.

<sup>3</sup> Includes 2% per year growth in cargo trips.

**TABLE 12**  
**SUMMARY OF FUTURE (2035) WITHOUT PROJECT TRIP GENERATION**

	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total	In	Out	Total
Central Terminal Area (CTA) <sup>1</sup>	4,828	4,387	9,215	6,587	6,840	13,427	6,281	7,185	13,466
Airport Parking <sup>1</sup>	119	32	151	77	59	136	85	64	149
Off-Airport Parking <sup>1</sup>	155	64	219	158	110	268	113	129	242
Rental Car Facilities <sup>1</sup>	815	481	1,296	1,489	718	2,207	759	912	1,671
Employee Parking <sup>2</sup>	987	364	1,351	831	714	1,545	439	762	1,201
Cargo Facilities <sup>3</sup>	1,369	1,081	2,450	1,329	1,142	2,471	1,316	1,562	2,878
<b>TOTAL</b>	<b>8,273</b>	<b>6,409</b>	<b>14,682</b>	<b>10,471</b>	<b>9,583</b>	<b>20,054</b>	<b>8,993</b>	<b>10,614</b>	<b>19,607</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Includes 1.5% per year growth in employee trips.

<sup>3</sup> Includes 2% per year growth in cargo trips.

**TABLE 13  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
1	Ocean Avenue/Via Marina & Washington Boulevard	City of Los Angeles/Los Angeles County	0.649	B	0.831	D
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	City of Los Angeles	0.822	D	0.750	C
3	Vista del Mar & Imperial Highway	City of Los Angeles	0.539	A	0.543	A
4	Vista del Mar & Grand Avenue	El Segundo/City of Los Angeles	0.689	B	0.548	A
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.956	E	0.890	D
6	Nicholson Street & Culver Boulevard	City of Los Angeles	0.734	C	0.863	D
7	Pershing Drive & Manchester Avenue	City of Los Angeles	0.453	A	0.497	A
8	Pershing Drive & Westchester Parkway	City of Los Angeles	0.459	A	0.313	A
9	Pershing Drive & Imperial Highway	City of Los Angeles	0.528	A	0.460	A
10	Culver Boulevard & Jefferson Boulevard	City of Los Angeles	0.763	C	0.895	D
11	Main Street & Imperial Highway	El Segundo/City of Los Angeles	0.685	B	0.619	B
12	Lincoln Boulevard & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.931	E	0.915	E
13	Lincoln Boulevard & Washington Boulevard	City of Los Angeles/Caltrans	0.915	E	0.863	D
14	Lincoln Boulevard & SR-90 Ramps [1]	City of Los Angeles/Caltrans	0.666	B	0.667	B
15	Lincoln Boulevard & Bali Way	City of Los Angeles/Los Angeles County/Caltrans	0.578	A	0.619	B
16	Lincoln Boulevard & Mindanao Way	City of Los Angeles/Los Angeles County/Caltrans	0.773	C	0.849	D
17	Lincoln Boulevard & Fiji Way	City of Los Angeles/Los Angeles County/Caltrans	0.672	B	0.791	C
18	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles/Caltrans	0.838	D	0.700	B
19	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles/Caltrans	0.636	B	0.517	A
20	Lincoln Boulevard & Loyola Marymount University Drive	City of Los Angeles/Caltrans	0.722	C	0.646	B
21	Lincoln Boulevard & 83rd Street	City of Los Angeles/Caltrans	1.043	F	0.742	C
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.859	D	0.781	C
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.414	A	0.429	A
24	Centinela Avenue & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.961	E	0.891	D
25	Centinela Avenue & Washington Place	Culver City/City of Los Angeles	0.835	D	0.957	E
26	Centinela Avenue & Washington Boulevard	Culver City	0.888	D	0.989	E
27	Centinela Avenue & Culver Boulevard	City of Los Angeles	0.955	E	1.080	F
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	City of Los Angeles/Caltrans	0.552	A	0.501	A
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	City of Los Angeles/Caltrans	0.695	B	0.487	A
30	Centinela Avenue & Jefferson Boulevard	City of Los Angeles/Los Angeles County	0.930	E	0.791	C
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	City of Los Angeles	0.788	C	0.819	D
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Culver City/Caltrans	0.860	D	0.940	E
33	Sawtelle Boulevard & Washington Place	Culver City	0.615	B	0.688	B
34	Sawtelle Boulevard & Washington Boulevard	Culver City	0.683	B	0.773	C
35	Sawtelle Boulevard & Culver Boulevard	Culver City	0.774	C	0.938	E
36	I-405 Southbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.674	B	0.583	A
37	I-405 Northbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.968	E	0.786	C
38	Slauson Avenue & Jefferson Boulevard	Culver City	0.477	A	0.509	A
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Culver City/Caltrans	0.755	C	0.981	E
40	Sepulveda Boulevard & Washington Place	Culver City	0.899	D	0.882	D
41	Sepulveda Boulevard & Washington Boulevard	Culver City	0.803	D	0.850	D
42	Sepulveda Boulevard & Culver Boulevard	Culver City	0.932	E	0.914	E
43	Sepulveda Boulevard & Braddock Drive	Culver City	0.705	C	0.715	C
44	Overland Avenue & Venice Boulevard [1]	City of Los Angeles/Culver City/Caltrans	0.885	D	0.923	E
45	Overland Avenue & Washington Boulevard	City of Los Angeles/Culver City	0.871	D	1.056	F
46	Overland Avenue & Culver Boulevard	Culver City	1.002	F	0.954	E
47	Duquesne Avenue & Washington Boulevard	Culver City	0.606	B	0.722	C
48	Duquesne Avenue & Culver Boulevard	Culver City	0.675	B	0.710	C
49	Culver Boulevard & Washington Boulevard-Irving Place	Culver City	0.700	B	0.722	C
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.859	D	0.824	D
51	Overland Avenue & Jefferson Boulevard	Culver City	0.828	D	0.893	D
52	Sepulveda Boulevard & Jefferson Boulevard	Culver City	0.612	B	0.635	B
53	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	0.688	B	0.784	C
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	0.902	E	0.777	C
55	Sepulveda Boulevard & Slauson Avenue	Culver City	0.719	C	0.713	C
56	Sepulveda Boulevard & Centinela Avenue	Culver City	0.845	D	1.074	F
57	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles	0.811	D	0.687	B
58	Sepulveda Boulevard & 76th Street-77th Street	City of Los Angeles	0.819	D	0.647	B
59	Sepulveda Boulevard & 79th Street-80th Street	City of Los Angeles	0.707	C	0.529	A
60	Sepulveda Boulevard & 83rd Street	City of Los Angeles	0.572	A	0.504	A
61	Sepulveda Boulevard & Manchester Avenue [1]	City of Los Angeles	0.736	C	0.917	E
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.579	A	0.677	B
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.768	C	0.914	E
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.645	B	0.692	B
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.789	C	0.834	D
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	1.085	F	0.973	E
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.769	C	0.910	E
68	Sepulveda Boulevard & Mariposa Avenue	El Segundo/Caltrans	0.886	D	0.835	D
69	Sepulveda Boulevard & Grand Avenue	El Segundo/Caltrans	1.146	F	0.983	E
70	Sepulveda Boulevard & El Segundo Boulevard [1]	El Segundo/Caltrans	0.840	D	1.036	F

**TABLE 13 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
71	Sepulveda Boulevard & Rosecrans Avenue [1]	El Segundo/Manhattan Beach/Caltrans	1.046	F	1.055	F
72	SR-90 Westbound Ramps & Slauson Avenue	Culver City/Los Angeles County/Caltrans	0.769	C	0.791	C
73	Buckingham Parkway & Slauson Avenue	Culver City	0.846	D	0.808	D
74	I-405 Southbound Ramps & Howard Hughes Parkway	City of Los Angeles/Caltrans	0.444	A	0.231	A
75	Sepulveda Eastway & Westchester Parkway	City of Los Angeles	0.450	A	0.727	C
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.562	A	0.624	B
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.208	A	0.432	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.436	A	0.555	A
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.522	A	0.658	B
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.607	B	0.750	C
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.696	B	1.032	F
82	Airport Boulevard & 96th Street	City of Los Angeles	0.311	A	0.504	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.392	A	0.561	A
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.611	B	0.660	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.521	A	0.446	A
86	Nash Street & El Segundo Boulevard	El Segundo	0.635	B	0.694	B
87	Douglas Street & Imperial Highway	El Segundo/City of Los Angeles	0.369	A	0.706	C
88	Douglas Street & El Segundo Boulevard	El Segundo	0.830	D	0.967	E
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.877	D	0.842	D
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.777	C	0.906	E
91	Bellanca Avenue & Century Boulevard	City of Los Angeles	0.613	B	0.688	B
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.749	C	0.814	D
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.912	E	0.792	C
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.863	D	1.013	F
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.640	B	0.784	C
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.739	C	0.731	C
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.724	C	0.865	D
98	Aviation Boulevard & West 120th Street	El Segundo/Los Angeles County	0.821	D	0.920	E
99	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.971	E	1.063	F
100	Aviation Boulevard & Rosecrans Avenue	Hawthorne/El Segundo/Manhattan Beach	1.001	F	0.995	E
101	Hindry Avenue & Manchester Boulevard	Inglewood	0.722	C	0.790	C
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	23.4 s	C	18.0 s	C
103	Concourse Way & Century Boulevard	City of Los Angeles	0.306	A	0.466	A
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.781	C	0.679	B
105	La Tijera Boulevard & Centinela Avenue	City of Los Angeles/Los Angeles County	0.857	D	0.917	E
106	Jefferson Boulevard & National Boulevard	City of Los Angeles	0.990	E	0.872	D
107	Jefferson Boulevard & Higuera Street/Rodeo Road	City of Los Angeles	0.694	B	0.763	C
108	La Cienega Boulevard & Jefferson Boulevard [1]	City of Los Angeles	0.967	E	1.016	F
109	La Cienega Boulevard & Rodeo Road	City of Los Angeles	1.248	F	1.153	F
110	La Cienega Boulevard & Stocker Street [1]	Los Angeles County	1.138	F	1.182	F
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	Los Angeles County	1.245	F	1.154	F
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	Los Angeles County	1.091	F	0.986	E
113	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles/Inglewood	0.611	B	0.720	C
114	La Cienega Boulevard & Centinela Avenue [1]	City of Los Angeles/Inglewood	0.970	E	1.115	F
115	La Cienega Boulevard & Florence Avenue	Inglewood	0.769	C	1.125	F
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.749	C	0.838	D
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.813	D	0.806	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.783	C	0.642	B
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.930	E	0.915	E
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.362	A	0.343	A
121	La Cienega Boulevard & 104th Street	City of Los Angeles/Los Angeles County	0.406	A	0.419	A
122	La Cienega Boulevard & Lennox Boulevard	City of Los Angeles/Los Angeles County	0.515	A	0.748	C
123	La Cienega Boulevard & 111th Street	City of Los Angeles/Los Angeles County	0.320	A	0.374	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	City of Los Angeles/Los Angeles County/Caltrans	0.511	A	0.393	A
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.466	A	0.834	D
126	La Cienega Boulevard & West 120th Street	Los Angeles County	0.814	D	0.962	E
127	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/Los Angeles County	0.719	C	0.901	E
128	Hindry Avenue & Rosecrans Avenue	Hawthorne	0.713	C	0.794	C
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.882	D	0.845	D
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.952	E	0.826	D
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Hawthorne/Los Angeles County/Caltrans	0.619	B	0.803	D
132	I-405 Northbound Ramps & El Segundo Boulevard	Hawthorne/Los Angeles County/Caltrans	0.784	C	0.802	D
133	I-405 Northbound Ramps & Rosecrans Avenue	Hawthorne/Caltrans	0.886	D	0.880	D
134	Inglewood Avenue & Manchester Boulevard	Inglewood	0.771	C	0.850	D
135	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.662	B	0.763	C
136	Inglewood Avenue & Century Boulevard	Inglewood	0.837	D	1.000	E
137	Inglewood Avenue & Lennox Boulevard	Los Angeles County	0.904	E	1.023	F
138	Inglewood Avenue & Imperial Highway	Hawthorne	1.055	F	1.144	F
139	Inglewood Avenue & El Segundo Boulevard	Hawthorne/Los Angeles County	0.853	D	0.991	E
140	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.896	D	1.086	F

**TABLE 13 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
141	La Brea Avenue/Overhill Drive & Stocker Street	Los Angeles County	0.946	E	1.095	F
142	La Brea Avenue & Slauson Avenue	Los Angeles County	0.876	D	1.013	F
143	La Brea Avenue & Centinela Avenue	Inglewood	0.970	E	1.023	F
144	La Brea Avenue & Florence Avenue	Inglewood	0.876	D	1.037	F
145	La Brea Avenue & Manchester Boulevard [1]	Inglewood	0.834	D	0.866	D
146	La Brea Avenue & Arbor Vitae Street	Inglewood	0.597	A	0.764	C
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.834	D	0.903	E
148	Hawthorne Boulevard & Lennox Boulevard	Los Angeles County	0.772	C	0.856	D
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	Hawthorne/Los Angeles County/Caltrans	0.890	D	1.020	F
150	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.812	D	0.985	E
151	Hawthorne Boulevard & 120th Street	Hawthorne	0.645	B	0.802	D
152	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.741	C	0.867	D
153	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.723	C	0.892	D
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	Hawthorne/Caltrans	0.699	B	0.784	C
155	Prairie Avenue & Manchester Boulevard	Inglewood	0.955	E	1.025	F
156	Prairie Avenue & Arbor Vitae Street	Inglewood	0.795	C	0.880	D
157	Prairie Avenue & Century Boulevard	Inglewood	0.918	E	0.969	E
158	Prairie Avenue & Lennox Boulevard	Inglewood	0.673	B	0.680	B
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Inglewood/Caltrans	0.772	C	0.742	C
160	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood	1.301	F	0.891	D
161	Prairie Avenue & El Segundo Boulevard	Hawthorne	0.916	E	0.948	E
162	Crenshaw Boulevard & Manchester Avenue [1]	Inglewood	1.015	F	1.110	F
163	Crenshaw Boulevard & Century Boulevard	Inglewood	0.923	E	1.059	F
164	Crenshaw Boulevard & Imperial Highway	Inglewood	0.876	D	1.012	F
165	Western Avenue & Manchester Avenue	City of Los Angeles	0.841	D	0.997	E
166	Western Avenue & Imperial Highway	Los Angeles County	0.895	D	0.895	D
167	I-405 Northbound Ramps & Culver Boulevard	Culver City/Caltrans	0.757	C	0.698	B
168	Walgrove Avenue & Washington Boulevard [2]	Culver City	***	F	***	F
169	Washington Boulevard & Washington Place at Wade Street	Culver City	0.741	C	0.926	E
170	Inglewood Boulevard & Washington Boulevard	Culver City	0.842	D	1.050	F
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Boulevard)	Culver City/Caltrans	0.410	A	0.505	A
172	Washington Boulevard & Washington Place at Tilden Avenue	Culver City	0.583	A	0.640	B
173	Overland Avenue & Sawtelle Boulevard [3]	Culver City	44.8 s	E	58.6 s	F
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	Culver City	0.824	D	0.748	C
175	Ince Boulevard & Washington Boulevard	Culver City	0.967	E	0.949	E
176	National Boulevard & Venice Boulevard	City of Los Angeles/Caltrans	0.885	D	1.021	F
177	National Boulevard & Washington Boulevard	Culver City	0.820	D	0.966	E
178	La Cienega Boulevard & Washington Boulevard	Culver City	0.926	E	1.044	F
179	Centinela Avenue & Florence Avenue	Inglewood	0.900	D	0.860	D
180	Prairie Avenue & Florence Avenue	Inglewood	0.804	D	0.886	D
181	Van Ness Avenue & Manchester Avenue	City of Los Angeles/Inglewood	0.982	E	0.993	E
182	Van Ness Avenue & Century Boulevard	City of Los Angeles/County of Los Angeles/Inglewood	0.719	C	0.787	C
183	Van Ness Avenue & Imperial Highway	Inglewood/Hawthorne/County of Los Angeles	0.861	D	0.901	E

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

[3] Unsignalized intersection. All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 13 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITHOUT PROJECT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	30	25
B	29	21
C	37	33
D	46	38
E	27	35
F	14	31
TOTAL	183	183

**TABLE 14**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITHOUT PROJECT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS	
			MD PEAK HOUR	
			V/C OR DELAY	LOS
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.667	B
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.363	A
61	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles	0.697	B
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.613	B
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.910	E
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.609	B
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.643	B
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	1.002	F
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.632	B
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.612	B
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.295	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.445	A
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.550	A
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.688	B
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.787	C
82	Airport Boulevard & 96th Street	City of Los Angeles	0.483	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.523	A
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.691	B
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.833	D
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.609	B
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.755	C
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.638	B
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.838	D
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.640	B
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.696	B
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.667	B
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	14.7 s	B
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.412	A
115	La Cienega Boulevard & Florence Avenue	Inglewood	0.956	E
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.859	D
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.667	B
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.653	B
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.693	B
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.296	A
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.748	C
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.716	C

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

LOS SUMMARY	
LOS	MD Peak Hour
A	8
B	18
C	4
D	3
E	2
F	1
<b>TOTAL</b>	<b>36</b>

**TABLE 15**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
1	Ocean Avenue/Via Marina & Washington Boulevard	City of Los Angeles/Los Angeles County	0.718	C	0.920	E
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	City of Los Angeles	0.827	D	0.788	C
3	Vista del Mar & Imperial Highway	City of Los Angeles	0.556	A	0.571	A
4	Vista del Mar & Grand Avenue	El Segundo/City of Los Angeles	0.713	C	0.583	A
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.983	E	0.941	E
6	Nicholson Street & Culver Boulevard	City of Los Angeles	0.762	C	0.886	D
7	Pershing Drive & Manchester Avenue	City of Los Angeles	0.483	A	0.510	A
8	Pershing Drive & Westchester Parkway	City of Los Angeles	0.457	A	0.362	A
9	Pershing Drive & Imperial Highway	City of Los Angeles	0.550	A	0.501	A
10	Culver Boulevard & Jefferson Boulevard	City of Los Angeles	0.781	C	0.907	E
11	Main Street & Imperial Highway	El Segundo/City of Los Angeles	0.694	B	0.633	B
12	Lincoln Boulevard & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.966	E	0.973	E
13	Lincoln Boulevard & Washington Boulevard	City of Los Angeles/Caltrans	0.942	E	0.892	D
14	Lincoln Boulevard & SR-90 Ramps [1]	City of Los Angeles/Caltrans	0.689	B	0.686	B
15	Lincoln Boulevard & Bali Way	City of Los Angeles/Los Angeles County/Caltrans	0.607	B	0.646	B
16	Lincoln Boulevard & Mindanao Way	City of Los Angeles/Los Angeles County/Caltrans	0.808	D	0.882	D
17	Lincoln Boulevard & Fiji Way	City of Los Angeles/Los Angeles County/Caltrans	0.694	B	0.818	D
18	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles/Caltrans	0.825	D	0.742	C
19	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles/Caltrans	0.683	B	0.551	A
20	Lincoln Boulevard & Loyola Marymount University Drive	City of Los Angeles/Caltrans	0.739	C	0.677	B
21	Lincoln Boulevard & 83rd Street	City of Los Angeles/Caltrans	1.020	F	0.791	C
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.815	D	0.850	D
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.419	A	0.430	A
24	Centinela Avenue & Venice Boulevard [1]	City of Los Angeles/Caltrans	0.995	E	0.955	E
25	Centinela Avenue & Washington Place	Culver City/City of Los Angeles	0.891	D	0.987	E
26	Centinela Avenue & Washington Boulevard	Culver City	0.924	E	1.041	F
27	Centinela Avenue & Culver Boulevard	City of Los Angeles	1.023	F	1.127	F
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	City of Los Angeles/Caltrans	0.604	B	0.517	A
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	City of Los Angeles/Caltrans	0.759	C	0.513	A
30	Centinela Avenue & Jefferson Boulevard	City of Los Angeles/Los Angeles County	1.043	F	0.833	D
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	City of Los Angeles	0.799	C	0.887	D
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Culver City/Caltrans	0.902	E	0.992	E
33	Sawtelle Boulevard & Washington Place	Culver City	0.631	B	0.720	C
34	Sawtelle Boulevard & Washington Boulevard	Culver City	0.729	C	0.811	D
35	Sawtelle Boulevard & Culver Boulevard	Culver City	0.821	D	0.976	E
36	I-405 Southbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.685	B	0.592	A
37	I-405 Northbound Ramps & Jefferson Boulevard	City of Los Angeles/Culver City/Caltrans	0.970	E	0.794	C
38	Slauson Avenue & Jefferson Boulevard	Culver City	0.479	A	0.528	A
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Culver City/Caltrans	0.785	C	1.005	F
40	Sepulveda Boulevard & Washington Place	Culver City	0.912	E	0.920	E
41	Sepulveda Boulevard & Washington Boulevard	Culver City	0.830	D	0.886	D
42	Sepulveda Boulevard & Culver Boulevard	Culver City	0.956	E	0.941	E
43	Sepulveda Boulevard & Braddock Drive	Culver City	0.731	C	0.744	C
44	Overland Avenue & Venice Boulevard [1]	City of Los Angeles/Culver City/Caltrans	0.910	E	0.949	E
45	Overland Avenue & Washington Boulevard	City of Los Angeles/Culver City	0.912	E	1.078	F
46	Overland Avenue & Culver Boulevard	Culver City	1.018	F	0.982	E
47	Duquesne Avenue & Washington Boulevard	Culver City	0.623	B	0.742	C
48	Duquesne Avenue & Culver Boulevard	Culver City	0.699	B	0.737	C
49	Culver Boulevard & Washington Boulevard-Irving Place	Culver City	0.724	C	0.733	C
50	Duquesne Avenue & Jefferson Boulevard	Culver City	0.873	D	0.846	D
51	Overland Avenue & Jefferson Boulevard	Culver City	0.844	D	0.910	E
52	Sepulveda Boulevard & Jefferson Boulevard	Culver City	0.617	B	0.647	B
53	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	0.702	C	0.812	D
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	0.908	E	0.806	D
55	Sepulveda Boulevard & Slauson Avenue	Culver City	0.733	C	0.755	C
56	Sepulveda Boulevard & Centinela Avenue	Culver City	0.872	D	1.082	F
57	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles	0.808	D	0.694	B
58	Sepulveda Boulevard & 76th Street-77th Street	City of Los Angeles	0.788	C	0.690	B
59	Sepulveda Boulevard & 79th Street-80th Street	City of Los Angeles	0.714	C	0.595	A
60	Sepulveda Boulevard & 83rd Street	City of Los Angeles	0.589	A	0.567	A
61	Sepulveda Boulevard & Manchester Avenue [1]	City of Los Angeles	0.752	C	0.961	E
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.589	A	0.733	C
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.812	D	0.971	E
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.685	B	0.715	C
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.839	D	0.947	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	1.104	F	1.001	F
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.792	C	0.940	E
68	Sepulveda Boulevard & Mariposa Avenue	El Segundo/Caltrans	0.888	D	0.823	D
69	Sepulveda Boulevard & Grand Avenue	El Segundo/Caltrans	1.146	F	0.984	E
70	Sepulveda Boulevard & El Segundo Boulevard [1]	El Segundo/Caltrans	0.848	D	1.050	F
71	Sepulveda Boulevard & Rosecrans Avenue [1]	El Segundo/Manhattan Beach/Caltrans	1.056	F	1.068	F
72	SR-90 Westbound Ramps & Slauson Avenue	Culver City/Los Angeles County/Caltrans	0.780	C	0.843	D
73	Buckingham Parkway & Slauson Avenue	Culver City	0.858	D	0.831	D



**TABLE 15 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
74	I-405 Southbound Ramps & Howard Hughes Parkway	City of Los Angeles/Caltrans	0.458	A	0.243	A
75	Sepulveda Eastway & Westchester Parkway	City of Los Angeles	0.491	A	0.787	C
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.613	B	0.695	B
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.212	A	0.457	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.515	A	0.640	B
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.619	B	0.725	C
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.682	B	0.832	D
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.744	C	1.153	F
82	Airport Boulevard & 96th Street	City of Los Angeles	0.341	A	0.580	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.433	A	0.625	B
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.672	B	0.725	C
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.547	A	0.480	A
86	Nash Street & El Segundo Boulevard	El Segundo	0.646	B	0.721	C
87	Douglas Street & Imperial Highway	El Segundo/City of Los Angeles	0.398	A	0.739	C
88	Douglas Street & El Segundo Boulevard	El Segundo	0.848	D	0.989	E
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.981	E	0.876	D
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.773	C	0.975	E
91	Bellanca Avenue & Century Boulevard	City of Los Angeles	0.654	B	0.761	C
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.795	C	0.895	D
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.996	E	0.902	E
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.961	E	1.051	F
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.790	C	0.875	D
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.957	E	0.872	D
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.878	D	0.923	E
98	Aviation Boulevard & West 120th Street	El Segundo/Los Angeles County	0.905	E	0.968	E
99	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.991	E	1.076	F
100	Aviation Boulevard & Rosecrans Avenue	Hawthorne/El Segundo/Manhattan Beach	1.013	F	1.013	F
101	Hindry Avenue & Manchester Boulevard	Inglewood	0.731	C	0.862	D
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	49.4 s	E	24.1 s	C
103	Concourse Way & Century Boulevard	City of Los Angeles	0.337	A	0.528	A
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.838	D	0.713	C
105	La Tijera Boulevard & Centinela Avenue	City of Los Angeles/Los Angeles County	0.891	D	0.997	E
106	Jefferson Boulevard & National Boulevard	City of Los Angeles	1.023	F	0.927	E
107	Jefferson Boulevard & Higuera Street/Rodeo Road	City of Los Angeles	0.742	C	0.798	C
108	La Cienega Boulevard & Jefferson Boulevard [1]	City of Los Angeles	1.000	E	1.052	F
109	La Cienega Boulevard & Rodeo Road	City of Los Angeles	1.277	F	1.189	F
110	La Cienega Boulevard & Stocker Street [1]	Los Angeles County	1.156	F	1.244	F
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	Los Angeles County	1.251	F	1.200	F
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	Los Angeles County	1.114	F	1.042	F
113	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles/Inglewood	0.617	B	0.759	C
114	La Cienega Boulevard & Centinela Avenue [1]	City of Los Angeles/Inglewood	0.985	E	1.149	F
115	La Cienega Boulevard & Florence Avenue	Inglewood	0.826	D	1.162	F
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.801	D	0.880	D
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.887	D	0.852	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.809	D	0.705	C
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.985	E	1.088	F
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.385	A	0.381	A
121	La Cienega Boulevard & 104th Street	City of Los Angeles/Los Angeles County	0.478	A	0.506	A
122	La Cienega Boulevard & Lennox Boulevard	City of Los Angeles/Los Angeles County	0.583	A	0.836	D
123	La Cienega Boulevard & 111th Street	City of Los Angeles/Los Angeles County	0.433	A	0.453	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	City of Los Angeles/Los Angeles County/Caltrans	0.565	A	0.424	A
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.532	A	0.899	D
126	La Cienega Boulevard & West 120th Street	Los Angeles County	0.848	D	0.999	E
127	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/Los Angeles County	0.748	C	0.918	E
128	Hindry Avenue & Rosecrans Avenue	Hawthorne	0.725	C	0.812	D
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.923	E	0.896	D
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.993	E	0.890	D
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Hawthorne/Los Angeles County/Caltrans	0.653	B	0.832	D
132	I-405 Northbound Ramps & El Segundo Boulevard	Hawthorne/Los Angeles County/Caltrans	0.801	D	0.818	D
133	I-405 Northbound Ramps & Rosecrans Avenue	Hawthorne/Caltrans	0.900	D	0.898	D
134	Inglewood Avenue & Manchester Boulevard	Inglewood	0.804	D	0.887	D
135	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.674	B	0.802	D
136	Inglewood Avenue & Century Boulevard	Inglewood	0.873	D	1.064	F
137	Inglewood Avenue & Lennox Boulevard	Los Angeles County	0.952	E	1.086	F
138	Inglewood Avenue & Imperial Highway	Hawthorne	1.095	F	1.195	F
139	Inglewood Avenue & El Segundo Boulevard	Hawthorne/Los Angeles County	0.879	D	1.007	F
140	Inglewood Avenue & Rosecrans Avenue	Hawthorne	0.923	E	1.120	F
141	La Brea Avenue/Overhill Drive & Stocker Street	Los Angeles County	0.983	E	1.139	F
142	La Brea Avenue & Slauson Avenue	Los Angeles County	0.939	E	1.066	F
143	La Brea Avenue & Centinela Avenue	Inglewood	1.016	F	1.057	F
144	La Brea Avenue & Florence Avenue	Inglewood	0.923	E	1.127	F
145	La Brea Avenue & Manchester Boulevard [1]	Inglewood	0.863	D	0.911	E
146	La Brea Avenue & Arbor Vitae Street	Inglewood	0.626	B	0.805	D

**TABLE 15 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITHOUT PROJECT CONDITIONS**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS			
			AM PEAK HOUR		PM PEAK HOUR	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.876	D	0.986	E
148	Hawthorne Boulevard & Lennox Boulevard	Los Angeles County	0.821	D	0.902	E
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	Hawthorne/Los Angeles County/Caltrans	0.919	E	1.039	F
150	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.861	D	1.037	F
151	Hawthorne Boulevard & 120th Street	Hawthorne	0.669	B	0.833	D
152	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.775	C	0.898	D
153	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne	0.755	C	0.922	E
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	Hawthorne/Caltrans	0.703	C	0.800	C
155	Prairie Avenue & Manchester Boulevard	Inglewood	0.983	E	1.069	F
156	Prairie Avenue & Arbor Vitae Street	Inglewood	0.816	D	0.901	E
157	Prairie Avenue & Century Boulevard	Inglewood	0.959	E	1.011	F
158	Prairie Avenue & Lennox Boulevard	Inglewood	0.712	C	0.720	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Inglewood/Caltrans	0.811	D	0.767	C
160	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood	1.346	F	0.952	E
161	Prairie Avenue & El Segundo Boulevard	Hawthorne	0.950	E	0.985	E
162	Crenshaw Boulevard & Manchester Avenue [1]	Inglewood	1.055	F	1.145	F
163	Crenshaw Boulevard & Century Boulevard	Inglewood	0.948	E	1.120	F
164	Crenshaw Boulevard & Imperial Highway	Inglewood	0.924	E	1.067	F
165	Western Avenue & Manchester Avenue	City of Los Angeles	0.869	D	1.056	F
166	Western Avenue & Imperial Highway	Los Angeles County	0.915	E	0.941	E
167	I-405 Northbound Ramps & Culver Boulevard	Culver City/Caltrans	0.781	C	0.740	C
168	Walgrove Avenue & Washington Boulevard [2]	Culver City	***	F	***	F
169	Washington Boulevard & Washington Place at Wade Street	Culver City	0.772	C	0.955	E
170	Inglewood Boulevard & Washington Boulevard	Culver City	0.842	D	1.084	F
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Boulevard)	Culver City/Caltrans	0.419	A	0.527	A
172	Washington Boulevard & Washington Place at Tilden Avenue	Culver City	0.600	A	0.659	B
173	Overland Avenue & Sawtelle Boulevard [3]	Culver City	49.7 s	E	63.6 s	F
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	Culver City	0.839	D	0.795	C
175	Ince Boulevard & Washington Boulevard	Culver City	1.002	F	1.003	F
176	National Boulevard & Venice Boulevard	City of Los Angeles/Caltrans	0.931	E	1.053	F
177	National Boulevard & Washington Boulevard	Culver City	0.865	D	1.006	F
178	La Cienega Boulevard & Washington Boulevard	Culver City	0.959	E	1.105	F
179	Centinela Avenue & Florence Avenue	Inglewood	0.934	E	0.902	E
180	Prairie Avenue & Florence Avenue	Inglewood	0.820	D	0.917	E
181	Van Ness Avenue & Manchester Avenue	City of Los Angeles/Inglewood	1.013	F	1.024	F
182	Van Ness Avenue & Century Boulevard	City of Los Angeles/County of Los Angeles/Inglewood	0.752	C	0.823	D
183	Van Ness Avenue & Imperial Highway	Inglewood/Hawthorne/County of Los Angeles	0.903	E	0.945	E

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

[3] Unsignalized intersection. All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 15 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITHOUT PROJECT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	25	23
B	23	11
C	33	28
D	41	37
E	41	39
F	20	45
TOTAL	183	183

**TABLE 16**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITHOUT PROJECT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	JURISDICTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS	
			MD PEAK HOUR	
			V/C OR DELAY	LOS
22	Lincoln Boulevard & Manchester Avenue [1]	City of Los Angeles/Caltrans	0.702	C
23	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles/Caltrans	0.400	A
61	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles	0.739	C
62	Sepulveda Boulevard & La Tijera Boulevard	City of Los Angeles	0.651	B
63	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles	0.965	E
64	Sepulveda Boulevard & Lincoln Boulevard [1]	City of Los Angeles/Caltrans	0.648	B
65	Sepulveda Boulevard & Century Boulevard	City of Los Angeles/Caltrans	0.777	C
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	City of Los Angeles/Caltrans	1.025	F
67	Sepulveda Boulevard & Imperial Highway	El Segundo/City of Los Angeles/Caltrans	0.647	B
76	La Tijera Boulevard & Manchester Avenue	City of Los Angeles	0.649	B
77	Jenny Avenue & Westchester Parkway	City of Los Angeles	0.338	A
78	Avion Drive & Century Boulevard	City of Los Angeles	0.572	A
79	La Tijera Boulevard & Airport Boulevard	City of Los Angeles	0.621	B
80	Airport Boulevard & Manchester Avenue	City of Los Angeles	0.761	C
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles	0.858	D
82	Airport Boulevard & 96th Street	City of Los Angeles	0.553	A
83	Airport Boulevard & 98th Street	City of Los Angeles	0.573	A
84	Airport Boulevard & Century Boulevard	City of Los Angeles	0.800	C
89	I-405 Northbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.887	D
90	I-405 Southbound Ramps & La Tijera Boulevard	City of Los Angeles/Caltrans	0.639	B
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	Inglewood	0.843	D
93	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles/Inglewood	0.731	C
94	Aviation Boulevard & Century Boulevard	City of Los Angeles	0.900	D
95	Aviation Boulevard & 104th Street	City of Los Angeles	0.752	C
96	Aviation Boulevard & 111th Street	City of Los Angeles	0.867	D
97	Aviation Boulevard & Imperial Highway	El Segundo/City of Los Angeles	0.694	B
102	Hindry Avenue & Arbor Vitae Street [2]	City of Los Angeles/Inglewood	16.5 s	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	City of Los Angeles/Caltrans	0.440	A
115	La Cienega Boulevard & Florence Avenue	Inglewood	1.022	F
116	La Cienega Boulevard & Manchester Boulevard	Inglewood	0.908	E
117	La Cienega Boulevard & Arbor Vitae Street	Inglewood	0.724	C
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	City of Los Angeles/Inglewood/Caltrans	0.703	C
119	La Cienega Boulevard & Century Boulevard	City of Los Angeles/Los Angeles County/Inglewood	0.813	D
125	La Cienega Boulevard & Imperial Highway	City of Los Angeles/Los Angeles County	0.341	A
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	Inglewood/Caltrans	0.778	C
130	I-405 Northbound Ramps & Century Boulevard	Inglewood/Caltrans	0.761	C

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Unsignalized intersection. Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table.

LOS SUMMARY	
LOS	MD Peak Hour
A	7
B	7
C	12
D	6
E	2
F	2
<b>TOTAL</b>	<b>36</b>

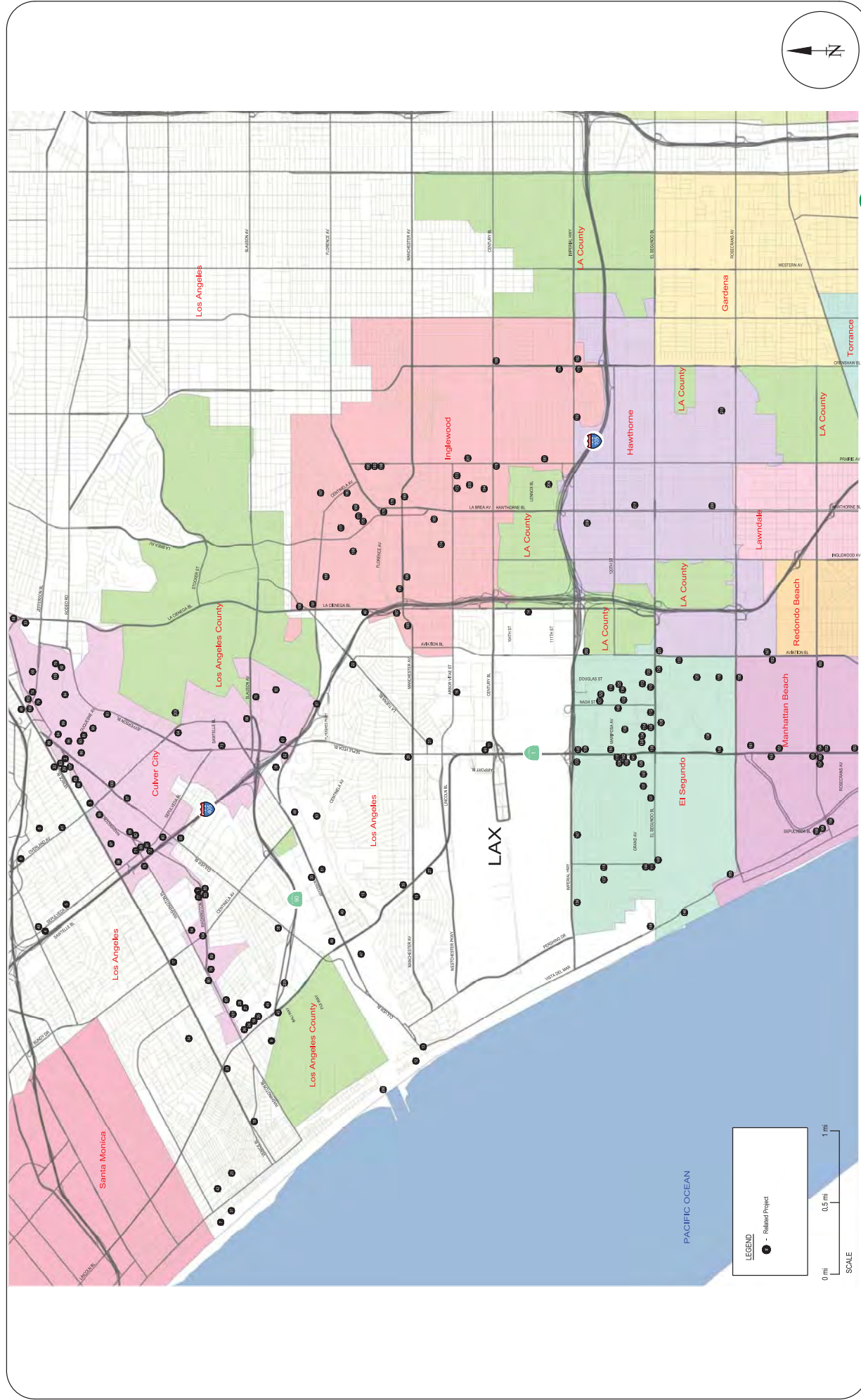
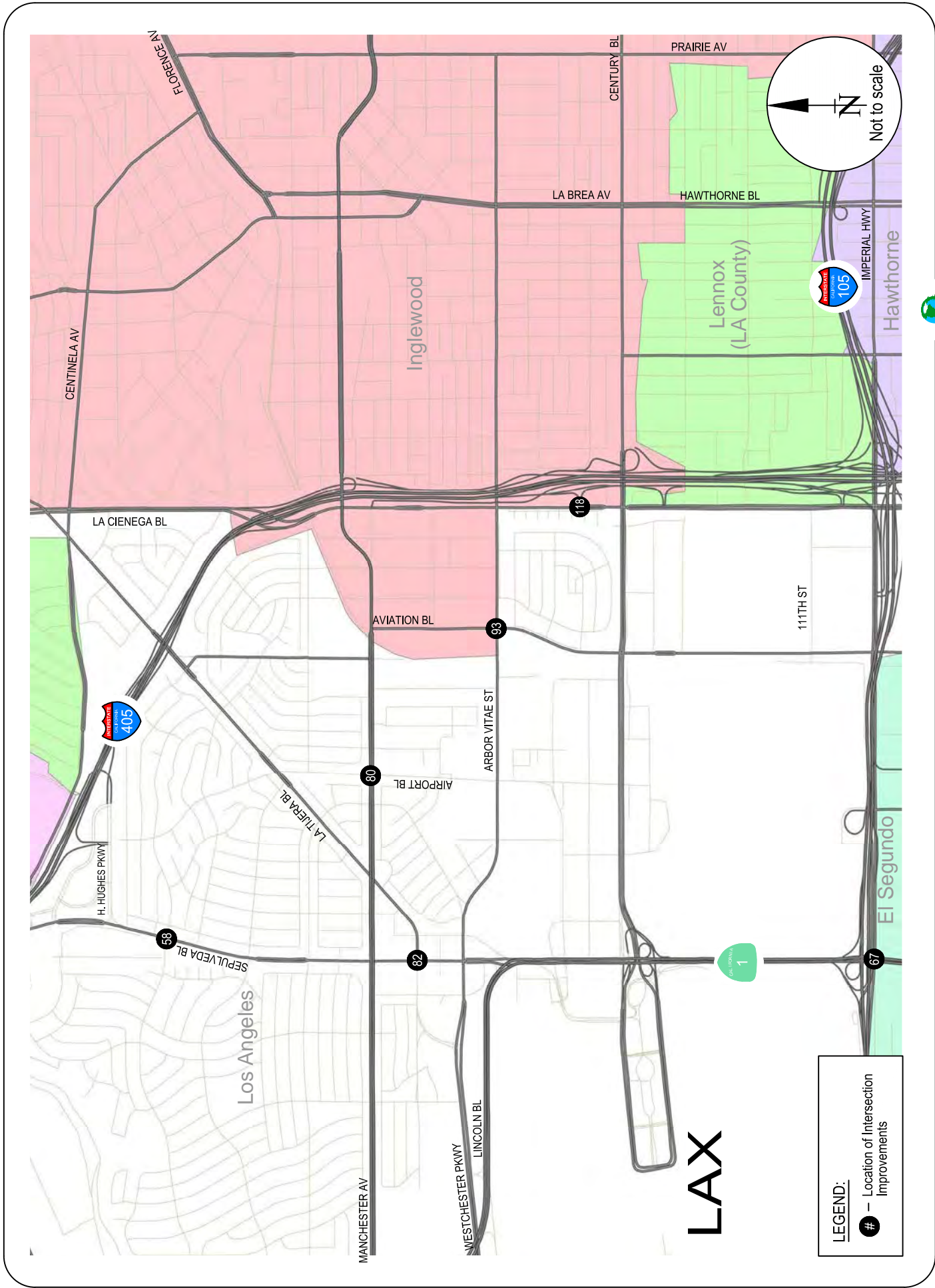
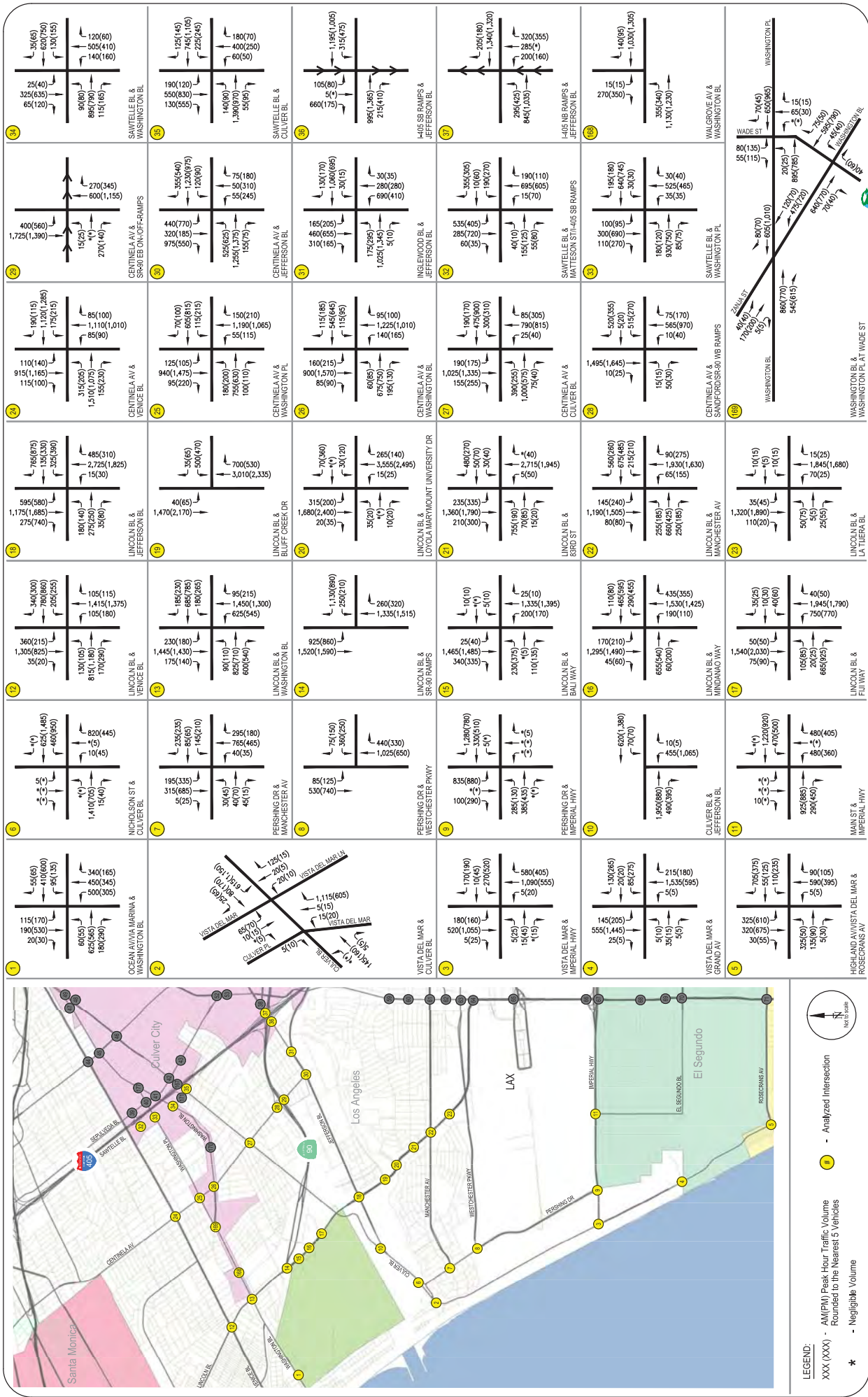


FIGURE 20  
LOCATION OF RELATED PROJECTS



**FIGURE 21**  
**FUTURE BASE COMMITTED INTERSECTION IMPROVEMENTS**



1

55(65)	340(165)
20(30)	450(345)
95(155)	500(305)
115(170)	
190(530)	
20(30)	
60(55)	625(965)
180(240)	180(240)

2

115(170)	340(165)
190(530)	450(345)
20(30)	500(305)
60(55)	625(965)
180(240)	180(240)

3

190(115)	1,110(1,010)
85(90)	85(90)
315(205)	1,510(1,075)
153(230)	

4

765(875)	485(310)
325(330)	2,725(1,825)
15(30)	
595(580)	1,175(1,685)
275(740)	35(60)

5

340(300)	105(115)
70(100)	1,410(1,375)
285(265)	105(180)
360(215)	
1,305(825)	
35(20)	
130(105)	815(1,180)
170(240)	170(240)

6

5(0)	820(445)
5(0)	10(45)
1,410(705)	15(40)
15(40)	

7

195(335)	295(180)
315(685)	785(465)
5(25)	40(35)
30(45)	40(35)
40(70)	
45(15)	

8

85(125)	440(330)
530(740)	1,025(650)

9

170(180)	580(405)
10(45)	1,090(555)
270(220)	5(20)
180(160)	
520(1,055)	
5(25)	
5(25)	15(20)
15(20)	15(20)

10

145(205)	215(180)
555(1,445)	1,535(595)
25(5)	5(5)
5(10)	5(5)
35(15)	5(5)
5(5)	

11

125(145)	180(70)
745(1,055)	400(250)
225(245)	60(50)
190(120)	
550(830)	
130(555)	
140(80)	1,380(970)
1,380(970)	55(65)

12

440(770)	75(180)
320(185)	50(110)
975(550)	55(245)
455(540)	
1,230(975)	
120(90)	
525(625)	155(75)
1,285(1,275)	

13

70(100)	150(210)
685(615)	1,190(1,065)
115(215)	85(115)
125(105)	
940(1,270)	
95(220)	
180(200)	100(110)
725(630)	

14

40(65)	700(530)
1,470(2,170)	3,010(2,335)

15

315(200)	265(140)
1,880(2,460)	3,555(2,495)
20(35)	15(25)
35(20)	
10(20)	

16

110(80)	25(10)
1,465(1,385)	1,335(1,395)
340(335)	200(170)
25(40)	
1,465(1,480)	
340(335)	

17

835(880)	25(10)
100(230)	1,335(1,395)
285(310)	200(170)
385(415)	
5(0)	

18

130(95)	435(355)
20(20)	1,530(1,425)
85(275)	190(110)
145(205)	
555(1,445)	
25(5)	

19

705(375)	480(405)
320(675)	480(360)
30(55)	
325(610)	
320(675)	
30(55)	

20

190(170)	85(305)
475(900)	790(815)
300(310)	25(40)
190(170)	
1,025(1,335)	
155(255)	
380(365)	75(40)
1,000(575)	

21

165(205)	30(35)
480(655)	280(280)
310(165)	690(410)
130(170)	
1,060(665)	
30(15)	
175(295)	30(35)
1,025(1,245)	

22

535(405)	190(110)
285(720)	685(610)
60(35)	15(70)
355(325)	
1,060	
190(270)	
45(10)	190(110)
185(235)	685(610)

23

190(175)	520(355)
1,025(1,335)	285(720)
155(255)	60(35)
190(170)	
475(900)	
300(310)	
85(305)	
790(815)	

24

560(260)	80(275)
1,900(1,505)	1,330(1,630)
80(80)	65(155)
145(240)	
1,900(1,505)	
80(80)	

25

35(45)	15(25)
1,320(1,830)	1,845(1,680)
110(20)	70(25)
35(45)	
1,320(1,830)	
110(20)	

26

110(80)	40(50)
485(695)	1,945(1,790)
290(45)	750(770)
435(355)	
1,530(1,425)	
190(110)	

27

50(50)	40(50)
1,295(1,480)	1,945(1,790)
45(60)	750(770)
685(540)	
1,295(1,480)	
45(60)	

28

925(885)	480(405)
290(450)	480(360)
5(0)	
925(885)	
290(450)	
5(0)	

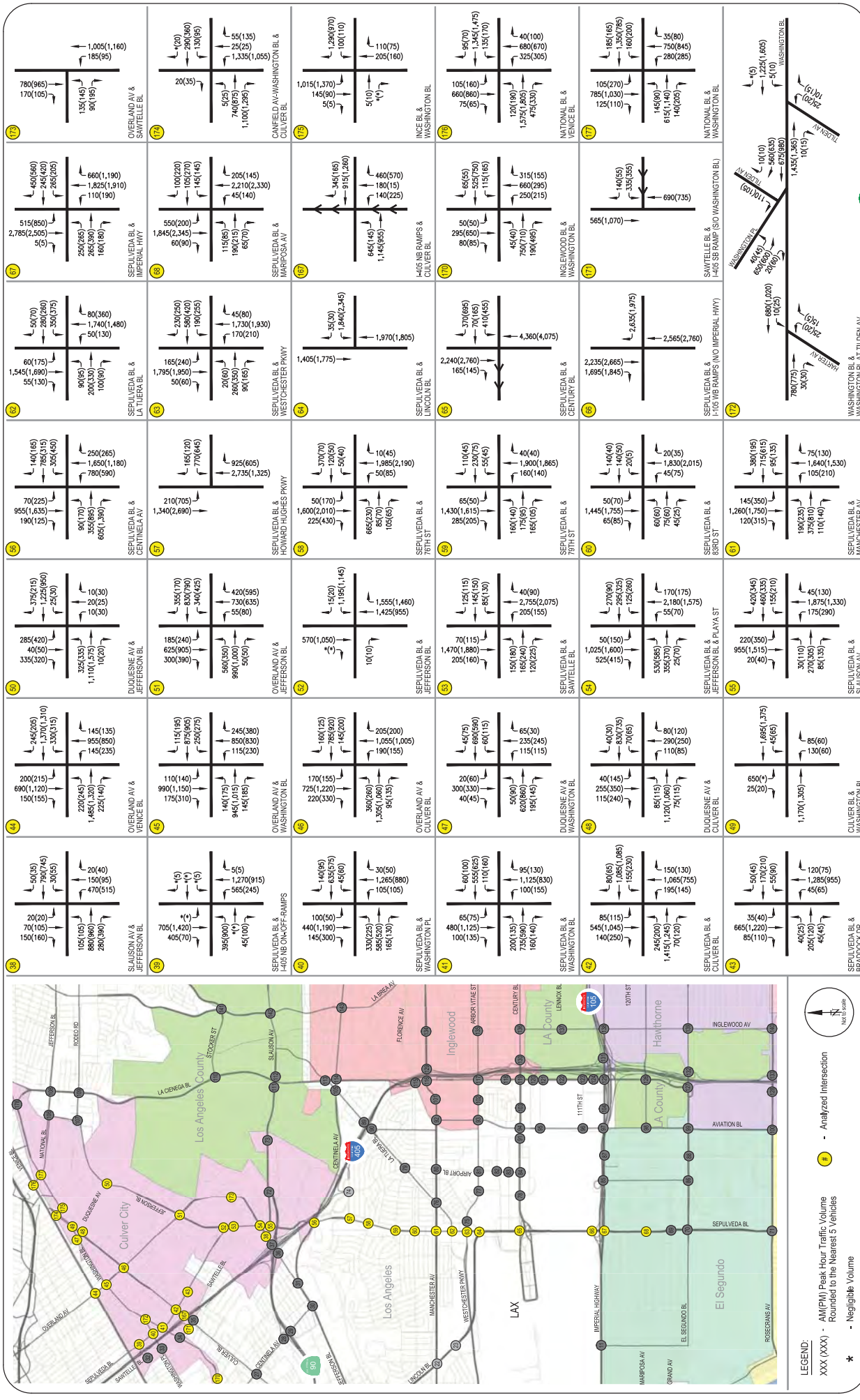
29

145(205)	215(180)
555(1,445)	1,535(595)
25(5)	5(5)
5(10)	5(5)
35(15)	5(5)
5(5)	

30

705(375)	90(105)
320(675)	590(395)
30(55)	5(5)
325(610)	
320(675)	
30(55)	

**FIGURE 22A**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
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Intersection	AM Peak Hour Volume	PM Peak Hour Volume
1	150(160)	20(20)
2	70(105)	20(20)
3	150(160)	70(105)
4	150(160)	70(105)
5	150(160)	70(105)
6	150(160)	70(105)
7	150(160)	70(105)
8	150(160)	70(105)
9	150(160)	70(105)
10	150(160)	70(105)
11	150(160)	70(105)
12	150(160)	70(105)
13	150(160)	70(105)
14	150(160)	70(105)
15	150(160)	70(105)
16	150(160)	70(105)
17	150(160)	70(105)
18	150(160)	70(105)
19	150(160)	70(105)
20	150(160)	70(105)
21	150(160)	70(105)
22	150(160)	70(105)
23	150(160)	70(105)
24	150(160)	70(105)
25	150(160)	70(105)
26	150(160)	70(105)
27	150(160)	70(105)
28	150(160)	70(105)
29	150(160)	70(105)
30	150(160)	70(105)
31	150(160)	70(105)
32	150(160)	70(105)
33	150(160)	70(105)
34	150(160)	70(105)
35	150(160)	70(105)
36	150(160)	70(105)
37	150(160)	70(105)
38	150(160)	70(105)
39	150(160)	70(105)
40	150(160)	70(105)
41	150(160)	70(105)
42	150(160)	70(105)

**LEGEND:**  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 - Analyzed Intersection  
 - Negligible Intersection

**FIGURE 22B**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**





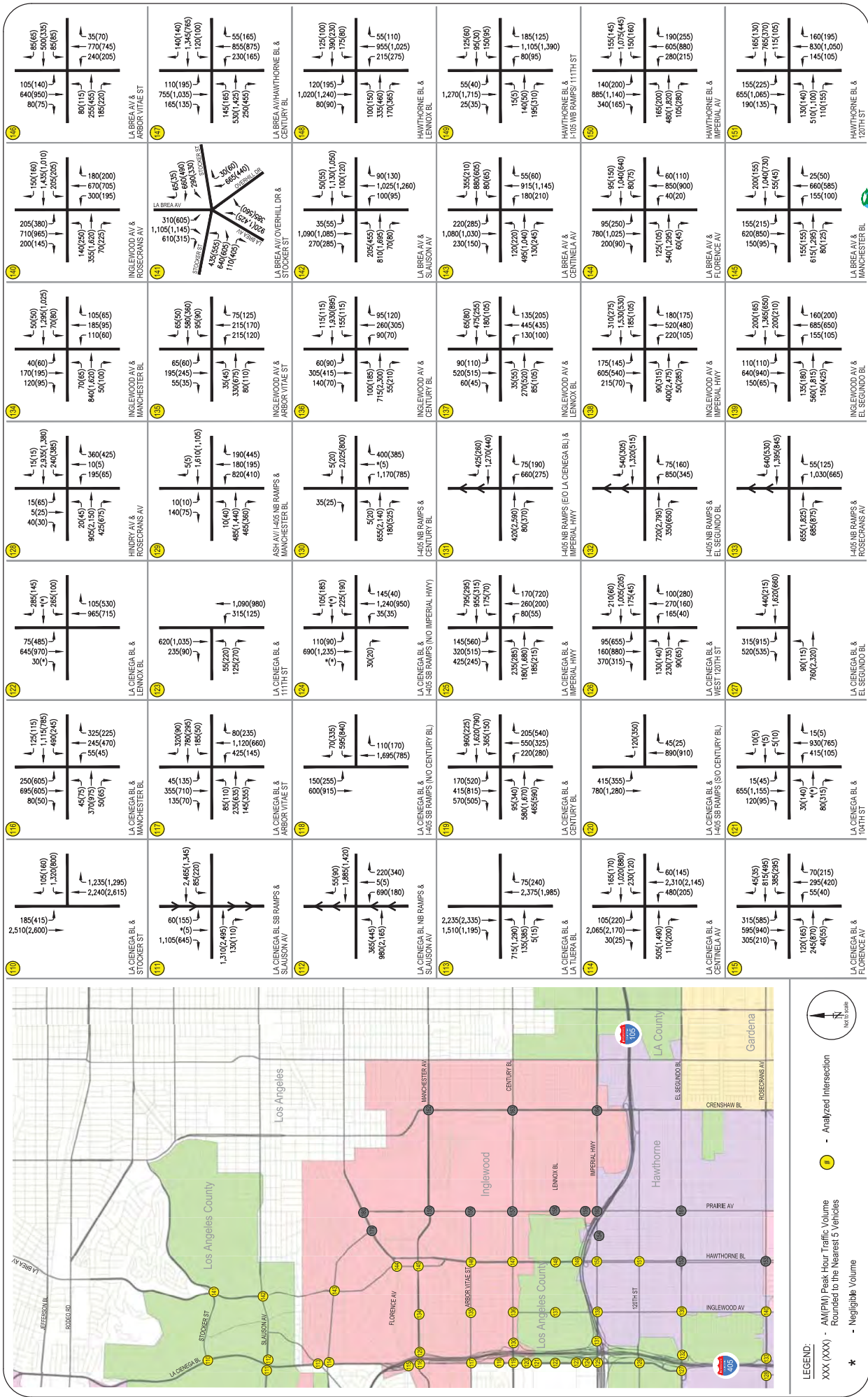
<p>52(2) ← 55(200) →</p> <p>1,160(1,035) ← 290(150) →</p> <p>505(205) ← 165(355) →</p> <p>840(1,470) ← 345(205) →</p> <p>LA TIJERA BL. &amp; CENTINELA AV</p>	<p>66(55) ← 590(1,010) →</p> <p>15(195) ← 25(120) →</p> <p>130(175) ← 90(255) →</p> <p>300(315) ← 405(170) →</p> <p>AVIATION BL. &amp; EL SEGUNDO BL</p>	<p>75(75) ← 60(100) →</p> <p>505(460) ← 170(155) →</p> <p>80(280) ← 285(1,750) →</p> <p>105(310) ← 105(245) →</p> <p>AVIATION BL. &amp; ARBOR VITAE ST</p>	<p>60(25) ← 40(50) →</p> <p>40(40) ← 5(30) →</p> <p>35(40) ← 50(1,750) →</p> <p>250(275) ← 100(200) →</p> <p>DOUGLAS ST &amp; IMPERIAL HWY</p>	<p>225(140) ← 90(205) →</p> <p>690(620) ← 175(165) →</p> <p>125(415) ← 190(205) →</p> <p>690(1,010) ← 190(205) →</p> <p>AVIATION BL. &amp; ARBOR VITAE ST</p>	<p>150(155) ← 130(305) →</p> <p>115(15) ← 95(150) →</p> <p>50(100) ← 410(200) →</p> <p>110(200) ← 115(315) →</p> <p>SEPUVEDA BL. &amp; WESTCHESTER PKWY</p>	<p>85(610) ← 115(170) →</p> <p>1,140(2,260) ← 220(140) →</p> <p>160(280) ← 310(200) →</p> <p>70(170) ← 90(125) →</p> <p>SEPUVEDA BL. &amp; GRAND AV</p>	<p>155(185) ← 190(185) →</p> <p>335(430) ← 965(2,680) →</p> <p>160(255) ← 105(105) →</p> <p>350(245) ← 2,825(1,430) →</p> <p>SEPUVEDA BL. &amp; EL SEGUNDO BL</p>	<p>530(640) ← 285(685) →</p> <p>370(660) ← 955(2,680) →</p> <p>330(440) ← 110(365) →</p> <p>505(410) ← 3,130(1,250) →</p> <p>SEPUVEDA BL. &amp; ROSECRANS AV</p>	<p>35(25) ← 10(40) →</p> <p>35(25) ← 5(40) →</p> <p>1,510(960) ← 410(15) →</p> <p>2,105(915) ← 375(440) →</p> <p>AVON DR &amp; CENTURY BL</p>	<p>570(440) ← 310(425) →</p> <p>1,670(1,605) ← 50(40) →</p> <p>65(90) ← 40(60) →</p> <p>50(75) ← 15(30) →</p> <p>AVIATION BL. &amp; 11TH ST</p>	<p>115(290) ← 685(1,135) →</p> <p>415(400) ← 60(50) →</p> <p>1,640(1,370) ← 310(240) →</p> <p>1,630(2,205) ← 240(115) →</p> <p>I-405 NB RAMP &amp; LA TIJERA BL</p>	<p>385(150) ← 210(285) →</p> <p>2,710(2,260) ← 50(160) →</p> <p>210(620) ← 60(60) →</p> <p>1,345(2,725) ← 2,710(2,260) →</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p>	<p>370(30) ← 945(185) →</p> <p>495(185) ← 595(1,085) →</p> <p>1,015(785) ← 400(35) →</p> <p>80(270) ← 50(160) →</p> <p>NASH ST &amp; I-105 WB RAMP &amp; IMPERIAL HWY</p>	<p>530(140) ← 105(575) →</p> <p>1,625(860) ← 25(85) →</p> <p>840(715) ← 60(65) →</p> <p>215(240) ← 45(10) →</p> <p>BELLANCA AV &amp; CENTURY BL</p>	<p>40(10) ← 105(575) →</p> <p>840(715) ← 60(65) →</p> <p>85(70) ← 45(10) →</p> <p>105(150) ← 200(415) →</p> <p>AVIATION BL. &amp; WEST 120TH ST</p>	<p>115(280) ← 2,135(2,210) →</p> <p>120(85) ← 75(140) →</p> <p>2,075(1,610) ← 175(155) →</p> <p>365(155) ← 1,395(610) →</p> <p>380(245) ← 410(245) →</p> <p>LA CIENEGA BL. &amp; RODEO RD</p>	<p>145(435) ← 35(40) →</p> <p>370(200) ← 1,135(1,510) →</p> <p>1,395(610) ← 35(40) →</p> <p>140(130) ← 390(120) →</p> <p>LA CIENEGA BL. &amp; WASHINGTON BL</p>
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**FIGURE 22C**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**

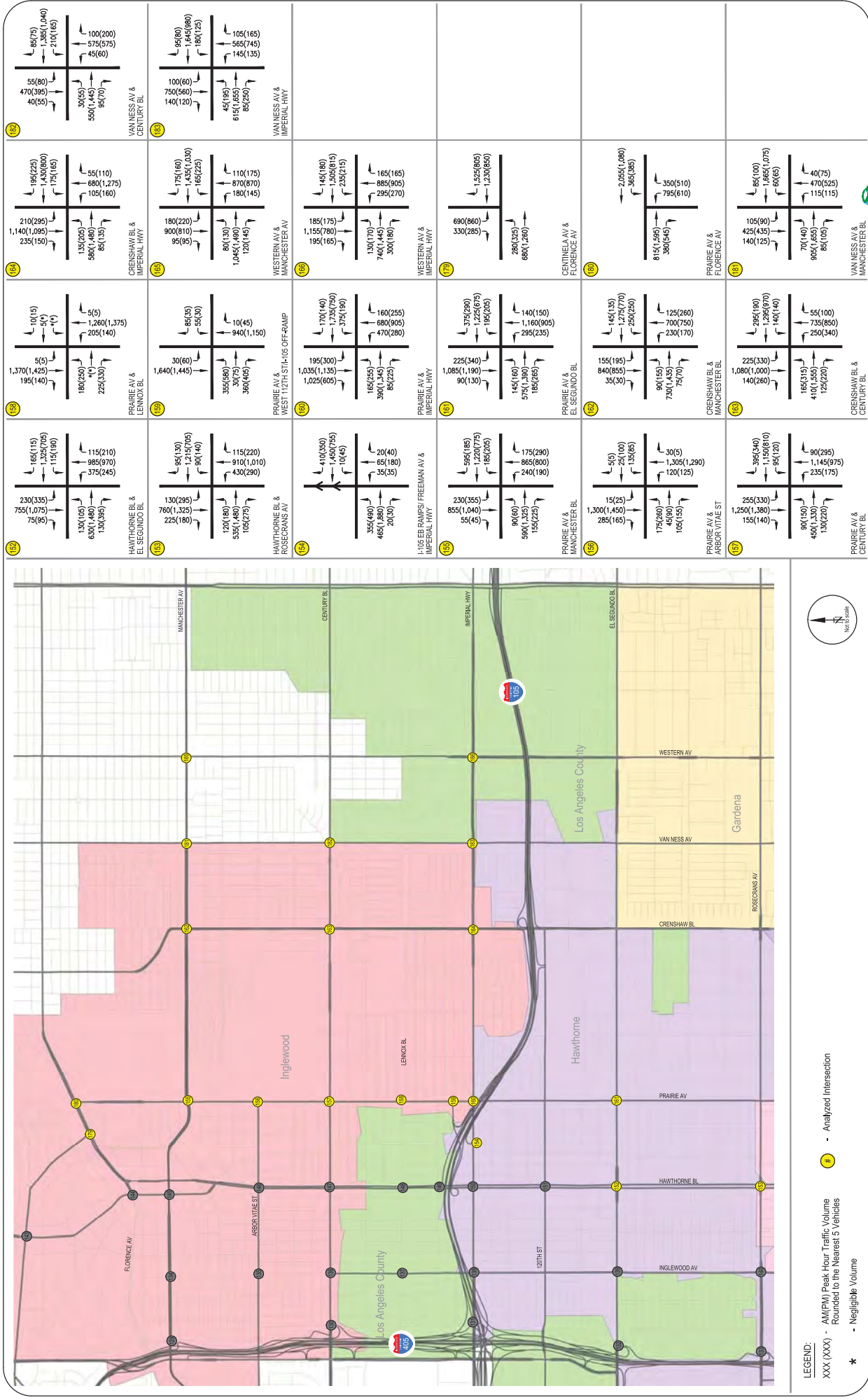
LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

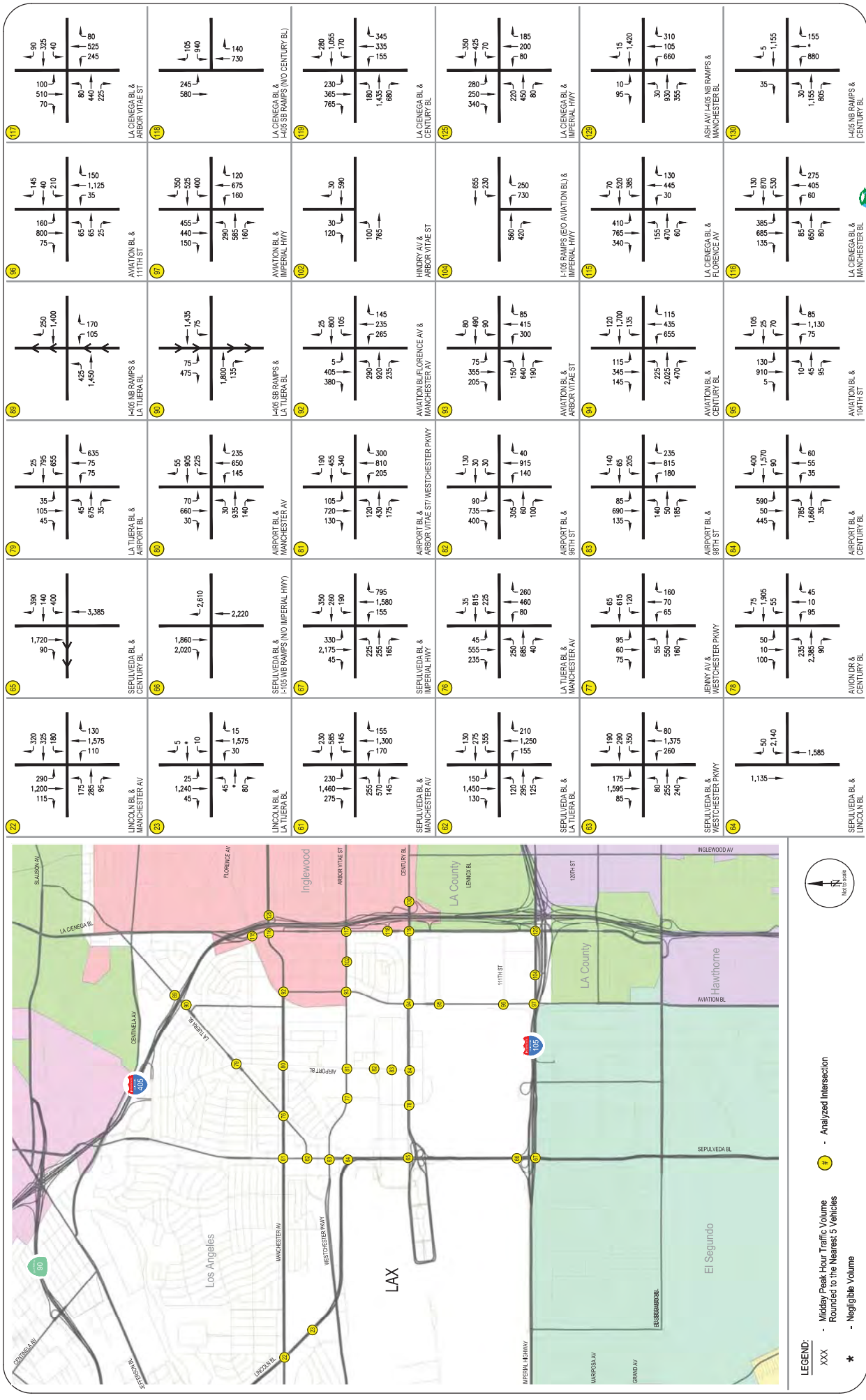
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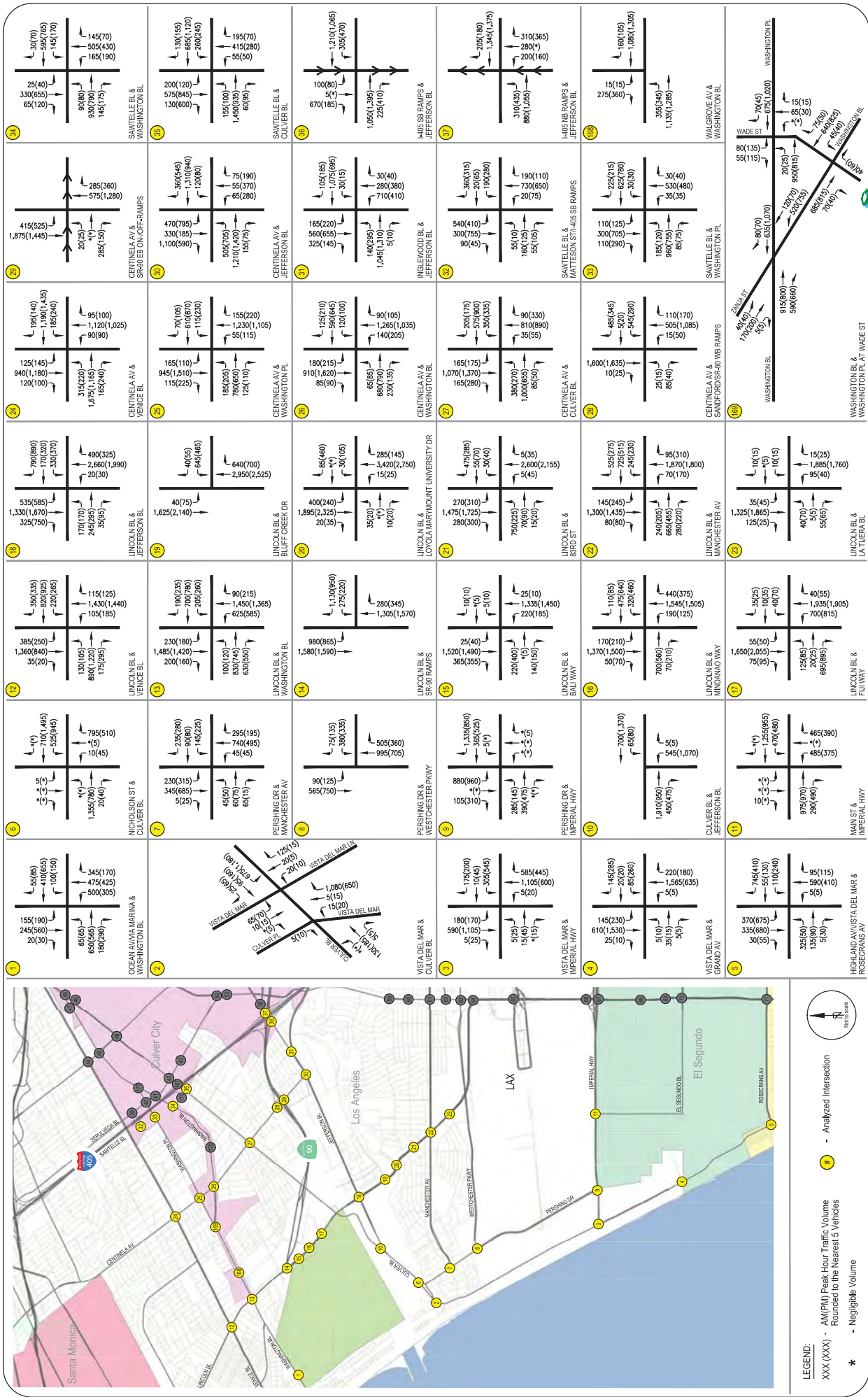
**FIGURE 22D  
 FUTURE (2024) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



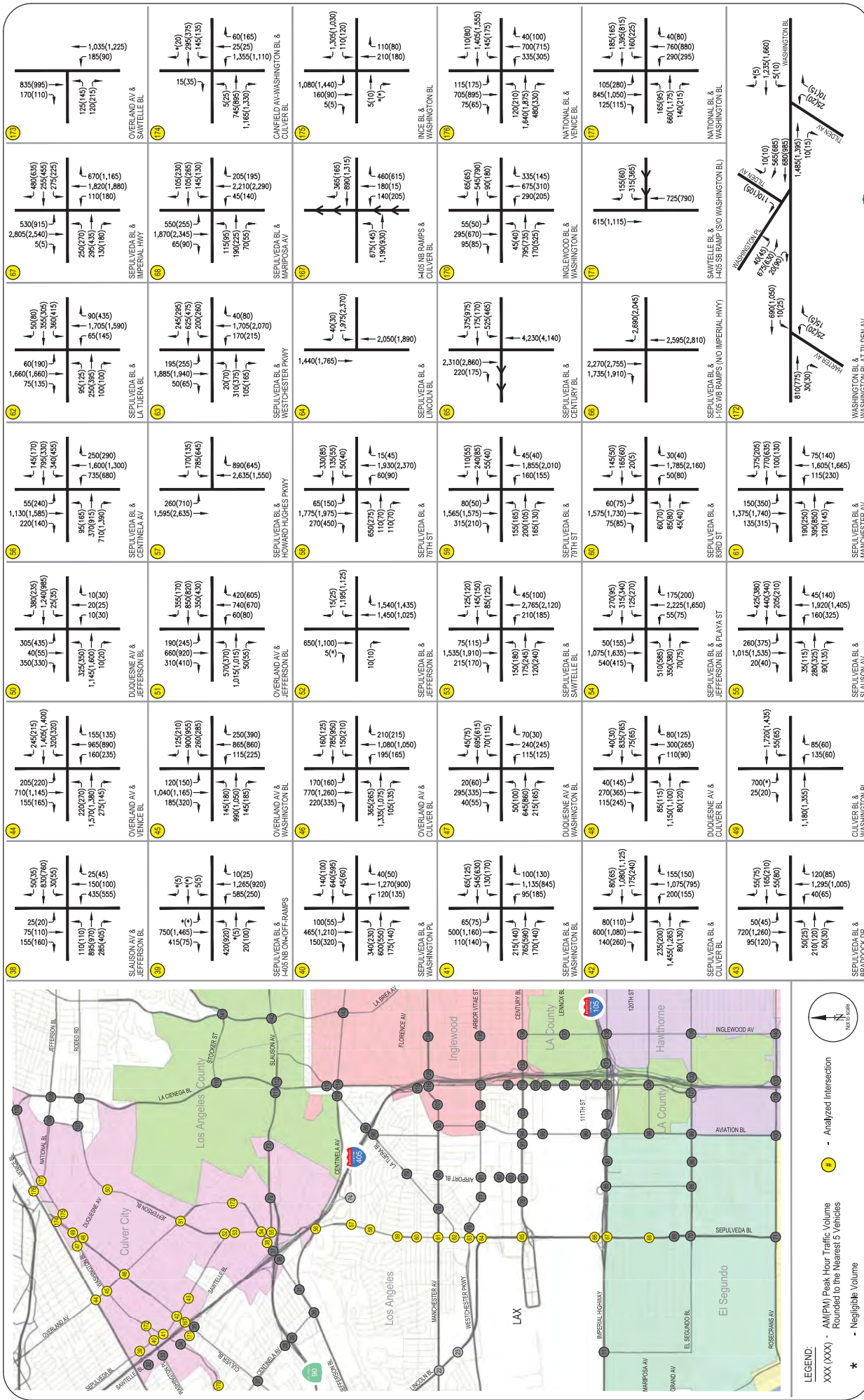


**LEGEND:**  
 XXX - Midday Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

**FIGURE 23**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 24A**  
**FUTURE (2035) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



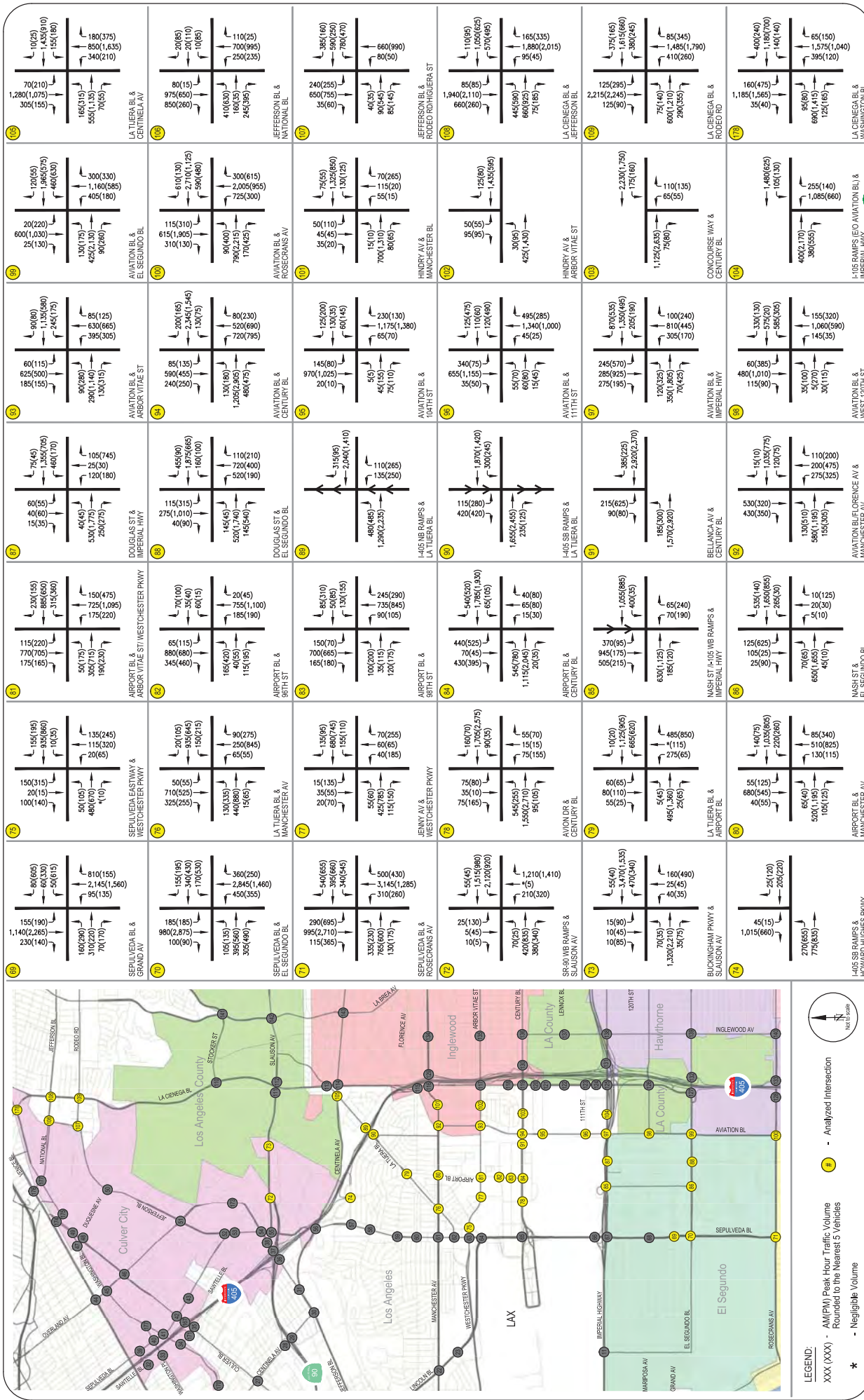
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<p>38 SEPALVEDA BL &amp; JEFFERSON BL</p> <p>155(160) 75(110) 25(20) 50(25)</p> <p>110(110) 885(970) 285(405) 150(100)</p> <p>25(45) 200(60) 30(55) 25(45)</p> <p>150(100) 435(555) 150(100) 25(45)</p>	<p>39 SLAUSON AV &amp; JEFFERSON BL</p> <p>750(1,465) 415(75)</p> <p>420(920) 20(100)</p> <p>10(25) 1,265(920) 585(250)</p> <p>15 10(25) 5(5)</p>	<p>40 OVERLAND AV &amp; VENCE BL</p> <p>220(270) 1,570(1,800) 275(145) 710(1,145)</p> <p>155(165) 710(1,145) 350(330) 40(55)</p> <p>305(435) 1,451(1,600) 10(20) 35(50)</p> <p>1,451(1,600) 10(20) 35(50)</p>	<p>41 SEPALVEDA BL &amp; WASHINGTON BL</p> <p>500(1,160) 110(140)</p> <p>500(1,160) 110(140)</p> <p>65(75) 545(530) 130(170) 100(130)</p> <p>100(130) 1,135(845) 95(185)</p> <p>80(110) 600(1,080) 140(260) 80(110)</p>	<p>42 OVERLAND AV &amp; JEFFERSON BL</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p>	<p>43 SEPALVEDA BL &amp; BRADDOCK DR</p> <p>720(1,260) 95(120)</p> <p>50(45) 1,295(1,005) 40(65)</p> <p>50(45) 1,295(1,005) 40(65)</p>	<p>44 OVERLAND AV &amp; VENCE BL</p> <p>220(270) 1,570(1,800) 275(145) 710(1,145)</p> <p>155(165) 710(1,145) 350(330) 40(55)</p> <p>305(435) 1,451(1,600) 10(20) 35(50)</p> <p>1,451(1,600) 10(20) 35(50)</p>	<p>45 SLAUSON AV &amp; JEFFERSON BL</p> <p>750(1,465) 415(75)</p> <p>420(920) 20(100)</p> <p>10(25) 1,265(920) 585(250)</p> <p>15 10(25) 5(5)</p>	<p>46 OVERLAND AV &amp; WASHINGTON BL</p> <p>170(160) 770(1,260) 220(335)</p> <p>365(285) 1,351(1,015) 165(130)</p> <p>160(125) 1,080(1,050) 195(165)</p>	<p>47 SEPALVEDA BL &amp; WASHINGTON BL</p> <p>500(1,160) 110(140)</p> <p>500(1,160) 110(140)</p> <p>65(75) 545(530) 130(170) 100(130)</p> <p>100(130) 1,135(845) 95(185)</p> <p>80(110) 600(1,080) 140(260) 80(110)</p>	<p>48 OVERLAND AV &amp; JEFFERSON BL</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p> <p>1,190(1,100) 1,590(1,100) 80(120) 80(120)</p>	<p>49 OVERLAND AV &amp; JEFFERSON BL</p> <p>190(245) 660(920) 310(410)</p> <p>570(370) 1,015(1,015) 30(65)</p> <p>180(245) 660(920) 310(410)</p>	<p>50 OVERLAND AV &amp; JEFFERSON BL</p> <p>190(245) 660(920) 310(410)</p> <p>570(370) 1,015(1,015) 30(65)</p> <p>180(245) 660(920) 310(410)</p>	<p>51 SEPALVEDA BL &amp; CENTINELA AV</p> <p>84(165) 370(915) 710(1,360)</p> <p>1,130(1,685) 220(140)</p> <p>84(165) 370(915) 710(1,360)</p>	<p>52 SEPALVEDA BL &amp; CENTINELA AV</p> <p>84(165) 370(915) 710(1,360)</p> <p>1,130(1,685) 220(140)</p> <p>84(165) 370(915) 710(1,360)</p>	<p>53 DUQUESNE AV &amp; JEFFERSON BL</p> <p>305(435) 40(55) 350(330)</p> <p>305(435) 40(55) 350(330)</p>	<p>54 OVERLAND AV &amp; JEFFERSON BL</p> <p>190(245) 660(920) 310(410)</p> <p>570(370) 1,015(1,015) 30(65)</p> <p>180(245) 660(920) 310(410)</p>	<p>55 SEPALVEDA BL &amp; HOWARD HUGHES PKWY</p> <p>280(710) 1,595(2,635)</p> <p>890(645) 2,635(1,550)</p>	<p>56 SEPALVEDA BL &amp; HOWARD HUGHES PKWY</p> <p>280(710) 1,595(2,635)</p> <p>890(645) 2,635(1,550)</p>	<p>57 SEPALVEDA BL &amp; HOWARD HUGHES PKWY</p> <p>280(710) 1,595(2,635)</p> <p>890(645) 2,635(1,550)</p>	<p>58 SEPALVEDA BL &amp; WESTCHESTER PKWY</p> <p>195(255) 1,885(1,940) 50(65)</p> <p>20(70) 310(375) 105(165)</p> <p>195(255) 1,885(1,940) 50(65)</p>	<p>59 SEPALVEDA BL &amp; WESTCHESTER PKWY</p> <p>195(255) 1,885(1,940) 50(65)</p> <p>20(70) 310(375) 105(165)</p> <p>195(255) 1,885(1,940) 50(65)</p>	<p>60 SEPALVEDA BL &amp; WESTCHESTER PKWY</p> <p>195(255) 1,885(1,940) 50(65)</p> <p>20(70) 310(375) 105(165)</p> <p>195(255) 1,885(1,940) 50(65)</p>	<p>61 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>62 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>63 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>64 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>65 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>66 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>67 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>68 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>69 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>70 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>71 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>72 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>73 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>74 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>75 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>76 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>77 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>78 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>79 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>80 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>81 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>82 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>83 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>84 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>85 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>86 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>87 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>88 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>89 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>	<p>90 SEPALVEDA BL &amp; LINCOLN BL</p> <p>2,310(2,860) 220(175)</p> <p>375(975) 175(170) 525(465)</p> <p>1,565(1,575) 315(210)</p>
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LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 Analyzed Intersection  
 Negligible Volume

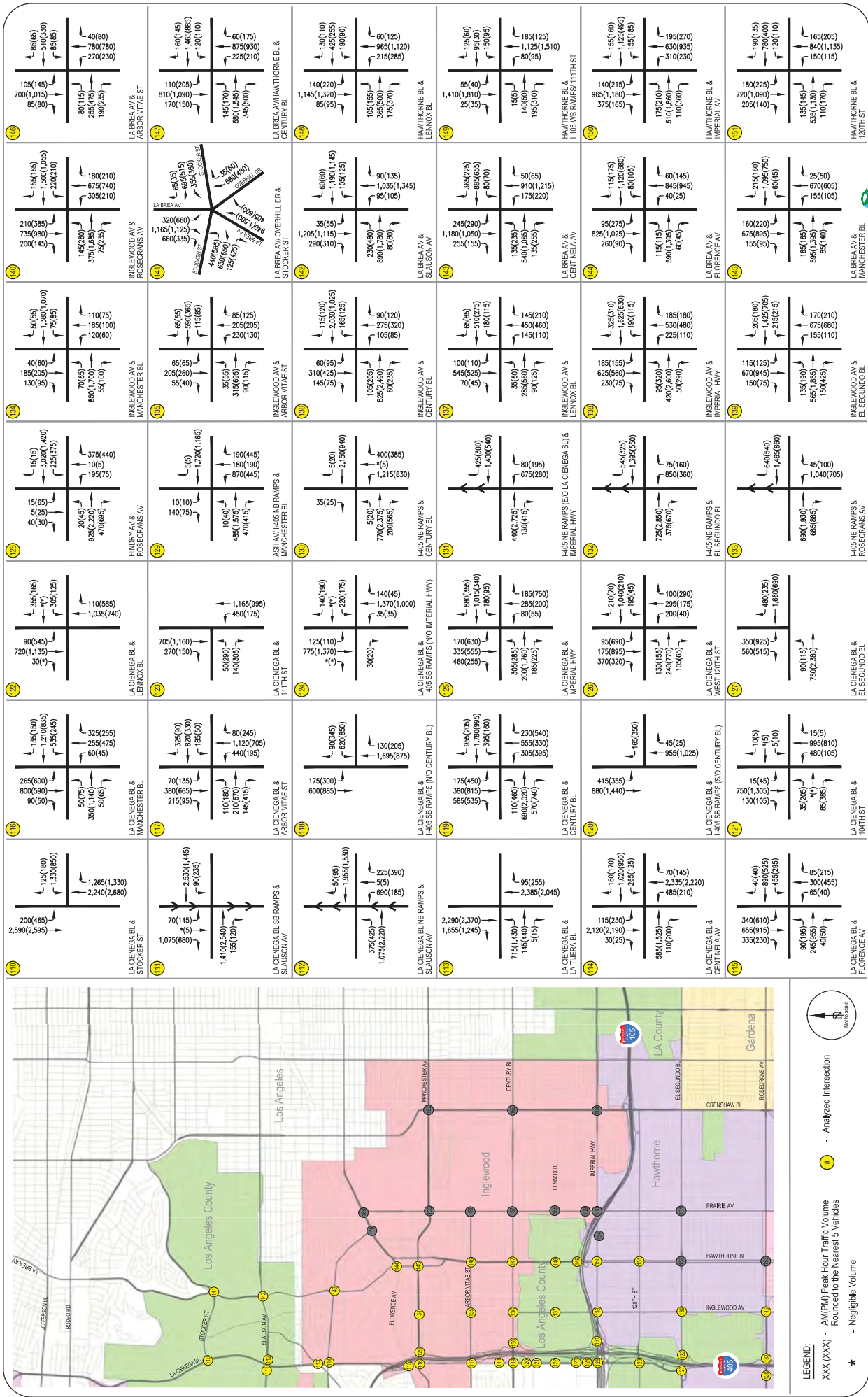
FIGURE 24B  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



**LEGEND:**  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 - Analyzed Intersection

**FIGURE 24C**  
**FUTURE (2035) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



**LEGEND:**

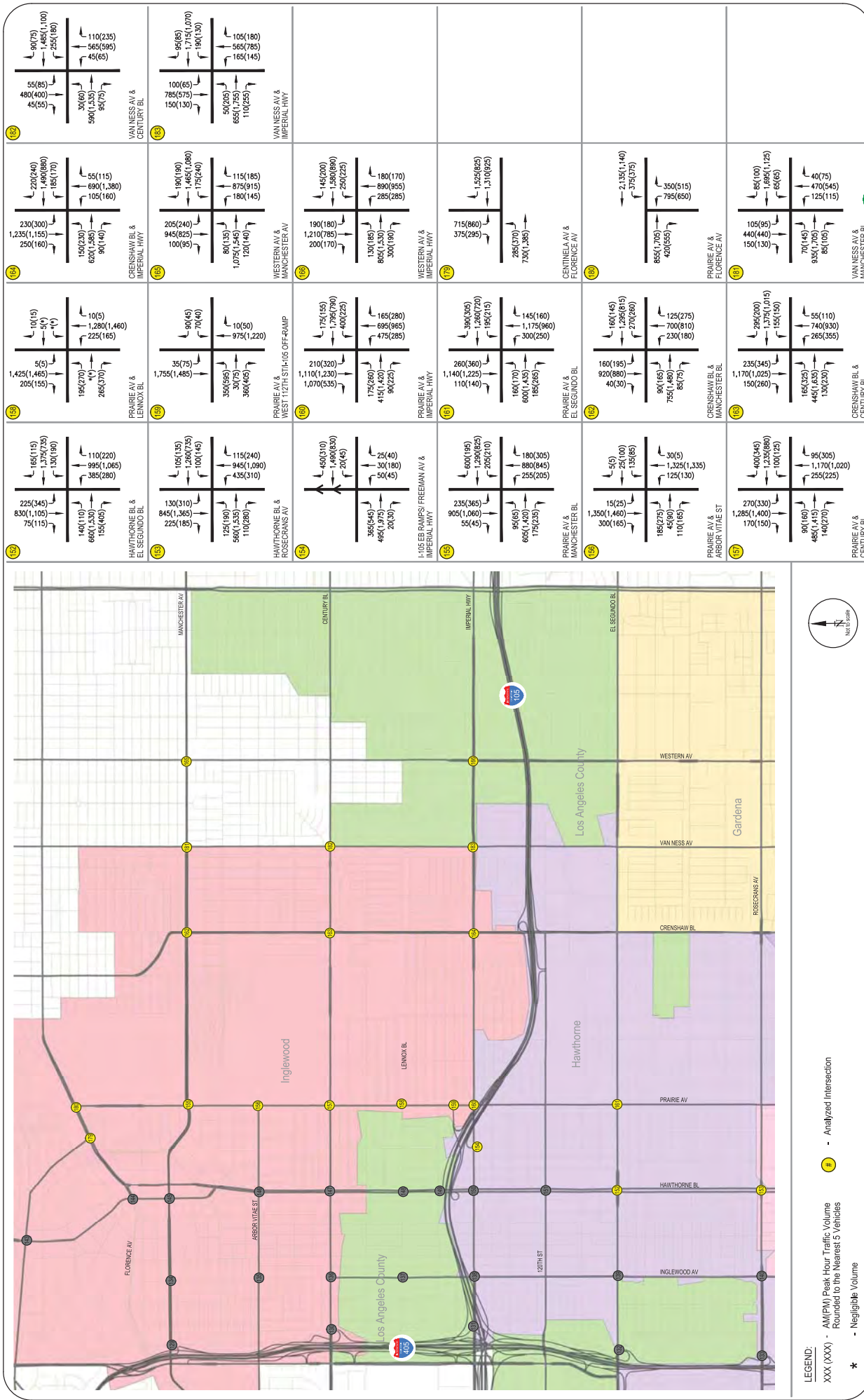
- XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles
- \* - Negligible Volume
- Yellow Circle - Analyzed Intersection

North Arrow

Scale: 1" = 100'

**FIGURE 24D**  
**FUTURE (2035) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**





25

90(75)	110(235)
55(85)	565(595)
480(400)	45(65)
590(1,535)	95(75)
225(240)	180(170)
1,230(1,155)	250(160)
150(230)	90(140)
620(1,560)	30(60)

VAN NESS AV & CENTURY BL

26

220(240)	55(115)
165(170)	690(1,380)
105(160)	105(160)
230(300)	150(230)
250(160)	90(140)
1,230(1,155)	250(160)
150(230)	90(140)
620(1,560)	30(60)

CRENSHAW BL & IMPERIAL HWY

27

10(15)	10(5)
5(5)	1,280(1,460)
1,425(1,465)	225(165)
205(155)	285(370)
195(270)	4(5)
975(1,220)	70(40)
35(75)	10(50)
1,755(1,485)	975(1,220)

PRAIRIE AV & LENNOX BL

28

165(115)	110(220)
130(130)	995(1,065)
385(280)	110(220)
225(345)	155(405)
830(1,105)	155(405)
140(110)	660(1,530)
155(405)	110(260)
1,425(1,465)	225(165)

HAWTHORNE BL & EL SEGUNDO BL

29

105(35)	115(240)
1,260(735)	945(1,030)
100(145)	435(310)
130(310)	110(260)
845(1,365)	110(260)
225(185)	110(260)
125(190)	110(260)
560(1,530)	110(260)

HAWTHORNE BL & ROSECRANS AV

30

490(310)	25(40)
1,290(820)	30(180)
20(45)	50(45)
1,110(320)	175(280)
1,070(535)	415(1,420)
36(25)	36(25)
210(320)	175(280)
1,110(320)	175(280)

PRAIRIE AV & WEST 112TH ST+IG OFF-RAMP

31

175(155)	165(280)
1,290(790)	695(965)
40(225)	475(285)
260(360)	110(140)
1,140(1,225)	110(140)
380(395)	180(170)
1,260(720)	1,175(960)
195(215)	300(250)

PRAIRIE AV & IMPERIAL HWY

32

800(95)	180(305)
1,260(825)	880(845)
205(210)	255(205)
235(365)	90(65)
905(1,160)	685(1,435)
55(45)	175(230)
1,140(1,225)	110(140)
380(395)	180(170)

PRAIRIE AV & MANCHESTER BL

33

5(5)	30(5)
25(100)	1,325(1,335)
135(85)	125(130)
15(25)	15(25)
1,350(1,460)	300(165)
185(275)	45(80)
110(165)	110(165)
160(195)	90(185)

CRENSHAW BL & MANCHESTER BL

34

285(200)	55(110)
1,275(1,015)	740(930)
155(190)	265(355)
235(345)	165(325)
1,170(1,025)	445(1,635)
150(260)	130(230)
1,170(1,025)	150(260)
235(345)	165(325)

CRENSHAW BL & CENTURY BL

35

85(85)	105(180)
1,120(1,070)	655(785)
190(130)	165(145)
100(65)	110(265)
785(575)	110(265)
150(130)	110(265)
50(265)	110(265)
650(1,735)	110(265)

VAN NESS AV & IMPERIAL HWY

36

100(190)	115(185)
1,465(1,860)	875(915)
175(240)	180(145)
205(240)	120(140)
945(825)	120(140)
100(95)	120(140)
80(130)	120(140)
1,070(1,545)	120(140)

WESTERN AV & MANCHESTER AV

37

145(200)	180(170)
1,590(860)	890(955)
250(225)	285(285)
190(180)	190(180)
1,210(785)	200(170)
100(185)	860(1,530)
380(190)	380(190)
1,210(785)	200(170)

WESTERN AV & IMPERIAL HWY

38

715(860)	1,525(825)
375(295)	1,310(925)
285(370)	730(1,065)
160(195)	920(880)
40(30)	80(185)
745(1,480)	85(75)
160(195)	920(880)
40(30)	80(185)

CENTINELA AV & FLORENCE AV

39

2,135(1,140)	350(515)
795(650)	105(95)
85(100)	440(440)
1,695(1,125)	150(130)
85(100)	440(440)
1,695(1,125)	150(130)
85(100)	440(440)
1,695(1,125)	150(130)

PRAIRIE AV & FLORENCE AV

40

85(100)	440(440)
1,695(1,125)	150(130)
85(100)	440(440)
1,695(1,125)	150(130)
85(100)	440(440)
1,695(1,125)	150(130)
85(100)	440(440)
1,695(1,125)	150(130)

VAN NESS AV & MANCHESTER BL

41

285(200)	55(110)
1,275(1,015)	740(930)
155(190)	265(355)
235(345)	165(325)
1,170(1,025)	445(1,635)
150(260)	130(230)
1,170(1,025)	150(260)
235(345)	165(325)

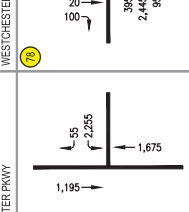
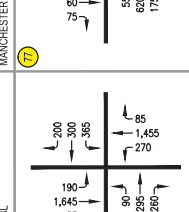
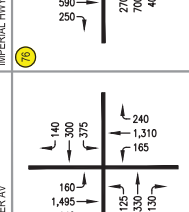
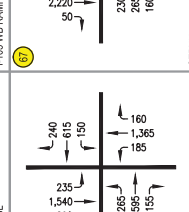
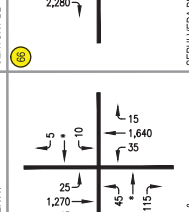
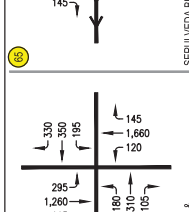
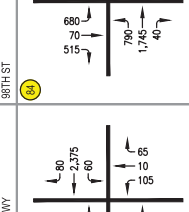
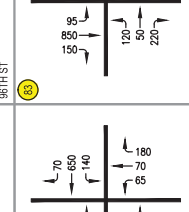
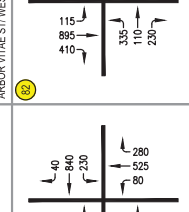
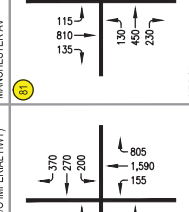
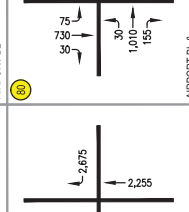
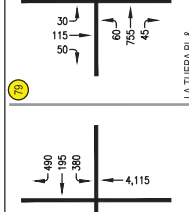
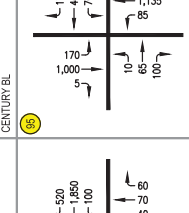
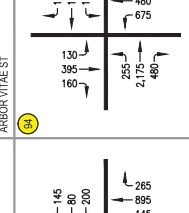
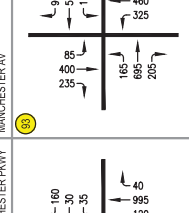
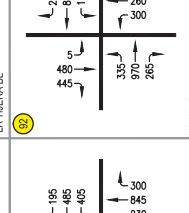
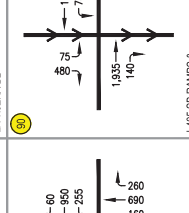
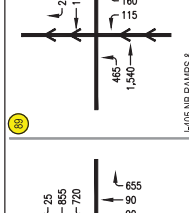
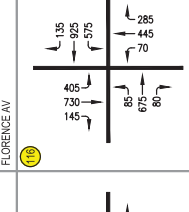
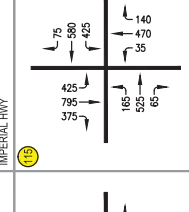
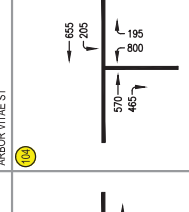
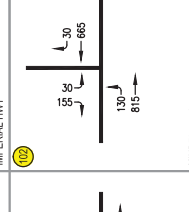
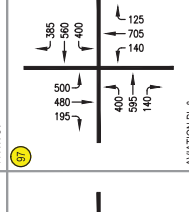
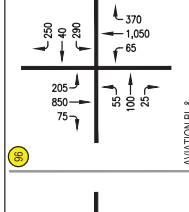
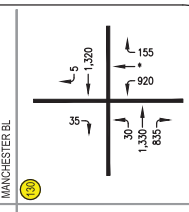
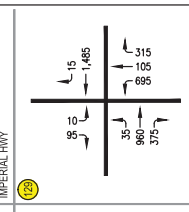
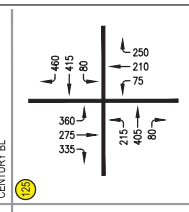
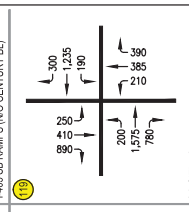
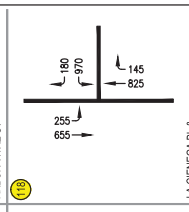
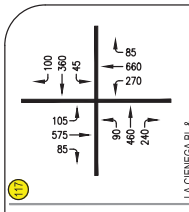
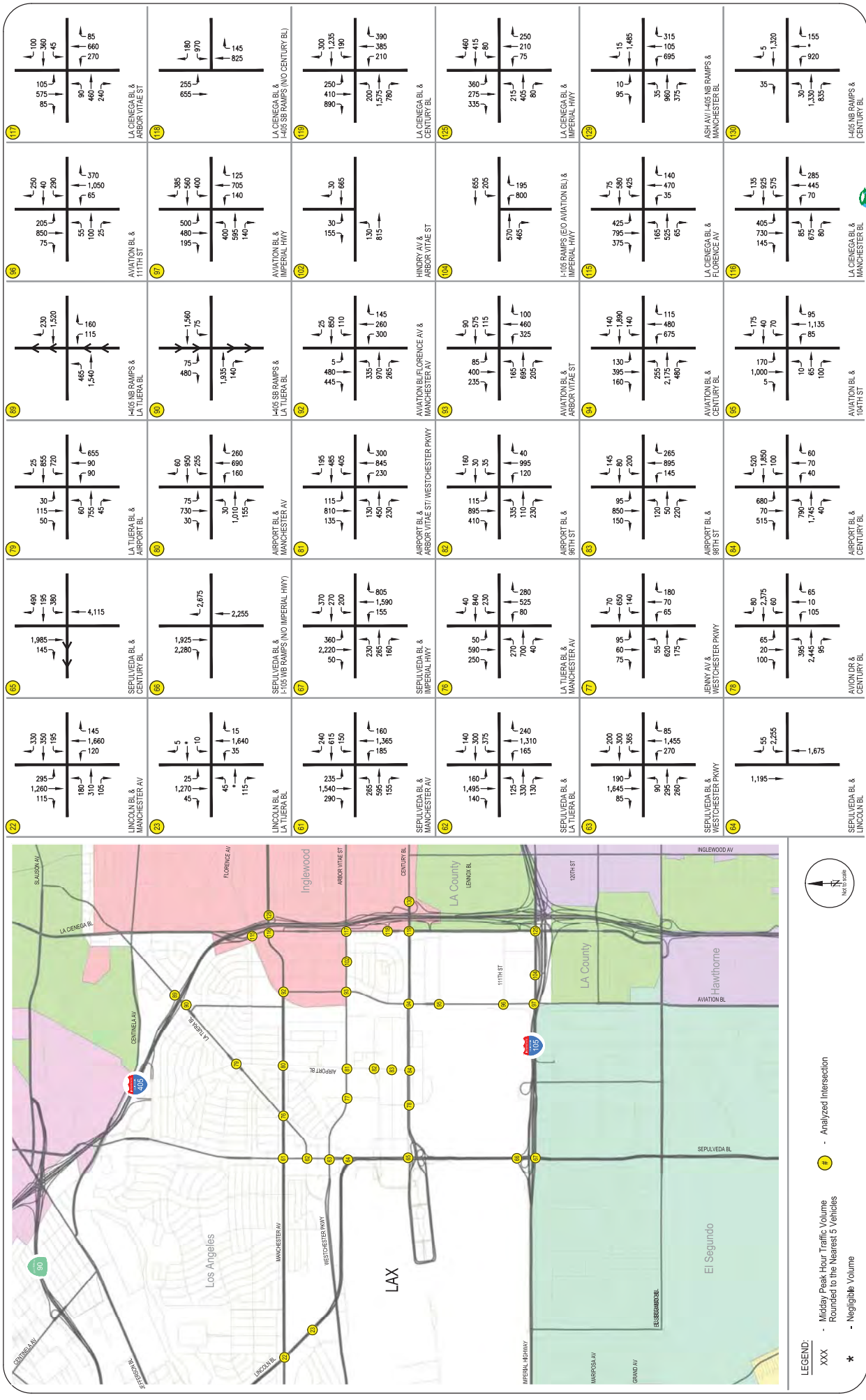
CRENSHAW BL & CENTURY BL

42

400(345)	85(305)
1,235(880)	1,170(1,020)
100(125)	255(225)
270(330)	90(160)
1,285(1,400)	485(1,415)
170(160)	140(270)
1,285(1,400)	170(160)
270(330)	90(160)

PRAIRIE AV & CENTURY BL

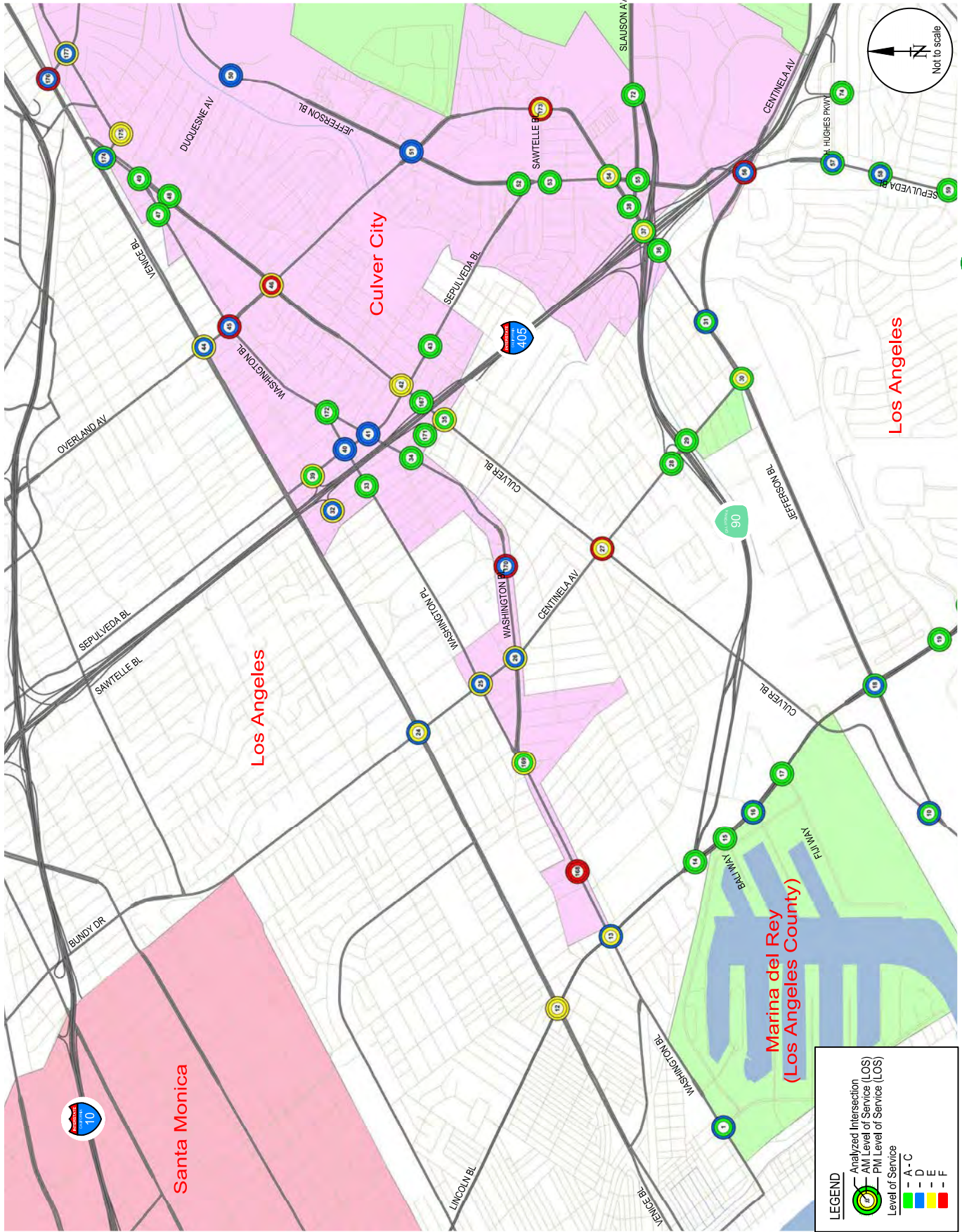
**FIGURE 24E**  
**FUTURE (2035) WITHOUT PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 25**  
**FUTURE (2035) WITHOUT PROJECT CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES**  
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LEGEND:  
 XXX - Midday Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 (Yellow circle with number) - Analyzed Intersection

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**FIGURE 26A**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**

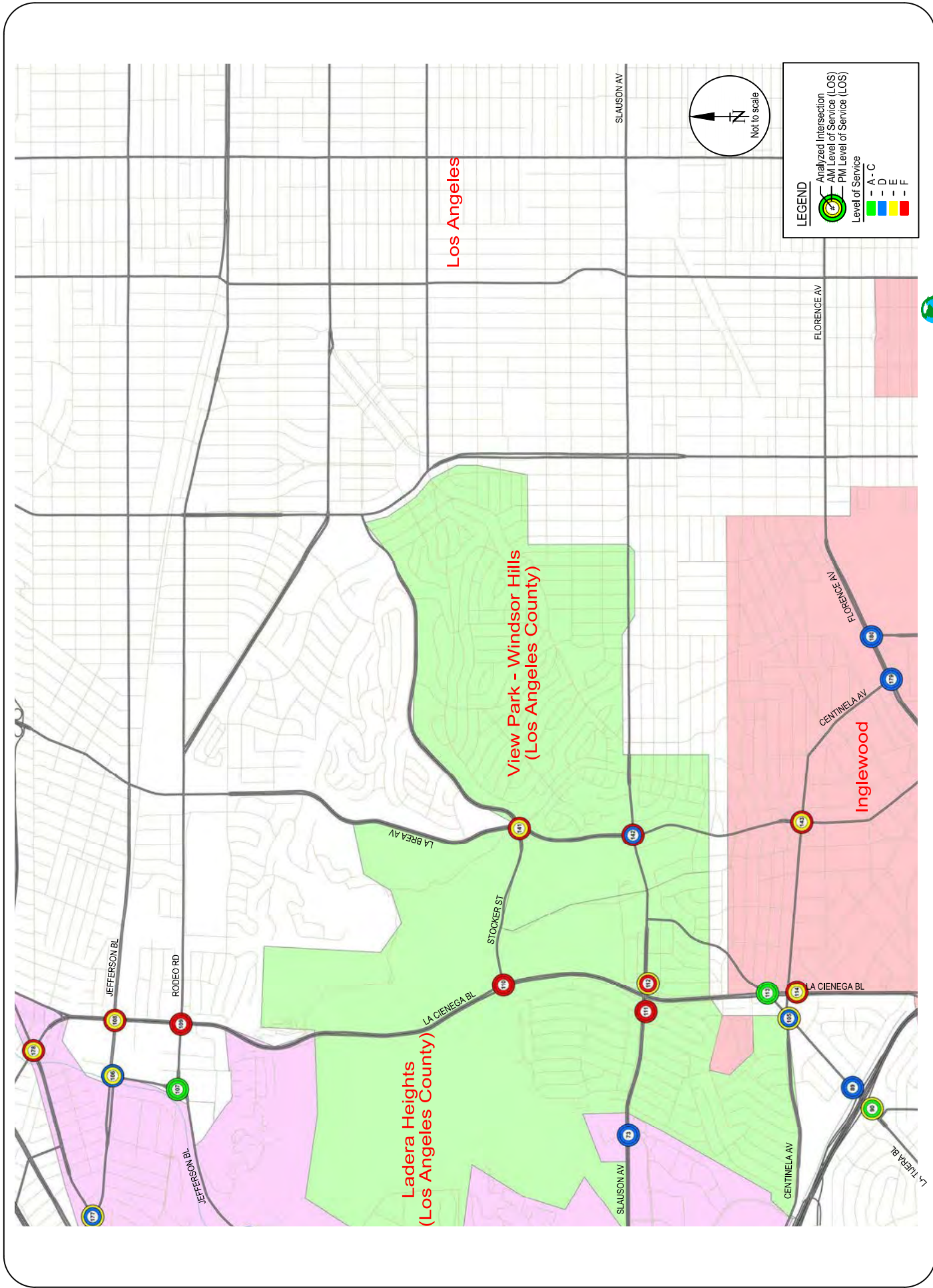


FIGURE 26B  
 FUTURE (2024) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

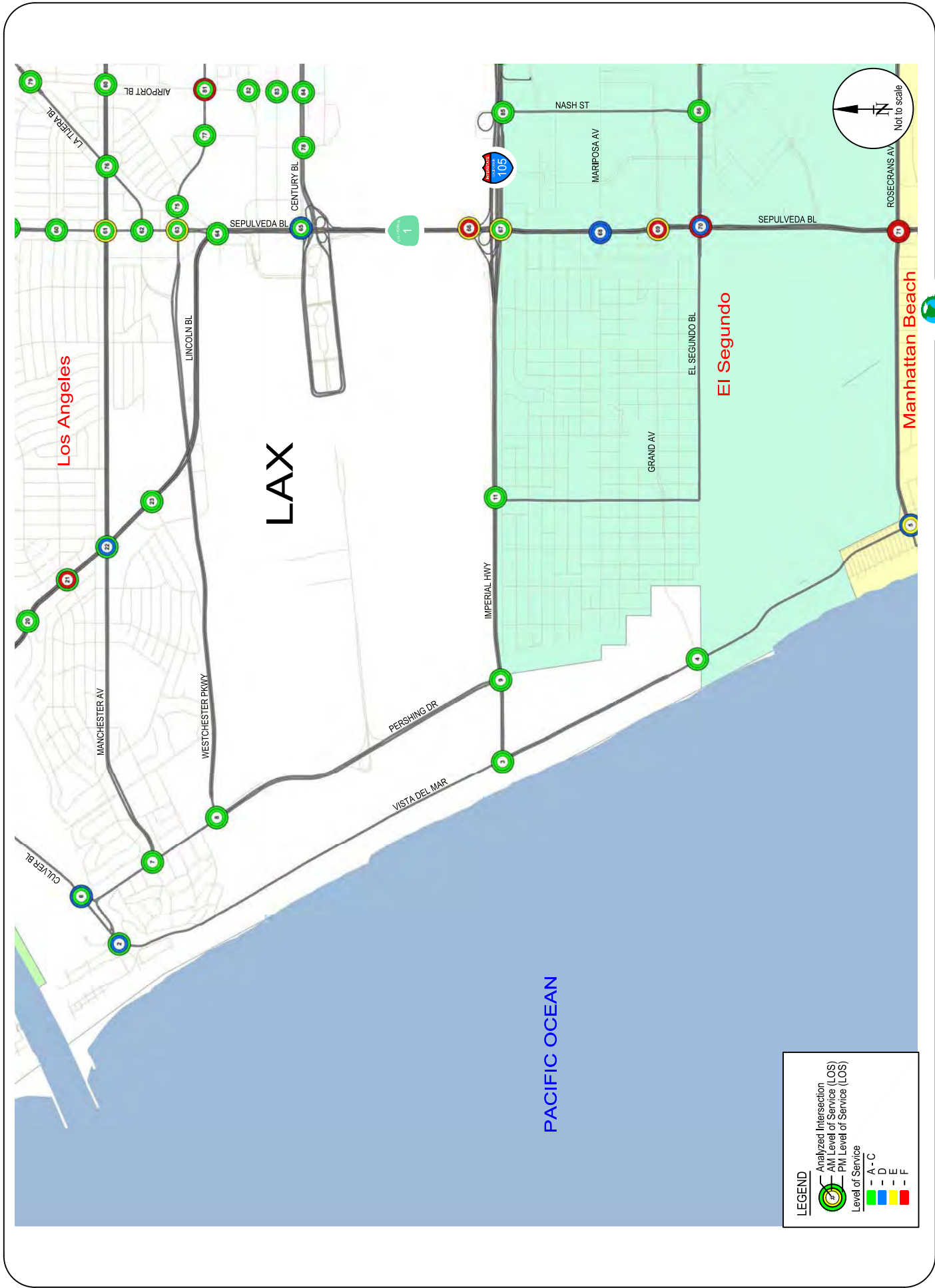


FIGURE 26C  
 FUTURE (2024) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

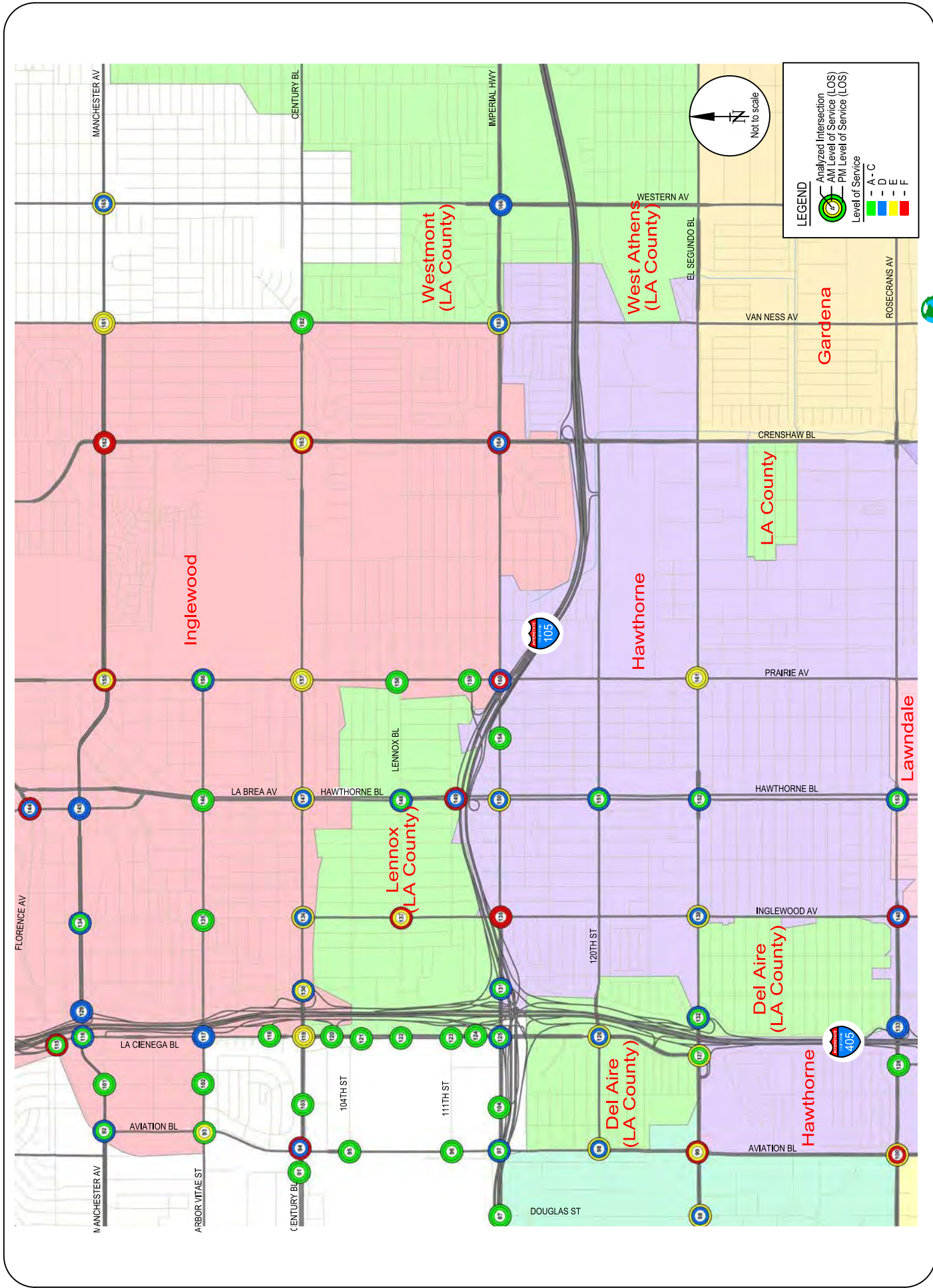
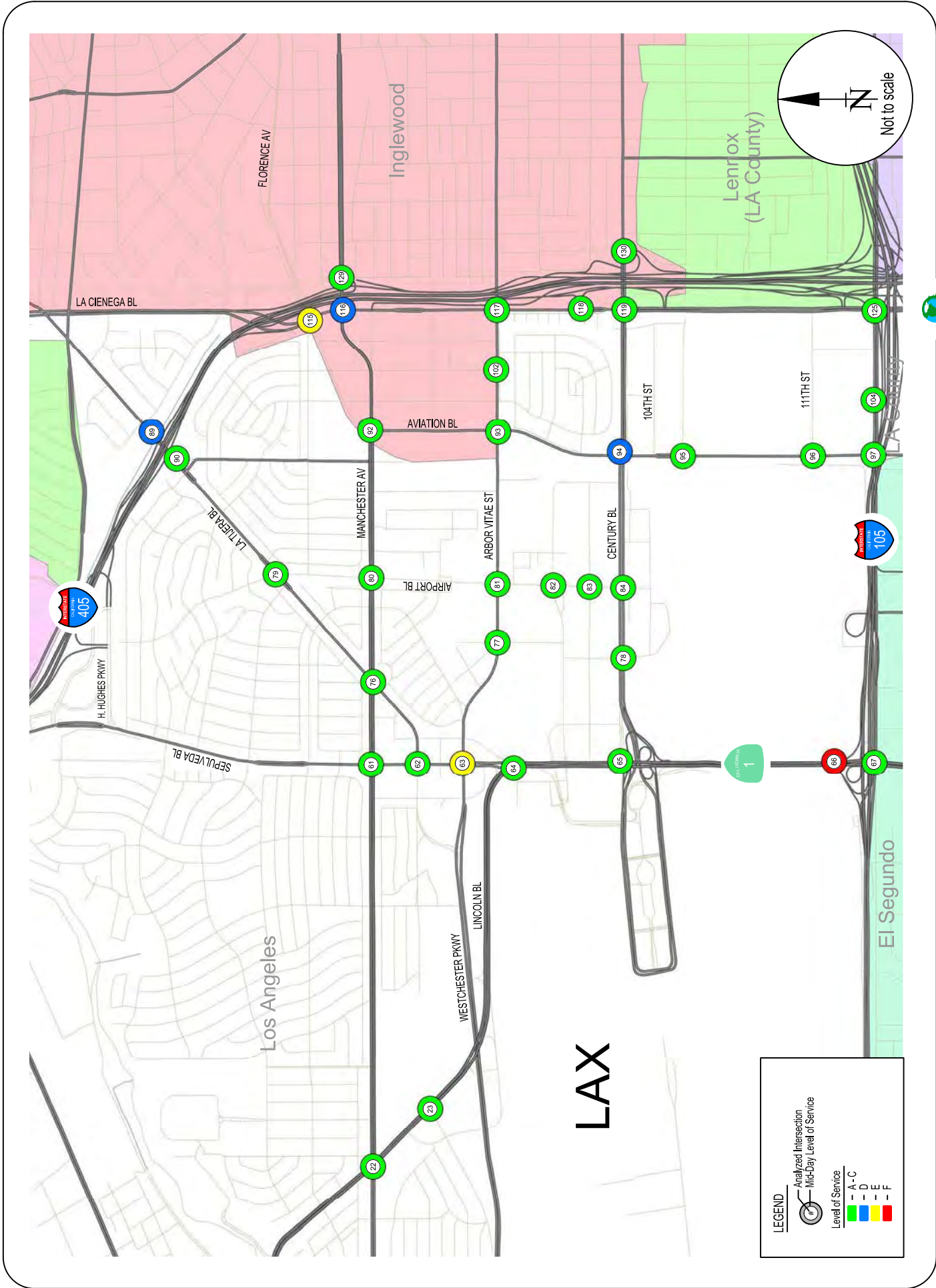


FIGURE 26D  
 FUTURE (2024) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 27**  
**FUTURE (2024) WITHOUT PROJECT CONDITIONS**  
**MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)**



FIGURE 28A  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



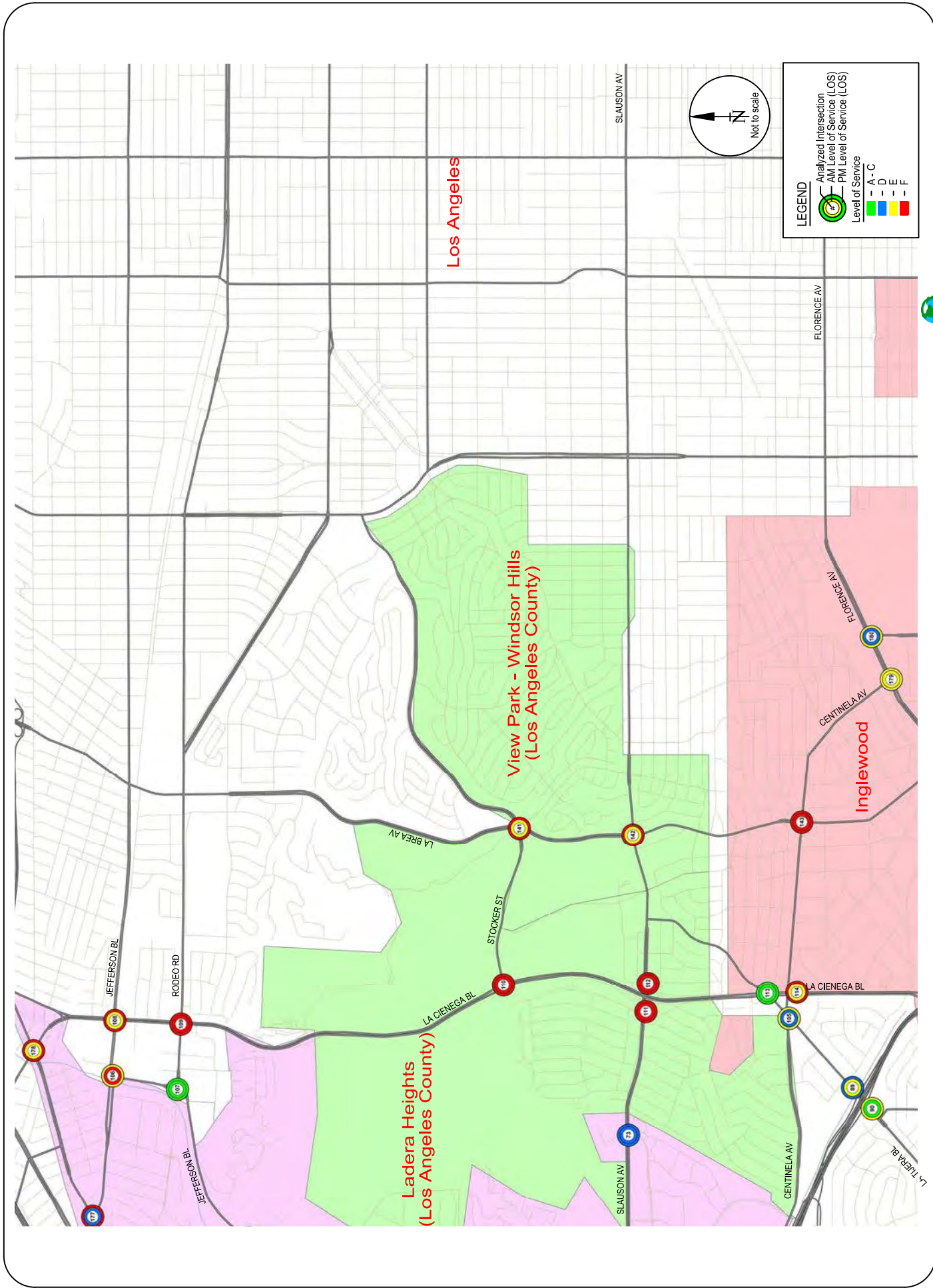


FIGURE 28B  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

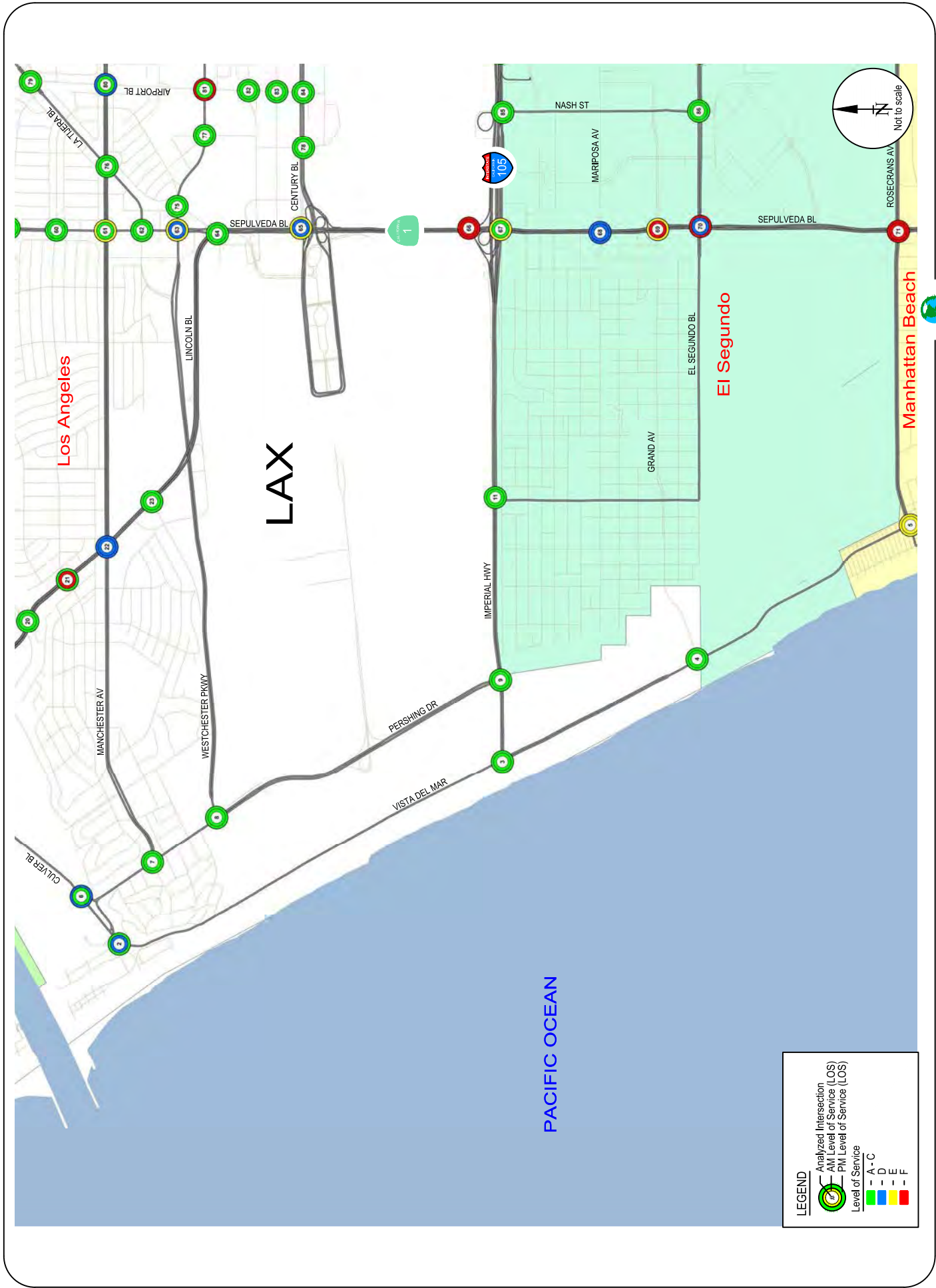


FIGURE 28C  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

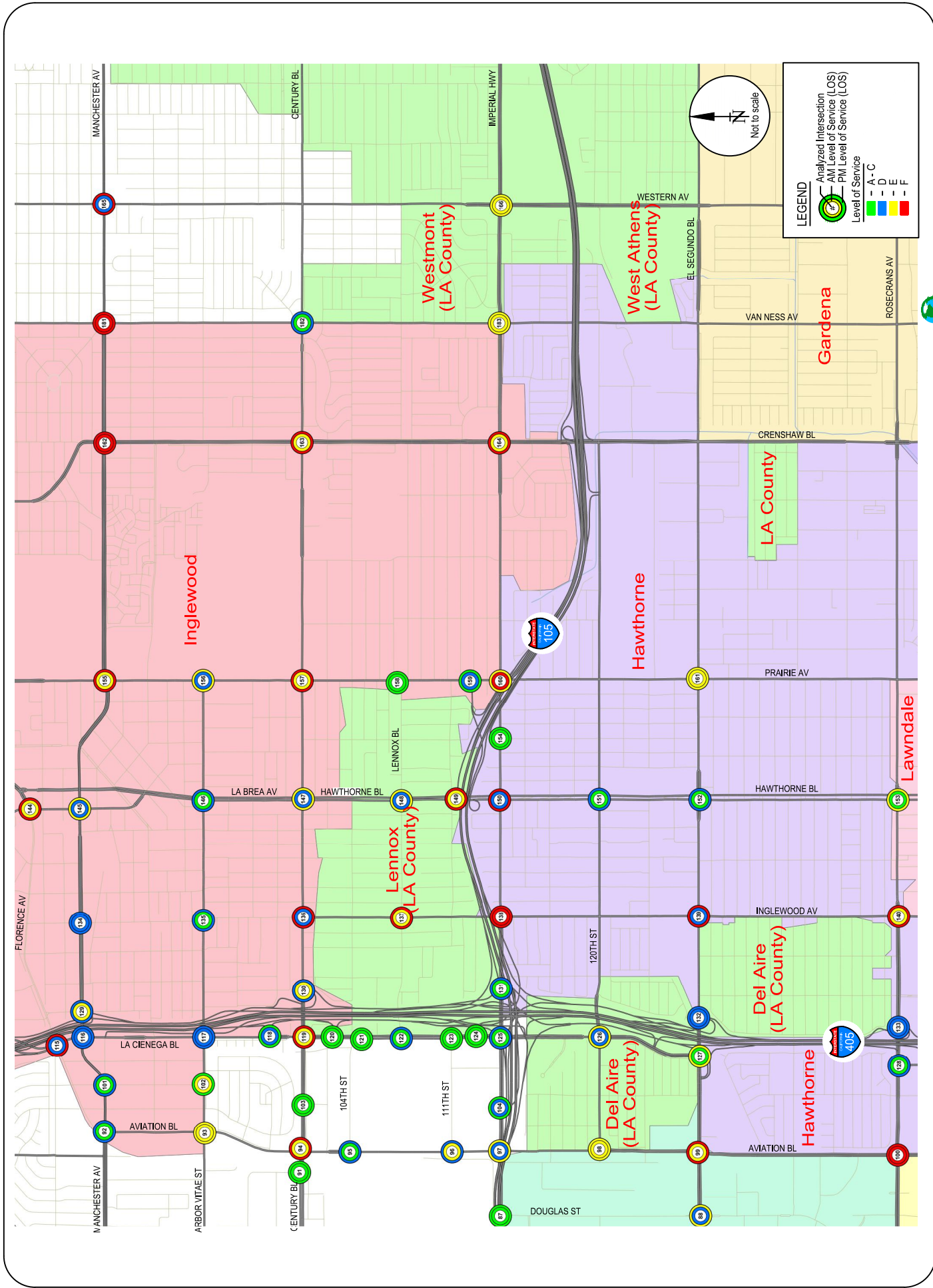
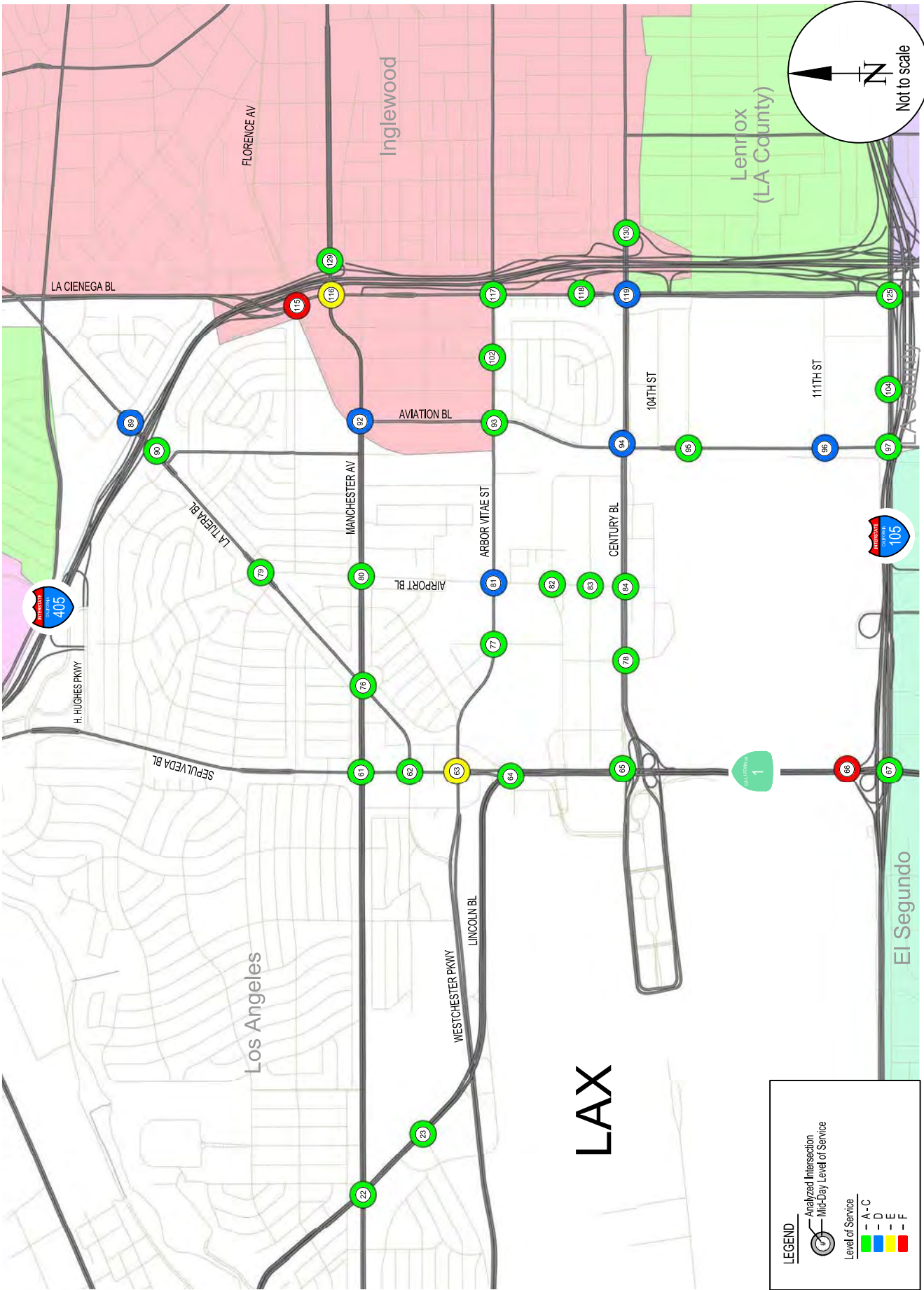


FIGURE 28D  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 29**  
 FUTURE (2035) WITHOUT PROJECT CONDITIONS  
 MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)

## **V. FUTURE CONDITIONS – WITH PROJECT AND TRAFFIC IMPACTS**

This Chapter describes the findings of the transportation system analysis of the full development of the proposed Project in the future. An assessment of a conservative set of conditions with both the Phase 1 development as well as full development of the Project has been conducted. The planning horizon for these analyses are Baseline Year 2015, Future Year 2024 with Phase 1 Project and Future Year 2035 with full development of the Project. The transportation impacts of the Project for each of these planning horizon years are also addressed in this Chapter.

### **PROJECT DESCRIPTION**

As stated in Chapter III, the proposed Project consists of numerous transportation facilities and operational/policy improvements including a Consolidated Rental Car Facility (CONRAC); two Intermodal Transportation Facilities (ITF East and ITF West); an Automated People Mover (APM) System and its associated infrastructure including stations, connectivity elements such as pedestrian bridges and vertical core infrastructure connecting stations to adjacent facilities such as the ITFs, CONRAC and the Terminals inside the Central Terminal Area; and multi-modal roadway improvements. The proposed Project would be completed in two phases. Phase 1 would be completed by the year 2024. Phase 2 of the Project would be completed by the year 2030.

The Phase 1 component of the proposed Project would include the following facilities: Consolidated Rent-A-Car (CONRAC) facility, ITF East, ITF West and the APM with all six stations and associated connectivity elements. The various roadway elements included as part of the Phase 1 Project may include most of the external roadway elements except those associated with the reconfiguration and improvement of the ramps connecting the external roadway system (Sepulveda Boulevard and Century Boulevard) with the CTA roadway system. Details of the various roadway provisions, improvements and enhancements included as part of the Phase 1 Project are provided in subsequent sections of this chapter.

Improvements to roadways serving the CTA and the new proposed ITFs and CONRAC are an important component of the proposed Project. The proposed roadway improvements are designed to reduce congestion and enable passengers to more efficiently access LAX, and provide direct connections from the local highways to the CONRAC and ITF East. The airport access road system has been thoroughly analyzed to identify ways to entice airport passengers that would normally drive into the CTA to utilize the ITF East or ITF West instead, and to provide a direct connection to the existing freeway system for rental car customers.

Once the APM, CONRAC, and ITFs are constructed and operational, additional future related development (or Potential Future Related Development) may occur on residual land owned by LAWA located adjacent to these facilities. The Potential Future Related Development could include approximately 900,000 square feet of commercial use including community serving retail, office and hotel uses.

### **Project Operations**

In addition to the proposed Project components described above, LAWA may also establish policy changes to fees, pricing, licenses, traffic patterns, and agreements with various commercial vehicle operators at LAX, as well as fees and prices imposed on the general public for roadway access and parking at LAX facilities as part of the Project.

The current LAX Ground Transportation Permit Program permits and regulates the pick-up activities of commercial operators, including taxis, shared-ride vans, scheduled service buses, courtesy shuttles (hotel, private parking, and rental car), and pre-arranged charter carriers. According to a 2014 survey of CTA roadways, approximately 50 percent of LAX passengers use private vehicles for pick-up and drop-off. Table 17 shows the existing mode shares of vehicles utilizing the CTA in 2014 during the arrivals and departures peak periods.

In order to reduce congestion on the CTA roadways, LAWA is anticipating changing the LAX Ground Transportation Permit Program to allow commercial operators to pick-up and drop-off passengers at the ITF East and ITF West. Concurrently, LAWA would restrict access to the CTA for some classes of commercial operators such as shared-ride vans, scheduled service buses, courtesy shuttles, and pre-arranged charter carriers. LAWA may also institute pricing differential strategies to encourage other commercial vehicle operators such as taxis, limousines, and Transportation Network Carriers (e.g., Uber and Lyft) to pick-up and drop-off passengers at the ITF East and the ITF West.

Additionally, LAWA also anticipates using pricing differential strategies to encourage passengers to pick-up and drop-off passengers or park their vehicles at the ITF East and the ITF West. These strategies could include lower parking rates compared to the parking garages located within the CTA, free parking for a limited amount of time for people waiting to pick-up passengers, and cell-phone waiting areas

### **LAX Area Trip Generation – With Project Conditions**

With implementation of the proposed LAX LAMP as discussed above, it is anticipated that the future daily passenger mode shares would shift, with most commercial vehicle operators picking up and dropping off passengers at the ITF East and ITF West. Table 18 shows the future LAX passenger mode shares with the proposed Project. As shown in Table 18, it is anticipated that with provision of the Project facilities and associated policy changes, a certain amount of airport passengers would be shifted from the CTA to the ITF East, ITF West, and CONRAC for pick up and drop off based on the shifting of these modes. The future mode shares include consideration of the following modes for both the years 2024 and 2035:

- |                                   |   |
|-----------------------------------|---|
| - POVs (Privately-owned Vehicles) | - LAX Shuttles                            |
| - Charter Buses                   | - Limousines                              |
| - FlyAway Buses                   | - Taxis                                   |
| - Hotel / Motel Shuttles          | - Shared Ride Vans                        |
| - Private Parking Shuttles        | - Transit Buses                           |
| - Rental Car Shuttles             | - TNCs (Transportation Network Companies) |

The future mode shares were based on factors such as:

- Project conditions including facility improvements, operational constraints, etc.,
- Historic trends in passenger mode choice,
- Evolution of passenger behaviors (propensity of vehicle ownership),
- New and/or evolving mode choices (TNCs, Light Rail - based on METRO Model, etc.),

These mode shares are also dependent upon:

- Predicted regional transportation conditions
- Peak period travel conditions
- Airport (Arrivals and Departures levels) conditions
- Off-Airport/Commuter (A.M., Mid-day and P.M.) traffic conditions
- Commercial vehicle capacity and potential hourly trip limits.

In addition to the various mode shifts from the CTA to the ITF East, ITF West, and CONRAC, the Project would remove rental car and LAX shuttles from the street system and would reduce the number of hotel shuttles, resulting in an overall reduced trip generation at LAX.

### ***Baseline Year 2015 with Project Trip Generation***

Table 19 summarizes the Baseline (2015) with Project estimated trip generation for LAX and its facilities. As shown in the table, LAX and its facilities would, for this hypothetical scenario required by CEQA, generate approximately 12,178 trips (6,822 inbound trips, 5,356 outbound trips) during the morning peak hour, approximately 15,863 trips (8,266 inbound trips, 7,597 outbound trips) during the mid-day (airport) peak hour and approximately 12,572 trips (5,929 inbound trips, 6,643 outbound trips) during the evening peak hour under Baseline 2015 with Project conditions with LAX at 70.7 million annual passengers (MAP). As indicated above, the Project would result in various mode shifts from the CTA to the ITF East, ITF West, and CONRAC, the Project would remove rental car and LAX shuttles from the street system and would reduce the number of hotel shuttles, resulting in an overall reduced trip generation for LAX.

### ***Future Year 2024 with Phase 1 Project Trip Generation***

Table 20 summarizes the Future (2024) with Phase 1 Project estimated trip generation for LAX and its facilities. As shown in the table, the LAX facilities would generate approximately 13,740 trips (7,684 inbound trips, 6,056 outbound trips) during the morning peak hour, approximately 18,762 trips (9,791 inbound trips, 8,971 outbound trips) during the mid-day (airport) peak hour and approximately 17,682 trips (8,262 inbound trips, 9,420 outbound trips) during the evening peak hour under the Future Year 2024 with Phase 1 Project conditions with LAX at 86 million annual passengers (MAP). These trip generation estimates also include growth forecasts associated with employment and cargo area activity by the Year 2024.

### ***Future Year 2035 with Project Trip Generation***

Table 21 summarizes the Future (2035) with Project estimated trip generation for LAX and its facilities. As shown in the table, LAX facilities would generate approximately 14,624 trips (8,234 inbound trips, 6,390 outbound trips) during the morning peak hour, approximately 20,027 trips (10,506 inbound trips, 9,521 outbound trips) during the mid-day (airport) peak hour and approximately 19,388 trips (9,005 inbound trips, 10,383 outbound trips) during the evening peak



hour under Future Year 2035 with Project conditions with LAX at 95 million annual passengers (MAP). Again, these trip generation estimates also include growth forecasts associated with employment and cargo area activity by the Year 2035.

Traffic generation associated with the potential future related development on LAWA property within the Study Area was estimated using the model's trip generation module and the associated land use and socio-economic data used as input to the model. The planned locations of the Potential Future Related Developments are shown in Figure 30.

## **PROJECT-RELATED ROADWAY IMPROVEMENTS**

The full development of the proposed Project in 2035 includes proposed roadway improvements including new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements. A brief overview of each roadway improvement is discussed below. A summary of new roadways and roadway improvements included as part of the proposed Project are included in Table 9 (in Chapter III). Roadway improvements for areas in and around the CTA are illustrated on Figure 19A (in Chapter III). Roadway improvements in the area east of the CTA, are shown on Figure 19B (in Chapter III). Roadway improvements would also occur in the southeast corner of the airport, the Imperial Highway/Aviation Boulevard intersection area, as shown on Figure 19C (in Chapter III). The various project-related roadway changes include:

- West Way Relocation
- Improvements to Center Way
- Elimination of Sky Way/96th Street Bridge Demolition
- Recirculation Ramps Demolition
- Demolition of Century Boulevard Eastbound Ramp
- New Ramps to Arrivals and Departures from Southbound Sepulveda Boulevard
- Shift of Southbound Sepulveda Boulevard Lanes to the West
- Demolition of Sepulveda Northbound Ramp
- Vicksburg Avenue Demolition
- 96th Street Improvements
- New Connector Ramps to/from Century Boulevard
- New Ramps to Arrivals and Departures from World Way
- New Ramps from Arrivals and Departures to Southbound Sepulveda Boulevard

- New Ramps from Arrivals and Departures to Century Boulevard
- New Ramp from Northbound Sepulveda Boulevard to Eastbound Century Boulevard New Southbound Loop to Century Boulevard/World Way
- New 'A' Street
- New Intersection at 'A' Street and 96<sup>th</sup> Street
- 96<sup>th</sup> Street Closure
- Demolition of Jenny Avenue
- New 'B' Street
- 98<sup>th</sup> Street Improvements
- Airport Boulevard Improvements
- New 'D' Street
- Demolition of Belford Avenue
- Century Boulevard Improvements
- 98<sup>th</sup> Street Extension
- Aviation Boulevard Improvements
- New 98<sup>th</sup> Street
- Concourse Way Extension
- ITF East Access Road
- Demolition of Secondary Roadways in Manchester Square
- 98<sup>th</sup> Street Underpass
- La Cienega Boulevard Improvements
- I-405 Freeway Off-Ramp Improvements
- Arbor Vitae Street Improvements
- 111<sup>th</sup> Street Improvements
- New 'C' Street
- I-105 Freeway Ramp Improvements

### **Project-Related Intersection Improvements**

The following project-related intersection improvements are also included:

- Avion Drive & Century Boulevard
- Airport Boulevard & Westchester Parkway/Arbor Vitae Street
- Airport Boulevard & 96<sup>th</sup> Street
- Airport Boulevard & 98<sup>th</sup> Street
- Airport Boulevard & Century Boulevard
- Bellanca Avenue & Century Boulevard
- Aviation Boulevard & Arbor Vitae Street
- Aviation Boulevard & Century Boulevard
- Hindry Avenue & Arbor Vitae Street
- Concourse Way & Century Boulevard

- I-105 Freeway Ramps/New 'C' Street & Imperial Highway
- La Cienega Boulevard & Arbor Vitae Street
- La Cienega Boulevard & I-405 Freeway Southbound Ramp/98<sup>th</sup> Street Extension

The resulting lane configurations are included in Appendix A.

## **PHASE 1 PROJECT ROADWAY IMPROVEMENTS**

For this traffic study, it was assumed that the following roadway and intersection modifications will be completed during Phase 1 of the Project:

### **Roadway Improvements**

- West Way Relocation
- Improvements to Center Way
- Elimination of Sky Way / 96<sup>th</sup> Street Bridge Demolition
- New Ramps to Arrivals and Departures from Sepulveda Boulevard Southbound
- Vicksburg Avenue Demolition
- 96<sup>th</sup> Street Improvements
- New 'A' Street
- New Intersection at 'A' Street and 96<sup>th</sup> Street
- 96<sup>th</sup> Street Closure and Jenny Avenue Demolition
- New 'B' Street
- 98<sup>th</sup> Street Improvements
- Airport Boulevard Improvements
- New 'D' Street
- Demolition of Belford Avenue
- Century Boulevard Corridor Improvements
- 98<sup>th</sup> Street Extension
- Aviation Boulevard Improvements
- New 98<sup>th</sup> Street
- Concourse Way Extension
- Demolition of Secondary Roadways in Manchester Square
- 98<sup>th</sup> Street Access to CONRAC
- La Cienega Boulevard Improvements
- I-405 Freeway Off-Ramp Improvements
- Arbor Vitae Street Improvements
- 111<sup>th</sup> Street Improvements

- New 'C' Street
- I-105 Freeway Ramp Improvements

### **Phase 1 Project Related Intersection Improvements**

- Avion Drive & Century Boulevard
- Airport Boulevard & Westchester Parkway/Arbor Vitae Street
- Airport Boulevard & 96<sup>th</sup> Street
- Airport Boulevard & 98<sup>th</sup> Street
- Airport Boulevard & Century Boulevard
- Bellanca Avenue & Century Boulevard
- Aviation Boulevard & Arbor Vitae Street
- Aviation Boulevard & Century Boulevard
- Hindry Avenue & Arbor Vitae Street
- Concourse Way & Century Boulevard
- I-105 Freeway Ramps/New 'C' Street & Imperial Highway
- La Cienega Boulevard & Arbor Vitae Street
- La Cienega Boulevard & I-405 Freeway Southbound Ramp/98<sup>th</sup> Street Extension

### **TRAVEL DEMAND ESTIMATION – WITH PROJECT CONDITIONS**

The travel demand forecasts for the Baseline (2015) with Project, Future (2024) with Phase 1 Project and Future 2035 with Overall Project scenarios were developed using the same modeling and estimation process as that described in the Future without Project conditions. A separate simulation was conducted for each of these scenarios utilizing the updated City of Los Angeles Model as discussed in Chapter IV. The Model produces AM and PM peak period, as well as mid-day off-peak period, vehicular and transit flows on roadways within the study area based on comprehensive land use and socio-economic data (SED) and a scenario-specific detailed transportation network. For Baseline and Future with Project conditions, the City's model was modified to include the network enhancements to reflect Project-related roadway improvements as described above, and the LAX TAZ trip tables, by time period, to reflect redistribution of the baseline trips to the CONRAC and ITFs being built by the proposed Project.

## **FUTURE WITH PROJECT DATA AND MODEL ASSUMPTIONS**

Utilizing the same data and model assumptions used for Future Base (without Project) conditions as well as the various mode shifts from the CTA to the ITF East, ITF West, and CONRAC and resulting trip generation estimates for LAX with Project conditions, and Project-related roadway improvements, the Future (2024) with Phase 1 Project and Future (2035) with Project travel forecasts were developed using the updated City of Los Angeles Travel Demand Model. These model forecasts were post-processed using the procedures outlined in the NCHRP 255 and similar to the Future 2024 Baseline and Future 2035 Baseline conditions to obtain the Future with Project traffic volumes at all the analysis locations.

The data and model assumptions used in the development of the Baseline (2015) with Project forecasts involved using the various mode shifts from the CTA to the ITF East, ITF West, and CONRAC and resulting LAX trip generation estimates for Baseline 2015 with Project conditions and Project-related roadway improvements. Only those roadway improvements identified to occur with the proposed Project were included in the Baseline (2015) with Project model network.

### **Baseline (2015) with Project Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model and the Project-related network changes detailed earlier, the Baseline (2015) with Project traffic volume forecasts during the morning and evening peak hours were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 31A-E. The mid-day peak hour traffic volumes are shown in Figure 32.

### **Future (2024) with Phase 1 Project Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model and the Phase 1 Project-related network changes detailed earlier, the Future with Project traffic volume forecasts during the morning and evening peak hours for the Year 2024 were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 33A-E. The mid-day peak hour traffic volumes are shown in Figure 34.

### **Future (2035) with Project Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model and the Overall Project-related network changes detailed earlier, the Future with Project traffic volume forecasts during the morning and evening peak hours for the Year 2035 were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 35A-E. The mid-day peak hour traffic volumes are shown in Figure 36.

### **Future (2035) with Project and Potential Future Related Development Traffic Assignment**

Utilizing the updated City of Los Angeles Travel Demand Model with the potential future related development and the Overall Project-related network changes detailed above, the Future with Project and Potential Future Related Development traffic volume forecasts during the morning and evening peak hours for the Year 2035 were developed. These traffic volume estimates at the analyzed intersections for the morning and evening peak hours are shown in Figures 37A-E. The mid-day peak hour traffic volumes are shown in Figure 38.

## **INTERSECTION OPERATIONS – BASELINE (2015) WITH PROJECT SCENARIO**

This section presents the results of the intersection operations analyses for the Baseline (2015) with Project conditions. The traffic volumes, intersection lane configurations, and updated roadways/intersections due to the proposed Project in the Baseline conditions were utilized as input for the intersection capacity calculations conducted at all analyzed locations within the study area. Depending upon the jurisdictions in which these intersections lie, specific analyses methodologies (CALCADB, ICU and HCM 2010) were utilized in the preparation of operating conditions under this scenario.

Similar to the existing conditions, the study intersections were analyzed and the projected Baseline (2015) with Project intersection operating conditions for the morning and evening peak hours are shown in Table 22A. Figures 39A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Baseline with Project conditions. The intersection lane configurations and detailed LOS worksheets are provided in Appendices A and G, respectively.

As shown in Table 22A, approximately 87% of the intersections (159 of 183) during the morning peak hour and 84% of the intersections (154 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 9% of the intersections (16 of 183) in the morning peak hour and 12% of the intersections (21 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 4% of the intersections (8 of the 183) during both the morning and evening peak hours are projected to operate at LOS F conditions.

### **Baseline (2015) with Project - Mid-Day Peak Hour Intersection Operations**

The projected Baseline (2015) with Project intersection operating conditions for the mid-day peak hour are shown in Table 23. Figure 40 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Baseline (2015) with Project conditions. The intersection lane configurations and detailed LOS worksheets are provided in Appendices A and G, respectively.

As shown in Table 23, all 36 of the study intersections during the mid-day peak hour are expected to operate at LOS D or better.

### **Intersection Impacts – Before Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Table 22A provides a summary of the impacted intersections, before mitigation measures, based on the significant criteria established by the various jurisdictions within the study area. Figure 41 graphically illustrates the significantly impacted locations during the morning and evening peak hours. Under Baseline with Project conditions, the Project is expected to result in significant impacts at one intersection during the evening peak hour and at one intersection during both the morning and the evening peak hours. These intersections are:

- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E and in PM Peak Hour at LOS D

The Project would not result in significant traffic impacts at the remaining 181 of the 183 study intersections during either peak hour.

Table 23 provides a summary of the impacted intersections, before mitigation measures, during the mid-day peak hours. Figure 42 graphically illustrates the significantly impacted locations during the mid-day peak hour. Under Baseline with Project conditions, the Project is expected to result in significant impacts at one intersection, Sepulveda Boulevard & Century Boulevard, during the mid-day peak hour.

### **Discussion of Analyses**

An assessment of analyzed intersections affected by the proposed LAMP Project components within an area of influence was conducted. The area of influence was identified using the differences in traffic patterns due to the proposed Project that included redistribution of trips from the CTA to the ITF East and ITF West, consolidation of trips from the various rental car agencies that are currently spread out around the airport, to the CONRAC and the effect of roadway improvements that offer additional and improved routes in the vicinity of LAX and its facilities. The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard to the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections. Table 22B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Existing (2015) Baseline without and with Project conditions.

Table 22B indicates, in the existing year 2015 baseline conditions, within the area of influence, 53 intersections during AM peak hour and 49 intersections during PM peak hour were projected to operate at LOS A-D; while 2 and 6 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.61 and 0.64 during AM and PM peak hours, respectively.

As shown in Table 22B, with the LAMP Project components in the existing baseline 2015 conditions, 50 intersections within the area of influence were projected to operate at LOS A-D during both the AM and PM peak hours; while 5 intersections were projected to operate at LOS E/F during both the AM and PM peak hours. With the LAMP Project in baseline year 2015 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.61 and 0.63 during AM and PM peak hours, respectively. It can be observed that with the LAMP Project components, the system-wide operations within the area of influence would remain



largely unchanged during the AM peak hour and would be better during the PM peak hour. It is worth noting that intersection operations at 27 intersections during the AM peak hour and 28 intersections during the PM peak hour were improved compared to existing year 2015 baseline conditions. Figures 43A-B illustrate the locations with improved intersection operations under Baseline (2015) with Project conditions.

## **INTERSECTION OPERATIONS – FUTURE (2024) WITH PHASE 1 PROJECT SCENARIO**

This section presents the results of the intersection operations analyses for the Future (2024) with Phase 1 Project conditions. The traffic volumes, intersection lane configurations, and updated roadways/intersections due to the Proposed Phase 1 Project in the Future 2024 conditions were utilized as input for the intersection capacity calculations conducted at all analyzed locations within the study area. Depending upon the jurisdictions in which these intersections are located, specific analyses methodologies (CALCADB, ICU and HCM 2010) were utilized in the preparation of operating conditions under this scenario.

The projected Future (2024) with Phase 1 Project intersection operating conditions for the morning and evening peak hours are shown in Table 24A. Figures 44A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2024) with Phase 1 Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and H, respectively.

As shown in Table 24A, approximately 77% of the intersections (141 of 183) during the morning peak hour and 67% of the intersections (122 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 15% of the intersections (28 of 183) in the morning peak hour and 16% of the intersections (30 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 8% of the intersections (14 of 183) during the morning peak hour and 17% of the intersections (31 of 183) in the evening peak hour are projected to operate at LOS F conditions. The intersection lane configurations consist of the existing lanes plus intersection improvements committed to by other developments, as well as those to be constructed as part of the Phase 1 Project.

### **Future (2024) with Phase 1 Project - Mid-Day Peak Hour Intersection Operations**

The projected Future (2024) with Phase 1 Project intersection operating conditions for the mid-day peak hour are shown in Table 25. Figure 45 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2024) with Phase 1 Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and H, respectively.

As shown in Table 25, 33 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 3 of the intersections are projected to operate at LOS E.

### **Intersection Impacts – Before Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Table 24A provides a summary of the impacted intersections, before mitigation measures, based on the significant criteria at different levels of service during the morning and evening peak hours. Figure 46 graphically illustrates the significantly impacted locations during the morning and evening peak hours. Under Future Year 2024 conditions, the Phase 1 Project is expected to result in significant impacts at one intersection during the morning peak hour, 4 intersections during the evening peak hour, and one intersection during both the morning and evening peak hours. These six intersections are:

- Airport Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS D
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The Project would not result in significant traffic impacts at the remaining 177 of the 183 study intersections during either peak hour.

Table 25 provides a summary of the impacted intersections, before mitigation measures, during the mid-day peak hour. As indicated in the table, the Phase 1 Project is expected to result in significant impacts at these two intersections during the mid-day peak hours:

- Airport Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C

Figure 47 graphically illustrates the significantly impacted locations during the mid-day peak hour.

### **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 24B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Future (2024) without and with Project conditions.

Table 24B indicates, in the future year 2024 baseline conditions, within the area of influence, 49 intersections during AM peak hour and 41 intersections during PM peak hour were projected to operate at LOS A-D; while 6 and 14 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.67 and 0.76 during AM and PM peak hours, respectively.

As shown in Table 24B, with the LAMP Phase 1 components in the future year 2024 conditions, 49 and 43 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 6 and 12 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Phase 1 Project in future year 2024 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.68 and 0.76 during AM and PM peak hours, respectively. With the Phase 1 components of the LAMP Project, the system-wide V/C ratio within the area of influence during both peak hours did not change appreciably compared to baseline conditions. It is worth noting that intersection operations at 25 intersections during the AM peak hour and 30 intersections during the PM peak hour were improved compared to future year 2024 baseline conditions. Figures 48A-B illustrate the locations with improved intersection operations under Future (2024) with Phase 1 Project conditions.

### **INTERSECTION OPERATIONS – FUTURE (2035) WITH PROJECT SCENARIO**

This section presents the results of the intersection operations analyses for the Future (2035) with Overall Project conditions. The traffic volumes, intersection lane configurations, and updated roadways/intersections due to the proposed Project in the Future 2035 conditions were utilized as

input for the intersection capacity calculations conducted at all analyzed locations within the study area. Depending upon the jurisdictions in which these intersections are located, specific analyses methodologies (CALCADB, ICU and HCM 2010) were utilized in the preparation of operating conditions under this scenario.

The projected Future (2035) with Project intersection operating conditions for the morning and evening peak hours are shown in Table 26A. Figures 49A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2035) with Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and I, respectively.

As shown in Table 26A, approximately 68% of the intersections (125 of 183) during the morning peak hour and 55% of the intersections (100 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 20% of the intersections (36 of 183) in the morning peak hour and 20% of the intersections (37 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 12% of the intersections (22 of 183) during the morning peak hour and 25% of the intersections (46 of 183) in the evening peak hour are projected to operate at LOS F conditions. The intersection lane configurations consist of the existing lanes plus intersection improvements committed to by other developments, as well as those to be constructed as part of the Project.

#### **Future (2035) with Project - Mid-Day Peak Hour Intersection Operations**

The projected Future (2035) with Project intersection operating conditions for the mid-day peak hour is shown in Table 27. Figure 50 graphically illustrates the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2035) with Project conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and I, respectively.

As shown in Table 27, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Two of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E, and the remaining two intersections are projected to operate at LOS F conditions.

## **Intersection Impacts – Before Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Table 26A provides a summary of the impacted intersections, before mitigation measures, based on the significant criteria at different levels of service during the morning and evening peak hours. Figure 51 graphically illustrates the significantly impacted locations during the morning and evening peak hours. Under Future Year 2035 conditions, the Project is expected to result in significant impacts at one intersection during the morning peak hour, five intersections during the evening peak hour, and two intersections during both the morning and evening peak hours. These eight intersections are:

- Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The Project would not result in significant traffic impacts at the remaining 175 of the 183 study intersections during either peak hour.

Table 27 provides a summary of the impacted intersections, before mitigation measures, during the mid-day peak hours. Under Future (2035) conditions, the Project is expected to result in significant impacts at the following four intersections during the mid-day peak hour:

- Sepulveda Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C
- La Cienega Boulevard & Manchester Boulevard – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D

Figure 52 graphically illustrates the significantly impacted locations during the mid-day peak hour.

## **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 26B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Future (2035) without and with Project conditions.

Table 26B indicates, in the future year 2035 baseline conditions, within this area of influence, 44 intersections during AM peak hour and 36 intersections during PM peak hour were projected to operate at LOS A-D; while 11 and 19 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.72 and 0.82 during AM and PM peak hours, respectively.

As shown in Table 26B, with the LAMP Project components in the future year 2035 conditions, 45 and 34 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 10 and 21 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Project in future year 2035 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.72 and 0.80 during AM and PM peak hours, respectively. With the LAMP Project components, the system-wide operations within the area of influence would remain largely unchanged during the morning peak hour and would be improved during the PM peak hour. However, intersection operations at 24 intersections during the AM peak hour and 30 intersections during the PM peak hour were improved compared to future year 2035 base conditions. Figures 53A-B illustrate the locations with improved intersection operations under Future (2035) with Project conditions.

## **INTERSECTION OPERATIONS – FUTURE (2035) WITH PROJECT AND POTENTIAL FUTURE RELATED DEVELOPMENT SCENARIO**

This section presents the results of the intersection analyses operations for the Future (2035) with Project and Potential Future Related Development conditions. The traffic volumes, intersection lane configurations, and updated roadways/intersections due to the proposed Project and Potential Future Related Development in the Future 2035 conditions were utilized as input for the intersection capacity calculations conducted at all analyzed locations within the study area. Depending upon the jurisdictions in which these intersections are located, specific analyses methodologies (CALCADB, ICU and HCM 2010) were utilized in the preparation of operating conditions under this scenario.

The projected Future (2035) with Project and Potential Future Related Development intersection operating conditions for the morning and evening peak hours are shown in Table 28A. Figures 54A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2035) with Project and Potential Future Related Development conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and J, respectively.

As shown in Table 28A, approximately 67% of the intersections (123 of 183) during the morning peak hour and 53% of the intersections (98 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 20% of the intersections (37 of 183) in the morning peak hour and 21% of the intersections (38 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 13% of the intersections (23 of 183) during the morning peak hour and 26% of the intersections (47 of 183) in the evening peak hour are projected to operate at LOS F conditions. The intersection lane configurations consist of the existing lanes plus intersection improvements committed to by other developments, as well as those to be constructed as part of the Project.

#### **Future (2035) with Project and Potential Future Related Development - Mid-Day Peak Hour Intersection Operations**

The projected Future (2035) with Project and Potential Future Related Development intersection operating conditions for the mid-day peak hour are shown in Table 29. Figure 55 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2035) with Project and Potential Future Related Development conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and J, respectively.

As shown in Table 29, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Two of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E, while two of the intersections are projected to operate at LOS F conditions.

#### **Intersection Impacts – Before Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Table 28A provides a summary of the impacted intersections, before mitigation measures, based on the significant criteria at

different levels of service during the morning and evening peak hours. Figure 56 graphically illustrates the significantly impacted locations during the morning and evening peak hours. Under Future Year 2035 conditions, the Project including trips associated with the potential future related development is expected to result in significant impacts at three intersections during the morning peak hour, six intersections during the evening peak hour, and two intersections during both the morning and evening peak hours. These 11 intersections are:

- Sepulveda Boulevard & Westchester Parkway – Impacted in AM Peak Hour at LOS D
- Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- I-405 Freeway Northbound Ramps & Century Boulevard – Impacted in AM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F
- La Brea Avenue/Hawthorne Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS F

The Project would not result in significant traffic impacts at the remaining 172 of the 183 study intersections during either peak hour.

Table 29 provides a summary of the impacted intersections, before mitigation measures, during the mid-day peak hours. Under Future (2035) conditions, the Project including trips associated with the potential future related development is expected to result in significant impacts at the following 5 intersections during the mid-day peak hour:

- Sepulveda Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D

Figure 57 graphically illustrates the significantly impacted locations during the mid-day peak hour.



## **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 28B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Future (2035) without and with Project and Potential Future Related Development conditions.

As shown in Table 28B, with the LAMP Project components and potential future related development in the future year 2035 conditions, 43 and 33 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while 12 and 22 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. With the LAMP Project and potential future related development in future year 2035 conditions, the average V/C ratio of all locations within the area of influence was projected to be 0.73 and 0.82 during AM and PM peak hours, respectively. With the LAMP Project components and potential future related development, the system-wide operations within the area of influence would largely remain unchanged during both peak hours. However, it is worth noting that intersection operations at 22 locations within the area of influence during the both the AM and PM hours were improved compared to future year 2035 baseline conditions. Figures 58A-B illustrate the locations with improved intersection operations under Future (2035) with Project and Potential Future Related Development conditions.

## **ADDITIONAL ANALYSES**

Additional analyses were conducted for the following three conditions:

1. Future conditions with Event Day at Hollywood Park Stadium
2. Future conditions with Airport Metro Connector (AMC) Station
3. Future conditions with 98<sup>th</sup> Street Operating Options

A brief summary of results from these analysis is prevented below.

### **Future Conditions with Hollywood Park Stadium Event**

Detailed traffic conditions and impact analysis of the proposed LAMP Project with the Hollywood Park Stadium Event was conducted. Future (2024) with LAMP Phase 1 Project and Future (2035)

with LAMP Project with and without Related Development scenarios were evaluated under future conditions with Pre-Event traffic at the Hollywood Park Stadium. The Pre-Event traffic is estimated to occur during the evening peak hours and therefore, the analysis of traffic conditions and impacts with and without the Project were conducted for the evening peak hour conditions.

Details of the analyses are provided in Appendix U. The following briefly summarizes the results from this analyses:

- In the Future (2024) with LAMP Phase 1 Project with Stadium Event conditions, the proposed Project would result in causing significant impacts at six intersections including:
  - Airport Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS D
  - Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS E
  - La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS F
  - Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

As noted earlier, there would be no change in intersection operating conditions during the morning peak hour due to the Stadium Event and consequently no change in impacted locations compared to that in Future (2024) with Phase 1 Project conditions without Stadium Event.

- In the Future (2035) with LAMP Project with Stadium Event conditions, the proposed Project would result in causing significant impacts at seven intersections including:
  - Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
  - I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
  - La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Arbor Vitae Street – Impacted in in PM Peak Hour at LOS F
  - La Cienega Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS F
  - Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F
- In the Future (2035) with LAMP Project and Related Development with Stadium Event conditions, the proposed Project would result in causing significant impacts at eight

intersections, including the seven intersections noted above and the intersection of La Brea Avenue/Hawthorne Boulevard and Century Boulevard.

### **Future Conditions with Airport Metro Connector (AMC) Station**

A detailed traffic analysis and impact assessment of Future (2035) with proposed LAMP Project with the Airport Metro Connector (AMC) Station has been conducted. The AMC Station is being studied by Metro in a separate environmental document and this project includes provision of a train station around 96<sup>th</sup> Street at Aviation Boulevard on the currently under-construction LAX-Crenshaw Rail Line; a multi-modal facility (bus plaza pick-up/drop-off and bicycle amenities) with a seamless grade-separated pedestrian connection between the various elements of the AMC Station Project and the ITF East APM Station planned as part of the LAMP Project.

Details of the analyses are provided in Appendix V. The following summarizes the results from this analysis:

- Similar to the Future (2035) with LAMP Project conditions, a total of eight of the 183 analyzed intersections would be significantly impacted due to the proposed Project with AMC Station and include:
  - Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
  - Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
  - I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
  - La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
  - La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
  - La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
  - Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F
- Similar to the proposed LAMP Project conditions, one out of 23 freeway segments would be significantly impacted due to the proposed LAMP Project with AMC Station and includes: I-405 Freeway at La Cienega Boulevard. The remaining 22 of the 23 segments would not be significantly impacted.
- None if the freeway ramps or arterial intersections would be significantly impacted.

## **Future Conditions with 98<sup>th</sup> Street Operational Options**

The LAMP Project proposes to restripe 98th Street segment from Airport Boulevard to Bellanca Avenue to four travel lanes, two lanes in each direction. A detailed analysis of traffic conditions and impact assessment of the proposed Project conditions under various operational options of the 98<sup>th</sup> Street travel corridor between Airport Boulevard and Bellanca Avenue was conducted at six study intersections that would be affected by these options. Three operation options were evaluated:

- Option 1 - Conversion of 98<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue to a three-lane one-way westbound facility with loading on both sides;
- Option 2 - Conversion of 98<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue to four lanes with one lane in each direction for travel and loading lane on either side of the roadway. Additionally, the eastbound lane would be a dynamic lane would adjust to one-way operation during peak hours; and
- Option 3 - Conversion of 98<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue to four lanes: two lanes westbound, one lane eastbound and one loading lane on the south side of the street that would convert to an eastbound lane during evening peak periods. Additionally, a loading management zone would be provided on the north side along the Belford Property with access off 96<sup>th</sup> Street.

Technical details of the analysis and associated discussion of the performance of each of the options are provided in Appendix W. The following summarizes the results from this analysis:

### **98<sup>th</sup> Street Operational Option 1**

- Under this Option 1, 98th Street eastbound traffic would be diverted to eastbound 96th Street and Century Boulevard and would increase the traffic volumes at the six intersections. Additionally, businesses within this stretch of 98th Street would be forced to head westbound and circle around to 96th Street and/or Century Boulevard to head to points east resulting in circulation routes and recirculating traffic.
- Under Future (2024) with Phase 1 Project – 98th Street Option 1, significant traffic impacts would occur at four of the six intersections including Airport Boulevard & 96th Street, Airport Boulevard & 98th Street, Airport Boulevard & Century Boulevard and Bellanca Avenue & Century Boulevard. Many of the turning movements at these intersections would increase substantially under Option 1 with queues exceeding the available at turn pockets.
- Under Future (2035) with Project – 98th Street Option 1, significant traffic impacts would occur at two of the six intersections including Airport Boulevard & 98th Street and Aviation Boulevard & Century Boulevard. The intersection of Aviation Boulevard & Century

Boulevard is projected to operate at LOS F during the evening peak hour under Option 1. Many of the turning movements at these intersections would increase substantially under Option 1 with queues exceeding the available at turn pockets.

- Under Future (2035) with Project and Related Development – 98th Street Option 1, significant traffic impacts would occur at three of the six intersections including Airport Boulevard & 98th Street, Bellanca Avenue & Century Boulevard and Aviation Boulevard & Century Boulevard. The intersection of Aviation Boulevard & Century Boulevard is projected to operate at LOS F during the evening peak hour under Option 1. Many of the turning movements at these intersections would increase substantially under Option 1 with queues exceeding the available at turn pockets.

#### 98<sup>th</sup> Street Operational Option 2

- Overall traffic conditions at the six study intersections would be similar to Option 1 during the morning and evening peak hours.
- Under the westbound only configuration during the peak hours, 98th Street eastbound traffic would be diverted to eastbound 96th Street and Century Boulevard and would increase the traffic volume at the six study intersections. Additionally, businesses within this stretch of 98th Street would be forced to head westbound and circle around to 96th Street and/or Century Boulevard to head to points east resulting in circulation routes and recirculating traffic.
- Under Future (2024) with Phase 1 Project – 98th Street Option 2, significant traffic impacts would occur at four of the six intersections including Airport Boulevard & 96th Street, Airport Boulevard & 98th Street, Airport Boulevard & Century Boulevard and Bellanca Avenue & Century Boulevard. Many of the turning movements at these intersections would increase substantially under Option 2 with queues exceeding the available at turn pockets.
- Under Future (2035) with Project – 98th Street Option 2, significant traffic impacts would occur at two of the six intersections including Airport Boulevard & 98th Street and Aviation Boulevard & Century Boulevard. The intersection of Aviation Boulevard & Century Boulevard is projected to operate at LOS F during the evening peak hour under Option 2. Many of the turning movements at these intersections would increase substantially under Option 2 with queues exceeding the available at turn pockets.
- Under Future (2035) with Project and Related Development – 98th Street Option 2, significant traffic impacts would occur at three of the six intersections including Airport Boulevard & 98th Street, Bellanca Avenue & Century Boulevard and Aviation Boulevard & Century Boulevard. The intersection of Aviation Boulevard & Century Boulevard is projected to operate at LOS F during the evening peak hour under Option 2. Many of the turning movements at these intersections would increase substantially under Option 2 with queues exceeding the available at turn pockets.

### 98<sup>th</sup> Street Operational Option 3

- Option 3 results in traffic conditions similar to those of the proposed LAMP Project while making provisions for loading/unloading for all users along 98th Street between Airport Boulevard and Bellanca Avenue. This option provides the required operational roadway section for all users, compared to the Options 1 and 2.
- Under Future (2024) with Phase 1 Project – 98th Street Option 3, significant traffic impacts would occur at one of the six intersections - Airport Boulevard & Century Boulevard similar to that of the proposed Project.
- Under Future (2035) with Project – 98th Street Option 3, this option would not result in any significant traffic impacts at the six study intersections.
- Under Future (2035) with Project and Related Development – 98th Street Option 3, this option would not result in any significant traffic impacts at the six study intersections.

### ***Summary***

The LAMP Project proposes to restripe 98th Street segment from Airport Boulevard to Bellanca Avenue to four travel lanes, two lanes in each direction. As part of this study, three potential 98th Street operational options have been identified to accommodate currently occurring on-street loading/unloading lanes. Options 1 and 2 would change traffic flow to one-way westbound. The one-way westbound operation would result increased turn volumes at several intersections, resulting in significant traffic impacts along Airport Boulevard and Century Boulevard as well as substantially degraded operations at numerous locations. Option 3 would maintain two-way operation with a dynamic loading lane on the south side of the street along with a loading management zone adjacent to Belford Avenue. There would be no substantial change in traffic patterns due to Option 3 and significant traffic impacts would not occur due to the proposed Option 3. In conclusion, Option 3 is the recommended 98th Street option for operations between Airport Boulevard and Bellanca Avenue.

**TABLE 17**  
**2014 LAX PASSENGER TRAFFIC MODE SHARES - CENTRAL TERMINAL AREA**

PASSENGER TRANSPORTATION MODE	ARRIVALS LEVEL [1]		DEPARTURES LEVEL [2]	
	PASSENGER MODE SPLIT	VEHICLE OCCUPANCY (PASS/VEH)	PASSENGER MODE SPLIT	VEHICLE OCCUPANCY (PASS/VEH)
Privately-Owned Vehicle (POV) (includes Parking and Paid Ride)	49.47%	1.3	52.80%	1.3
Taxi	7.74%	1.2	5.77%	1.2
Limousines	2.91%	1.2	4.93%	1.1
Shared Ride Vans	4.95%	6	3.67%	5.9
Rental Car Shuttles	18.94%	18.6	9.84%	7.6
Hotel Shuttles	2.04%	3.5	4.83%	3.9
FlyAway	2.04%	27	2.71%	27.8
Charter Bus	7.27%	22.6	5.66%	33.8
LAX Shuttles	0.74%	2.5	2.10%	2.8
Private Parking Shuttles	3.12%	1.9	6.93%	3.4
Transit Bus	0.78%	10.3	0.76%	13
<b>Total</b>	100%		100%	

Source: Ricondo & Associates, Inc. January 2016.

[1] Represents the assumed passenger mode split and vehicle occupancy during the arrivals peak period.

[2] Represents the assumed passenger mode split and vehicle occupancy during the departures peak period.

**TABLE 18  
FUTURE LAX PASSENGER MODE SHARES (CTA, ITF EAST, ITF WEST AND CONRAC)**

MODE	2015 SURVEY (DAILY)	FUTURE WITH PROJECT (TOTALS)					FUTURE NO PROJECT
		TOTALS	CTA	ITF WEST	ITF EAST	CONRAC	TOTALS IN CTA
Private Vehicle – Pick-up and Drop-off	32.6%	30.0%	28.0%	1.0%	1.0%	0.0%	30.0%
Private Vehicle - Parking	10.4%	6.5%	3.0%	2.9%	0.6%	0.0%	6.5%
<i>CTA Garages</i>	5.7%	3.6%	3.0%	0.6%			3.0%
<i>LAWA Surface Lots</i>	2.0%	1.3%		0.7%	0.6%		1.8%
<i>Off-Airport Private Parking</i>	2.6%	1.6%		1.6%			1.7%
Charter Van	9.5%	33.9%	20.0%	10.0%	3.9%	0.0%	35.1%
Taxi	8.3%						
Paid Ride	6.2%						
Limo/Town Car	2.7%						
Shared Ride Van	5.5%	3.5%	0.0%	0.0%	3.5%	0.0%	3.7%
Rental Car	18.6%	18.6%	0.0%	0.0%	0.0%	18.6%	18.6%
Hotel	2.1%	2.1%	0.0%	2.1%	0.0%	0.0%	2.1%
Flyaway	2.5%	2.5%	0.0%	0.0%	2.5%	0.0%	2.6%
Charter Bus	1.1%	0.9%	0.0%	0.0%	0.9%	0.0%	0.9%
Transit	0.5%	2.0%	0.0%	0.0%	2.0%	0.0%	0.5%
<b>Total</b>	100.0%	100.0%	51.0%	16.0%	14.4%	18.6%	100.0%

Source: Ricondo & Associates, Inc.



**TABLE 19  
TRIP GENERATION ESTIMATES - BASELINE (2015) WITH PROJECT CONDITIONS**

	EXISTING (2015) CONDITIONS			BASELINE (2015) WITH LAMP PROJECT CONDITIONS		
	In	Out	Total	In	Out	Total
<b>AM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	148	19	167	148	19	167
Employee Parking <sup>2</sup>	759	280	1,039	759	280	1,039
Cargo Facilities <sup>2</sup>	978	772	1,750	978	772	1,750
Rental Car Facilities <sup>1</sup>	766	513	1,279	0	0	0
Off-Airport Parking <sup>1</sup>	233	55	288	233	55	288
ITF West <sup>1</sup>	0	0	0	624	624	1,248
Manchester Square <sup>1,3</sup>	0	0	0	1,019	766	1,785
CTA <sup>1</sup>	4,039	3,776	7,815	3,061	2,840	5,901
<b>TOTAL</b>	<b>6,923</b>	<b>5,415</b>	<b>12,338</b>	<b>6,822</b>	<b>5,356</b>	<b>12,178</b>
<b>MD PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	114	51	165	114	51	165
Employee Parking <sup>2</sup>	639	549	1,188	639	549	1,188
Cargo Facilities <sup>2</sup>	949	816	1,765	949	816	1,765
Rental Car Facilities <sup>1</sup>	1,232	863	2,095	0	0	0
Off-Airport Parking <sup>1</sup>	191	97	288	191	97	288
ITF West <sup>1</sup>	0	0	0	781	781	1,562
Manchester Square <sup>1,3</sup>	0	0	0	1,558	1,189	2,747
CTA <sup>1</sup>	5,219	5,377	10,596	4,034	4,114	8,148
<b>TOTAL</b>	<b>8,344</b>	<b>7,753</b>	<b>16,097</b>	<b>8,266</b>	<b>7,597</b>	<b>15,863</b>
<b>PM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	102	38	140	102	38	140
Employee Parking <sup>2</sup>	338	586	924	338	586	924
Cargo Facilities <sup>2</sup>	940	1,116	2,056	940	1,116	2,056
Rental Car Facilities <sup>1</sup>	541	573	1,114	0	0	0
Off-Airport Parking <sup>1</sup>	116	106	222	116	106	222
ITF West <sup>1</sup>	0	0	0	614	614	1,228
Manchester Square <sup>1,3</sup>	0	0	0	794	826	1,620
CTA <sup>1</sup>	3,956	4,428	8,384	3,025	3,357	6,382
<b>TOTAL</b>	<b>5,993</b>	<b>6,847</b>	<b>12,840</b>	<b>5,929</b>	<b>6,643</b>	<b>12,572</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Trip generation for this component based on annual driveway counts for LAX and its facilities.

<sup>3</sup> In Baseline with LAMP Project scenario, Manchester Square includes CONRAC, ITF East and Parking.

**TABLE 20  
TRIP GENERATION ESTIMATES - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS		
	In	Out	Total	In	Out	Total
<b>AM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	130	16	146	119	29	148
Employee Parking <sup>2</sup>	861	318	1,179	861	318	1,179
Cargo Facilities <sup>3</sup>	1,154	911	2,065	1,154	911	2,065
Rental Car Facilities <sup>1</sup>	797	493	1,290	0	0	0
Off-Airport Parking <sup>1</sup>	184	61	245	184	58	242
ITF West <sup>1</sup>	0	0	0	810	810	1,620
Manchester Square <sup>1,4</sup>	0	0	0	1,141	837	1,978
CTA <sup>1</sup>	4,602	4,228	8,830	3,415	3,093	6,508
<b>TOTAL</b>	<b>7,728</b>	<b>6,027</b>	<b>13,755</b>	<b>7,684</b>	<b>6,056</b>	<b>13,740</b>
<b>MD PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	91	56	147	94	59	153
Employee Parking <sup>2</sup>	725	623	1,348	725	623	1,348
Cargo Facilities <sup>3</sup>	1,120	963	2,083	1,120	963	2,083
Rental Car Facilities <sup>1</sup>	1,393	773	2,166	0	0	0
Off-Airport Parking <sup>1</sup>	170	104	274	166	102	268
ITF West <sup>1</sup>	0	0	0	1,063	1,063	2,126
Manchester Square <sup>1,4</sup>	0	0	0	1,863	1,243	3,106
CTA <sup>1</sup>	6,321	6,538	12,859	4,760	4,918	9,678
<b>TOTAL</b>	<b>9,820</b>	<b>9,057</b>	<b>18,877</b>	<b>9,791</b>	<b>8,971</b>	<b>18,762</b>
<b>PM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	91	55	146	74	58	132
Employee Parking <sup>2</sup>	384	665	1,049	384	665	1,049
Cargo Facilities <sup>3</sup>	1,109	1,317	2,426	1,109	1,317	2,426
Rental Car Facilities <sup>1</sup>	677	784	1,461	0	0	0
Off-Airport Parking <sup>1</sup>	114	121	235	110	119	229
ITF West <sup>1</sup>	0	0	0	990	990	1,980
Manchester Square <sup>1,4</sup>	0	0	0	1,114	1,208	2,322
CTA <sup>1</sup>	6,026	6,767	12,793	4,481	5,063	9,544
<b>TOTAL</b>	<b>8,401</b>	<b>9,709</b>	<b>18,110</b>	<b>8,262</b>	<b>9,420</b>	<b>17,682</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Includes 1.5% per year growth in employee trips.

<sup>3</sup> Includes 2% per year growth in cargo trips.

<sup>4</sup> In Future (2024) with Phase 1 Project scenario, Manchester Square includes CONRAC, ITF East and Parking.

**TABLE 21  
TRIP GENERATION ESTIMATES - FUTURE (2035) WITH PROJECT CONDITIONS**

	FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH LAMP PROJECT CONDITIONS		
	In	Out	Total	In	Out	Total
<b>AM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	119	32	151	103	34	137
Employee Parking <sup>2</sup>	987	364	1,351	987	364	1,351
Cargo Facilities <sup>3</sup>	1,369	1,081	2,450	1,369	1,081	2,450
Rental Car Facilities <sup>1</sup>	815	481	1,296	0	0	0
Off-Airport Parking <sup>1</sup>	155	64	219	151	61	212
ITF West <sup>1</sup>	0	0	0	864	864	1,728
Manchester Square <sup>1,4</sup>	0	0	0	1,186	852	2,038
CTA <sup>1</sup>	4,828	4,387	9,215	3,574	3,134	6,708
<b>TOTAL</b>	<b>8,273</b>	<b>6,409</b>	<b>14,682</b>	<b>8,234</b>	<b>6,390</b>	<b>14,624</b>
<b>MD PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	77	59	136	83	64	147
Employee Parking <sup>2</sup>	831	714	1,545	831	714	1,545
Cargo Facilities <sup>3</sup>	1,329	1,142	2,471	1,329	1,142	2,471
Rental Car Facilities <sup>1</sup>	1,489	718	2,207	0	0	0
Off-Airport Parking <sup>1</sup>	158	110	268	154	106	260
ITF West <sup>1</sup>	0	0	0	1,155	1,155	2,310
Manchester Square <sup>1,4</sup>	0	0	0	2,007	1,236	3,243
CTA <sup>1</sup>	6,587	6,840	13,427	4,947	5,104	10,051
<b>TOTAL</b>	<b>10,471</b>	<b>9,583</b>	<b>20,054</b>	<b>10,506</b>	<b>9,521</b>	<b>20,027</b>
<b>PM PEAK HOUR</b>						
Aiport Parking <sup>1</sup>	85	64	149	57	70	127
Employee Parking <sup>2</sup>	439	762	1,201	439	762	1,201
Cargo Facilities <sup>3</sup>	1,316	1,562	2,878	1,316	1,562	2,878
Rental Car Facilities <sup>1</sup>	759	912	1,671	0	0	0
Off-Airport Parking <sup>1</sup>	113	129	242	110	125	235
ITF West <sup>1</sup>	0	0	0	1,150	1,150	2,300
Manchester Square <sup>1,4</sup>	0	0	0	1,274	1,406	2,680
CTA <sup>1</sup>	6,281	7,185	13,466	4,659	5,308	9,967
<b>TOTAL</b>	<b>8,993</b>	<b>10,614</b>	<b>19,607</b>	<b>9,005</b>	<b>10,383</b>	<b>19,388</b>

<sup>1</sup> Source: Ricondo & Associates, Inc.

<sup>2</sup> Includes 1.5% per year growth in employee trips.

<sup>3</sup> Includes 2% per year growth in cargo trips.

<sup>4</sup> In Future (2035) with Project scenario, Manchester Square includes CONRAC, ITF East and Parking.

**TABLE 22A  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.574	A	0.572	A	-0.002	No
		PM	0.675	B	0.676	B	0.001	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.782	C	0.772	C	-0.010	No
		PM	0.653	B	0.640	B	-0.013	No
3	Vista del Mar & Imperial Highway	AM	0.496	A	0.491	A	-0.005	No
		PM	0.493	A	0.481	A	-0.012	No
4	Vista del Mar & Grand Avenue	AM	0.638	B	0.631	B	-0.007	No
		PM	0.478	A	0.470	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.906	E	0.895	D	-0.011	No
		PM	0.774	C	0.760	C	-0.014	No
6	Nicholson Street & Culver Boulevard	AM	0.652	B	0.648	B	-0.004	No
		PM	0.798	C	0.801	D	0.003	No
7	Pershing Drive & Manchester Avenue	AM	0.409	A	0.411	A	0.002	No
		PM	0.427	A	0.430	A	0.003	No
8	Pershing Drive & Westchester Parkway	AM	0.429	A	0.427	A	-0.002	No
		PM	0.259	A	0.255	A	-0.004	No
9	Pershing Drive & Imperial Highway	AM	0.520	A	0.515	A	-0.005	No
		PM	0.400	A	0.389	A	-0.011	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.727	C	0.727	C	0.000	No
		PM	0.810	D	0.803	D	-0.007	No
11	Main Street & Imperial Highway	AM	0.693	B	0.689	B	-0.004	No
		PM	0.608	B	0.610	B	0.002	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.871	D	0.872	D	0.001	No
		PM	0.840	D	0.839	D	-0.001	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.837	D	0.832	D	-0.005	No
		PM	0.783	C	0.784	C	0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.665	B	0.658	B	-0.007	No
		PM	0.608	B	0.609	B	0.001	No
15	Lincoln Boulevard & Bali Way	AM	0.509	A	0.513	A	0.004	No
		PM	0.552	A	0.554	A	0.002	No
16	Lincoln Boulevard & Mindanao Way	AM	0.710	C	0.709	C	-0.001	No
		PM	0.781	C	0.783	C	0.002	No
17	Lincoln Boulevard & Fiji Way	AM	0.628	B	0.630	B	0.002	No
		PM	0.720	C	0.724	C	0.004	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.840	D	0.843	D	0.003	No
		PM	0.639	B	0.641	B	0.002	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.544	A	0.548	A	0.004	No
		PM	0.360	A	0.364	A	0.004	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.689	B	0.692	B	0.003	No
		PM	0.579	A	0.583	A	0.004	No
21	Lincoln Boulevard & 83rd Street	AM	1.027	F	1.031	F	0.004	No
		PM	0.613	B	0.614	B	0.001	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.856	D	0.858	D	0.002	No
		PM	0.669	B	0.670	B	0.001	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.405	A	0.415	A	0.010	No
		PM	0.421	A	0.438	A	0.017	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.928	E	0.930	E	0.002	No
		PM	0.804	D	0.805	D	0.001	No
25	Centinela Avenue & Washington Place	AM	0.794	C	0.795	C	0.001	No
		PM	0.875	D	0.876	D	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.804	D	0.805	D	0.001	No
		PM	0.900	D	0.901	E	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.884	D	0.886	D	0.002	No
		PM	0.991	E	0.992	E	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.467	A	0.468	A	0.001	No
		PM	0.447	A	0.447	A	0.000	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.494	A	0.492	A	-0.002	No
		PM	0.424	A	0.424	A	0.000	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.737	C	0.733	C	-0.004	No
		PM	0.685	B	0.683	B	-0.002	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.700	B	0.704	C	0.004	No
		PM	0.632	B	0.636	B	0.004	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.768	C	0.768	C	0.000	No
		PM	0.827	D	0.828	D	0.001	No
33	Sawtelle Boulevard & Washington Place	AM	0.573	A	0.573	A	0.000	No
		PM	0.620	B	0.620	B	0.000	No

**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.647	B	0.649	B	0.002	No
		PM	0.680	B	0.681	B	0.001	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.747	C	0.748	C	0.001	No
		PM	0.862	D	0.863	D	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.590	A	0.589	A	-0.001	No
		PM	0.528	A	0.528	A	0.000	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.913	E	0.913	E	0.000	No
		PM	0.770	C	0.773	C	0.003	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.438	A	0.438	A	0.000	No
		PM	0.445	A	0.445	A	0.000	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.693	B	0.693	B	0.000	No
		PM	0.899	D	0.899	D	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.839	D	0.841	D	0.002	No
		PM	0.823	D	0.823	D	0.000	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.759	C	0.759	C	0.000	No
		PM	0.786	C	0.786	C	0.000	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.908	E	0.908	E	0.000	No
		PM	0.867	D	0.868	D	0.001	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.691	B	0.691	B	0.000	No
		PM	0.675	B	0.676	B	0.001	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.841	D	0.841	D	0.000	No
		PM	0.819	D	0.819	D	0.000	No
45	Overland Avenue & Washington Boulevard	AM	0.796	C	0.797	C	0.001	No
		PM	0.953	E	0.953	E	0.000	No
46	Overland Avenue & Culver Boulevard	AM	0.983	E	0.984	E	0.001	No
		PM	0.913	E	0.913	E	0.000	No
47	Duquesne Avenue & Washington Boulevard	AM	0.568	A	0.568	A	0.000	No
		PM	0.691	B	0.691	B	0.000	No
48	Duquesne Avenue & Culver Boulevard	AM	0.636	B	0.636	B	0.000	No
		PM	0.657	B	0.657	B	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.650	B	0.650	B	0.000	No
		PM	0.641	B	0.641	B	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.806	D	0.806	D	0.000	No
		PM	0.770	C	0.770	C	0.000	No
51	Overland Avenue & Jefferson Boulevard	AM	0.824	D	0.825	D	0.001	No
		PM	0.830	D	0.830	D	0.000	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.604	B	0.605	B	0.001	No
		PM	0.605	B	0.605	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.685	B	0.686	B	0.001	No
		PM	0.717	C	0.718	C	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.899	D	0.899	D	0.000	No
		PM	0.685	B	0.686	B	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.726	C	0.729	C	0.003	No
		PM	0.610	B	0.613	B	0.003	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.767	C	0.760	C	-0.007	No
		PM	0.981	E	0.986	E	0.005	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.767	C	0.763	C	-0.004	No
		PM	0.633	B	0.646	B	0.013	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.913	E	0.921	E	0.008	No
		PM	0.567	A	0.559	A	-0.008	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.687	B	0.719	C	0.032	No
		PM	0.443	A	0.451	A	0.008	No
60	Sepulveda Boulevard & 83rd Street	AM	0.537	A	0.552	A	0.015	No
		PM	0.401	A	0.395	A	-0.006	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.715	C	0.708	C	-0.007	No
		PM	0.808	D	0.789	C	-0.019	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.656	B	0.679	B	0.023	No
		PM	0.712	C	0.723	C	0.011	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.735	C	0.730	C	-0.005	No
		PM	0.784	C	0.779	C	-0.005	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.601	B	0.613	B	0.012	No
		PM	0.620	B	0.621	B	0.001	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.754	C	0.787	C	0.033	No
		PM	0.689	B	0.665	B	-0.024	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.078	F	1.035	F	-0.043	No
		PM	0.901	E	0.871	D	-0.030	No

**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.774	C	0.719	C	-0.055	No
		PM	1.089	F	1.056	F	-0.033	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.748	C	0.746	C	-0.002	No
		PM	0.782	C	0.786	C	0.004	No
69	Sepulveda Boulevard & Grand Avenue	AM	0.820	D	0.822	D	0.002	No
		PM	0.875	D	0.879	D	0.004	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.815	D	0.817	D	0.002	No
		PM	0.967	E	0.967	E	0.000	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	0.937	E	0.937	E	0.000	No
		PM	1.001	F	1.003	F	0.002	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.736	C	0.735	C	-0.001	No
		PM	0.734	C	0.734	C	0.000	No
73	Buckingham Parkway & Slauson Avenue	AM	0.806	D	0.803	D	-0.003	No
		PM	0.726	C	0.724	C	-0.002	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.428	A	0.424	A	-0.004	No
		PM	0.214	A	0.210	A	-0.004	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.407	A	0.431	A	0.024	No
		PM	0.602	B	0.617	B	0.015	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.508	A	0.525	A	0.017	No
		PM	0.504	A	0.501	A	-0.003	No
77	Jenny Avenue & Westchester Parkway	AM	0.197	A	0.307	A	0.110	No
		PM	0.330	A	0.295	A	-0.035	No
78	Avion Drive & Century Boulevard	AM	0.381	A	0.343	A	-0.038	No
		PM	0.292	A	0.228	A	-0.064	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.442	A	0.472	A	0.030	No
		PM	0.475	A	0.529	A	0.054	No
80	Airport Boulevard & Manchester Avenue	AM	0.573	A	0.614	B	0.041	No
		PM	0.699	B	0.639	B	-0.060	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.661	B	0.630	B	-0.031	No
		PM	0.763	C	0.668	B	-0.095	No
82	Airport Boulevard & 96th Street	AM	0.279	A	0.333	A	0.054	No
		PM	0.376	A	0.375	A	-0.001	No
83	Airport Boulevard & 98th Street	AM	0.374	A	0.507	A	0.133	No
		PM	0.467	A	0.691	B	0.224	No
84	Airport Boulevard & Century Boulevard	AM	0.565	A	0.507	A	-0.058	No
		PM	0.459	A	0.483	A	0.024	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.414	A	0.403	A	-0.011	No
		PM	0.350	A	0.258	A	-0.092	No
86	Nash Street & El Segundo Boulevard	AM	0.551	A	0.545	A	-0.006	No
		PM	0.579	A	0.560	A	-0.019	No
87	Douglas Street & Imperial Highway	AM	0.346	A	0.349	A	0.003	No
		PM	0.579	A	0.578	A	-0.001	No
88	Douglas Street & El Segundo Boulevard	AM	0.736	C	0.731	C	-0.005	No
		PM	0.854	D	0.840	D	-0.014	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.804	D	0.756	C	-0.048	No
		PM	0.773	C	0.773	C	0.000	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.740	C	0.738	C	-0.002	No
		PM	0.754	C	0.722	C	-0.032	No
91	Bellanca Avenue & Century Boulevard	AM	0.471	A	0.307	A	-0.164	No
		PM	0.437	A	0.269	A	-0.168	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.697	B	0.636	B	-0.061	No
		PM	0.629	B	0.538	A	-0.091	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.802	D	0.808	D	0.006	No
		PM	0.720	C	0.800	C	0.080	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.730	C	0.640	B	-0.090	No
		PM	0.729	C	0.670	B	-0.059	No
95	Aviation Boulevard & 104th Street	AM	0.520	A	0.510	A	-0.010	No
		PM	0.507	A	0.578	A	0.071	No
96	Aviation Boulevard & 111th Street	AM	0.475	A	0.648	B	0.173	No
		PM	0.459	A	0.634	B	0.175	No
97	Aviation Boulevard & Imperial Highway	AM	0.576	A	0.538	A	-0.038	No
		PM	0.736	C	0.759	C	0.023	No
98	Aviation Boulevard & West 120th Street	AM	0.856	D	0.834	D	-0.022	No
		PM	0.728	C	0.709	C	-0.019	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.863	D	0.854	D	-0.009	No
		PM	0.955	E	0.949	E	-0.006	No

**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	0.946	E	0.943	E	-0.003	No
		PM	0.920	E	0.916	E	-0.004	No
101	Hindry Avenue & Manchester Boulevard	AM	0.640	B	0.658	B	0.018	No
		PM	0.593	A	0.567	A	-0.026	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	19.0 s	C	0.517	A	-0.114	No
		PM	14.6 s	B	0.398	A	-0.171	No
103	Concourse Way & Century Boulevard	AM	0.249	A	0.611	B	0.362	No
		PM	0.323	A	0.536	A	0.213	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.622	B	0.569	A	-0.053	No
		PM	0.531	A	0.560	A	0.029	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.794	C	0.777	C	-0.017	No
		PM	0.749	C	0.740	C	-0.009	No
106	Jefferson Boulevard & National Boulevard	AM	0.824	D	0.824	D	0.000	No
		PM	0.620	B	0.618	B	-0.002	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.586	A	0.586	A	0.000	No
		PM	0.629	B	0.626	B	-0.003	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.912	E	0.915	E	0.003	No
		PM	0.931	E	0.931	E	0.000	No
109	La Cienega Boulevard & Rodeo Road	AM	1.163	F	1.161	F	-0.002	No
		PM	1.061	F	1.061	F	0.000	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.080	F	1.076	F	-0.004	No
		PM	1.089	F	1.088	F	-0.001	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.197	F	1.193	F	-0.004	No
		PM	1.072	F	1.065	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.043	F	1.039	F	-0.004	No
		PM	0.855	D	0.849	D	-0.006	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.603	B	0.605	B	0.002	No
		PM	0.646	B	0.650	B	0.004	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.930	E	0.923	E	-0.007	No
		PM	1.040	F	1.029	F	-0.011	No
115	La Cienega Boulevard & Florence Avenue	AM	0.715	C	0.726	C	0.011	No
		PM	0.952	E	0.988	E	0.036	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.705	C	0.711	C	0.006	No
		PM	0.718	C	0.780	C	0.062	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.740	C	0.920	E	0.180	No
		PM	0.711	C	0.779	C	0.068	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.742	C	0.676	B	-0.066	No
		PM	0.610	B	0.482	A	-0.128	No
119	La Cienega Boulevard & Century Boulevard	AM	0.891	D	0.925	E	0.034	Yes
		PM	0.823	D	0.864	D	0.041	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.352	A	0.306	A	-0.046	No
		PM	0.267	A	0.284	A	0.017	No
121	La Cienega Boulevard & 104th Street	AM	0.309	A	0.322	A	0.013	No
		PM	0.300	A	0.301	A	0.001	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.447	A	0.467	A	0.020	No
		PM	0.576	A	0.597	A	0.021	No
123	La Cienega Boulevard & 111th Street	AM	0.276	A	0.301	A	0.025	No
		PM	0.233	A	0.210	A	-0.023	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.442	A	0.431	A	-0.011	No
		PM	0.275	A	0.282	A	0.007	No
125	La Cienega Boulevard & Imperial Highway	AM	0.406	A	0.405	A	-0.001	No
		PM	0.648	B	0.654	B	0.006	No
126	La Cienega Boulevard & West 120th Street	AM	0.644	B	0.639	B	-0.005	No
		PM	0.841	D	0.841	D	0.000	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.616	B	0.622	B	0.006	No
		PM	0.814	D	0.818	D	0.004	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.649	B	0.644	B	-0.005	No
		PM	0.716	C	0.705	C	-0.011	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.842	D	0.820	D	-0.022	No
		PM	0.707	C	0.674	B	-0.033	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.879	D	0.916	E	0.037	No
		PM	0.715	C	0.724	C	0.009	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.618	B	0.635	B	0.017	No
		PM	0.852	D	0.846	D	-0.006	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.705	C	0.709	C	0.004	No
		PM	0.726	C	0.727	C	0.001	No

**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.882	D	0.885	D	0.003	No
		PM	0.834	D	0.825	D	-0.009	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.731	C	0.723	C	-0.008	No
		PM	0.740	C	0.734	C	-0.006	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.642	B	0.640	B	-0.002	No
		PM	0.703	C	0.668	B	-0.035	No
136	Inglewood Avenue & Century Boulevard	AM	0.784	C	0.801	D	0.017	No
		PM	0.877	D	0.895	D	0.018	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.828	D	0.820	D	-0.008	No
		PM	0.915	E	0.913	E	-0.002	No
138	Inglewood Avenue & Imperial Highway	AM	0.945	E	0.948	E	0.003	No
		PM	1.021	F	1.024	F	0.003	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.776	C	0.780	C	0.004	No
		PM	0.900	D	0.903	E	0.003	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.826	D	0.825	D	-0.001	No
		PM	0.983	E	0.982	E	-0.001	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.872	D	0.868	D	-0.004	No
		PM	0.987	E	0.983	E	-0.004	No
142	La Brea Avenue & Slauson Avenue	AM	0.777	C	0.773	C	-0.004	No
		PM	0.877	D	0.872	D	-0.005	No
143	La Brea Avenue & Centinela Avenue	AM	0.896	D	0.893	D	-0.003	No
		PM	0.940	E	0.931	E	-0.009	No
144	La Brea Avenue & Florence Avenue	AM	0.813	D	0.790	C	-0.023	No
		PM	0.857	D	0.840	D	-0.017	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.792	C	0.789	C	-0.003	No
		PM	0.746	C	0.749	C	0.003	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.553	A	0.552	A	-0.001	No
		PM	0.690	B	0.691	B	0.001	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.757	C	0.782	C	0.025	No
		PM	0.778	C	0.779	C	0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.689	B	0.678	B	-0.011	No
		PM	0.761	C	0.751	C	-0.010	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.843	D	0.850	D	0.007	No
		PM	0.982	E	0.973	E	-0.009	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.697	B	0.686	B	-0.011	No
		PM	0.851	D	0.851	D	0.000	No
151	Hawthorne Boulevard & 120th Street	AM	0.570	A	0.568	A	-0.002	No
		PM	0.711	C	0.715	C	0.004	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.644	B	0.648	B	0.004	No
		PM	0.765	C	0.769	C	0.004	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.667	B	0.667	B	0.000	No
		PM	0.817	D	0.814	D	-0.003	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.652	B	0.644	B	-0.008	No
		PM	0.770	C	0.727	C	-0.043	No
155	Prairie Avenue & Manchester Boulevard	AM	0.908	E	0.901	E	-0.007	No
		PM	0.909	E	0.902	E	-0.007	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.614	B	0.618	B	0.004	No
		PM	0.641	B	0.644	B	0.003	No
157	Prairie Avenue & Century Boulevard	AM	0.816	D	0.814	D	-0.002	No
		PM	0.837	D	0.834	D	-0.003	No
158	Prairie Avenue & Lennox Boulevard	AM	0.593	A	0.589	A	-0.004	No
		PM	0.586	A	0.583	A	-0.003	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.703	C	0.705	C	0.002	No
		PM	0.697	B	0.714	C	0.017	No
160	Prairie Avenue & Imperial Highway	AM	1.194	F	1.190	F	-0.004	No
		PM	0.812	D	0.815	D	0.003	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.850	D	0.850	D	0.000	No
		PM	0.854	D	0.853	D	-0.001	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	0.946	E	0.942	E	-0.004	No
		PM	0.992	E	0.993	E	0.001	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.770	C	0.762	C	-0.008	No
		PM	0.856	D	0.852	D	-0.004	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.773	C	0.775	C	0.002	No
		PM	0.851	D	0.847	D	-0.004	No
165	Western Avenue & Manchester Avenue	AM	0.802	D	0.800	C	-0.002	No
		PM	0.833	D	0.834	D	0.001	No



**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN	SIGNIFICANT
							V/C	IMPACT
166	Western Avenue & Imperial Highway	AM	0.818	D	0.820	D	0.002	No
		PM	0.798	C	0.795	C	-0.003	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.741	C	0.741	C	0.000	No
		PM	0.663	B	0.663	B	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.003	No
		PM	***	F	***	F	0.001	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.688	B	0.693	B	0.005	No
		PM	0.866	D	0.866	D	0.000	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.784	C	0.785	C	0.001	No
		PM	0.940	E	0.941	E	0.001	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.408	A	0.410	A	0.002	No
		PM	0.477	A	0.477	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.556	A	0.556	A	0.000	No
		PM	0.621	B	0.621	B	0.000	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	35.2 s	E	34.9 s	D	0.000	No
		PM	49.5 s	E	49.5 s	E	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.691	B	0.691	B	0.000	No
		PM	0.617	B	0.617	B	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	0.849	D	0.849	D	0.000	No
		PM	0.805	D	0.805	D	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.699	B	0.700	B	0.001	No
		PM	0.783	C	0.783	C	0.000	No
177	National Boulevard & Washington Boulevard	AM	0.666	B	0.666	B	0.000	No
		PM	0.808	D	0.808	D	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.872	D	0.872	D	0.000	No
		PM	0.882	D	0.882	D	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.866	D	0.863	D	-0.003	No
		PM	0.745	C	0.742	C	-0.003	No
180	Prairie Avenue & Florence Avenue	AM	0.776	C	0.770	C	-0.006	No
		PM	0.798	C	0.801	D	0.003	No
181	Van Ness Avenue & Manchester Avenue	AM	0.916	E	0.917	E	0.001	No
		PM	0.914	E	0.913	E	-0.001	No
182	Van Ness Avenue & Century Boulevard	AM	0.638	B	0.638	B	0.000	No
		PM	0.649	B	0.647	B	-0.002	No
183	Van Ness Avenue & Imperial Highway	AM	0.788	C	0.788	C	0.000	No
		PM	0.806	D	0.805	D	-0.001	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 22A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	44	41
B	40	39
C	41	36
D	34	38
E	16	21
F	8	8
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	1	2
TOTAL INDIVIDUAL INTERSECTION IMPACTS	2	

**TABLE 22B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.537	A	0.552	A	0.015	No
		PM	0.401	A	0.395	A	-0.006	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.715	C	0.708	C	-0.007	No
		PM	0.808	D	0.789	C	-0.019	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.656	B	0.679	B	0.023	No
		PM	0.712	C	0.723	C	0.011	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.735	C	0.730	C	-0.005	No
		PM	0.784	C	0.779	C	-0.005	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.601	B	0.613	B	0.012	No
		PM	0.620	B	0.621	B	0.001	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.754	C	0.787	C	0.033	No
		PM	0.689	B	0.665	B	-0.024	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.078	F	1.035	F	-0.043	No
		PM	0.901	E	0.871	D	-0.030	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.774	C	0.719	C	-0.055	No
		PM	1.089	F	1.056	F	-0.033	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.407	A	0.431	A	0.024	No
		PM	0.602	B	0.617	B	0.015	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.508	A	0.525	A	0.017	No
		PM	0.504	A	0.501	A	-0.003	No
77	Jenny Avenue & Westchester Parkway	AM	0.197	A	0.307	A	0.110	No
		PM	0.330	A	0.295	A	-0.035	No
78	Avion Drive & Century Boulevard	AM	0.381	A	0.343	A	-0.038	No
		PM	0.292	A	0.228	A	-0.064	No
80	Airport Boulevard & Manchester Avenue	AM	0.573	A	0.614	B	0.041	No
		PM	0.699	B	0.639	B	-0.060	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.661	B	0.630	B	-0.031	No
		PM	0.763	C	0.668	B	-0.095	No
82	Airport Boulevard & 96th Street	AM	0.279	A	0.333	A	0.054	No
		PM	0.376	A	0.375	A	-0.001	No
83	Airport Boulevard & 98th Street	AM	0.374	A	0.507	A	0.133	No
		PM	0.467	A	0.691	B	0.224	No
84	Airport Boulevard & Century Boulevard	AM	0.565	A	0.507	A	-0.058	No
		PM	0.459	A	0.483	A	0.024	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.414	A	0.403	A	-0.011	No
		PM	0.350	A	0.258	A	-0.092	No
87	Douglas Street & Imperial Highway	AM	0.346	A	0.349	A	0.003	No
		PM	0.579	A	0.578	A	-0.001	No
91	Bellanca Avenue & Century Boulevard	AM	0.471	A	0.307	A	-0.164	No
		PM	0.437	A	0.269	A	-0.168	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.697	B	0.636	B	-0.061	No
		PM	0.629	B	0.538	A	-0.091	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.802	D	0.808	D	0.006	No
		PM	0.720	C	0.800	C	0.080	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.730	C	0.640	B	-0.090	No
		PM	0.729	C	0.670	B	-0.059	No
95	Aviation Boulevard & 104th Street	AM	0.520	A	0.510	A	-0.010	No
		PM	0.507	A	0.578	A	0.071	No
96	Aviation Boulevard & 111th Street	AM	0.475	A	0.648	B	0.173	No
		PM	0.459	A	0.634	B	0.175	No
97	Aviation Boulevard & Imperial Highway	AM	0.576	A	0.538	A	-0.038	No
		PM	0.736	C	0.759	C	0.023	No
101	Hindry Avenue & Manchester Boulevard	AM	0.640	B	0.658	B	0.018	No
		PM	0.593	A	0.567	A	-0.026	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	19.0 s	C	0.517	A	-0.114	No
		PM	14.6 s	B	0.398	A	-0.171	No
103	Concourse Way & Century Boulevard	AM	0.249	A	0.611	B	0.362	No
		PM	0.323	A	0.536	A	0.213	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.622	B	0.569	A	-0.053	No
		PM	0.531	A	0.560	A	0.029	No
115	La Cienega Boulevard & Florence Avenue	AM	0.715	C	0.726	C	0.011	No
		PM	0.952	E	0.988	E	0.036	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.705	C	0.711	C	0.006	No
		PM	0.718	C	0.780	C	0.062	No

**TABLE 22B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.740	C	0.920	E	0.180	No
		PM	0.711	C	0.779	C	0.068	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.742	C	0.676	B	-0.066	No
		PM	0.610	B	0.482	A	-0.128	No
119	La Cienega Boulevard & Century Boulevard	AM	0.891	D	0.925	E	0.034	Yes
		PM	0.823	D	0.864	D	0.041	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.352	A	0.306	A	-0.046	No
		PM	0.267	A	0.284	A	0.017	No
121	La Cienega Boulevard & 104th Street	AM	0.309	A	0.322	A	0.013	No
		PM	0.300	A	0.301	A	0.001	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.447	A	0.467	A	0.020	No
		PM	0.576	A	0.597	A	0.021	No
123	La Cienega Boulevard & 111th Street	AM	0.276	A	0.301	A	0.025	No
		PM	0.233	A	0.210	A	-0.023	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.442	A	0.431	A	-0.011	No
		PM	0.275	A	0.282	A	0.007	No
125	La Cienega Boulevard & Imperial Highway	AM	0.406	A	0.405	A	-0.001	No
		PM	0.648	B	0.654	B	0.006	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.842	D	0.820	D	-0.022	No
		PM	0.707	C	0.674	B	-0.033	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.879	D	0.916	E	0.037	No
		PM	0.715	C	0.724	C	0.009	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.618	B	0.635	B	0.017	No
		PM	0.852	D	0.846	D	-0.006	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.731	C	0.723	C	-0.008	No
		PM	0.740	C	0.734	C	-0.006	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.642	B	0.640	B	-0.002	No
		PM	0.703	C	0.668	B	-0.035	No
136	Inglewood Avenue & Century Boulevard	AM	0.784	C	0.801	D	0.017	No
		PM	0.877	D	0.895	D	0.018	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.828	D	0.820	D	-0.008	No
		PM	0.915	E	0.913	E	-0.002	No
138	Inglewood Avenue & Imperial Highway	AM	0.945	E	0.948	E	0.003	No
		PM	1.021	F	1.024	F	0.003	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.792	C	0.789	C	-0.003	No
		PM	0.746	C	0.749	C	0.003	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.553	A	0.552	A	-0.001	No
		PM	0.690	B	0.691	B	0.001	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.757	C	0.782	C	0.025	No
		PM	0.778	C	0.779	C	0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.689	B	0.678	B	-0.011	No
		PM	0.761	C	0.751	C	-0.010	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.843	D	0.850	D	0.007	No
		PM	0.982	E	0.973	E	-0.009	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.697	B	0.686	B	-0.011	No
		PM	0.851	D	0.851	D	0.000	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

**TABLE 23  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	LOS Method	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			MD PEAK HOUR		MD PEAK HOUR		CHANGE IN V/C	SIGNIFICANT IMPACT
			V/C OR DELAY	LOS	V/C	LOS		
22	Lincoln Boulevard & Manchester Avenue [1]	CMA	0.545	A	0.536	A	-0.009	No
23	Lincoln Boulevard & La Tijera Boulevard	CMA	0.278	A	0.304	A	0.026	No
61	Sepulveda Boulevard & Manchester Avenue	CMA	0.597	A	0.587	A	-0.010	No
62	Sepulveda Boulevard & La Tijera Boulevard	CMA	0.639	B	0.650	B	0.011	No
63	Sepulveda Boulevard & Westchester Parkway	CMA	0.748	C	0.751	C	0.003	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	CMA	0.478	A	0.477	A	-0.001	No
65	Sepulveda Boulevard & Century Boulevard	CMA	0.594	A	0.721	C	0.127	Yes
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	CMA	0.921	E	0.871	D	-0.050	No
67	Sepulveda Boulevard & Imperial Highway	CMA	0.684	B	0.654	B	-0.030	No
76	La Tijera Boulevard & Manchester Avenue	CMA	0.524	A	0.541	A	0.017	No
77	Jenny Avenue & Westchester Parkway	CMA	0.232	A	0.334	A	0.102	No
78	Avion Drive & Century Boulevard	CMA	0.320	A	0.248	A	-0.072	No
79	La Tijera Boulevard & Airport Boulevard	CMA	0.349	A	0.312	A	-0.037	No
80	Airport Boulevard & Manchester Avenue	CMA	0.633	B	0.526	A	-0.107	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	CMA	0.587	A	0.490	A	-0.097	No
82	Airport Boulevard & 96th Street	CMA	0.332	A	0.323	A	-0.009	No
83	Airport Boulevard & 98th Street	CMA	0.397	A	0.603	B	0.206	No
84	Airport Boulevard & Century Boulevard	CMA	0.451	A	0.401	A	-0.050	No
89	I-405 Northbound Ramps & La Tijera Boulevard	CMA	0.706	C	0.677	B	-0.029	No
90	I-405 Southbound Ramps & La Tijera Boulevard	CMA	0.588	A	0.586	A	-0.002	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	ICU	0.583	A	0.550	A	-0.033	No
93	Aviation Boulevard & Arbor Vitae Street	CMA	0.521	A	0.531	A	0.010	No
94	Aviation Boulevard & Century Boulevard	CMA	0.554	A	0.499	A	-0.055	No
95	Aviation Boulevard & 104th Street	CMA	0.388	A	0.402	A	0.014	No
96	Aviation Boulevard & 111th Street	CMA	0.327	A	0.497	A	0.170	No
97	Aviation Boulevard & Imperial Highway	CMA	0.517	A	0.429	A	-0.088	No
102	Hindry Avenue & Arbor Vitae Street [2]	CMA	13.2 s	B	0.300	A	-0.050	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	CMA	0.275	A	0.338	A	0.063	No
115	La Cienega Boulevard & Florence Avenue	ICU	0.722	C	0.752	C	0.030	No
116	La Cienega Boulevard & Manchester Boulevard	ICU	0.672	B	0.773	C	0.101	No
117	La Cienega Boulevard & Arbor Vitae Street	ICU	0.562	A	0.667	B	0.105	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	CMA	0.494	A	0.528	A	0.034	No
119	La Cienega Boulevard & Century Boulevard	CMA	0.511	A	0.542	A	0.031	No
125	La Cienega Boulevard & Imperial Highway	CMA	0.176	A	0.169	A	-0.007	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	ICU	0.655	B	0.638	B	-0.017	No
130	I-405 Northbound Ramps & Century Boulevard	ICU	0.584	A	0.597	A	0.013	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				
LOS	MD Peak Hour	LOS	MD Peak Hour	NUMBER OF IMPACTS
A	26	A	25	Yes 1
B	6	B	6	No 35
C	3	C	4	
D	0	D	1	
E	1	E	0	
F	0	F	0	
TOTAL	36		36	

**TABLE 24A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.649	B	0.647	B	-0.002	No
		PM	0.831	D	0.827	D	-0.004	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.822	D	0.813	D	-0.009	No
		PM	0.750	C	0.736	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.539	A	0.528	A	-0.011	No
		PM	0.543	A	0.534	A	-0.009	No
4	Vista del Mar & Grand Avenue	AM	0.689	B	0.682	B	-0.007	No
		PM	0.548	A	0.540	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.956	E	0.949	E	-0.007	No
		PM	0.890	D	0.876	D	-0.014	No
6	Nicholson Street & Culver Boulevard	AM	0.734	C	0.726	C	-0.008	No
		PM	0.863	D	0.856	D	-0.007	No
7	Pershing Drive & Manchester Avenue	AM	0.453	A	0.449	A	-0.004	No
		PM	0.497	A	0.498	A	0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.459	A	0.456	A	-0.003	No
		PM	0.313	A	0.306	A	-0.007	No
9	Pershing Drive & Imperial Highway	AM	0.528	A	0.520	A	-0.008	No
		PM	0.460	A	0.444	A	-0.016	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.763	C	0.761	C	-0.002	No
		PM	0.895	D	0.885	D	-0.010	No
11	Main Street & Imperial Highway	AM	0.685	B	0.686	B	0.001	No
		PM	0.619	B	0.624	B	0.005	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.931	E	0.934	E	0.003	No
		PM	0.915	E	0.911	E	-0.004	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.914	E	-0.001	No
		PM	0.863	D	0.864	D	0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.666	B	0.669	B	0.003	No
		PM	0.667	B	0.664	B	-0.003	No
15	Lincoln Boulevard & Bali Way	AM	0.578	A	0.578	A	0.000	No
		PM	0.619	B	0.620	B	0.001	No
16	Lincoln Boulevard & Mindanao Way	AM	0.773	C	0.775	C	0.002	No
		PM	0.849	D	0.857	D	0.008	No
17	Lincoln Boulevard & Fiji Way	AM	0.672	B	0.671	B	-0.001	No
		PM	0.791	C	0.800	D	0.009	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.838	D	0.839	D	0.001	No
		PM	0.700	B	0.699	B	-0.001	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.636	B	0.639	B	0.003	No
		PM	0.517	A	0.520	A	0.003	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.722	C	0.728	C	0.006	No
		PM	0.646	B	0.662	B	0.016	No
21	Lincoln Boulevard & 83rd Street	AM	1.043	F	1.049	F	0.006	No
		PM	0.742	C	0.748	C	0.006	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.859	D	0.866	D	0.007	No
		PM	0.781	C	0.777	C	-0.004	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.414	A	0.427	A	0.013	No
		PM	0.429	A	0.468	A	0.039	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.961	E	0.961	E	0.000	No
		PM	0.891	D	0.891	D	0.000	No
25	Centinela Avenue & Washington Place	AM	0.835	D	0.836	D	0.001	No
		PM	0.957	E	0.957	E	0.000	No
26	Centinela Avenue & Washington Boulevard	AM	0.888	D	0.889	D	0.001	No
		PM	0.989	E	0.990	E	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.955	E	0.956	E	0.001	No
		PM	1.080	F	1.081	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.552	A	0.553	A	0.001	No
		PM	0.501	A	0.501	A	0.000	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.695	B	0.691	B	-0.004	No
		PM	0.487	A	0.490	A	0.003	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.930	E	0.928	E	-0.002	No
		PM	0.791	C	0.774	C	-0.017	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.788	C	0.791	C	0.003	No
		PM	0.819	D	0.826	D	0.007	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.860	D	0.861	D	0.001	No
		PM	0.940	E	0.940	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.615	B	0.618	B	0.003	No
		PM	0.688	B	0.691	B	0.003	No

**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.683	B	0.683	B	0.000	No
		PM	0.773	C	0.773	C	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.774	C	0.776	C	0.002	No
		PM	0.938	E	0.939	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.674	B	0.671	B	-0.003	No
		PM	0.583	A	0.582	A	-0.001	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.968	E	0.969	E	0.001	No
		PM	0.786	C	0.788	C	0.002	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.477	A	0.478	A	0.001	No
		PM	0.509	A	0.509	A	0.000	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.755	C	0.755	C	0.000	No
		PM	0.981	E	0.981	E	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.899	D	0.900	D	0.001	No
		PM	0.882	D	0.882	D	0.000	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.803	D	0.803	D	0.000	No
		PM	0.850	D	0.851	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.932	E	0.933	E	0.001	No
		PM	0.914	E	0.914	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.705	C	0.706	C	0.001	No
		PM	0.715	C	0.715	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.885	D	0.885	D	0.000	No
		PM	0.923	E	0.923	E	0.000	No
45	Overland Avenue & Washington Boulevard	AM	0.871	D	0.872	D	0.001	No
		PM	1.056	F	1.056	F	0.000	No
46	Overland Avenue & Culver Boulevard	AM	1.002	F	1.003	F	0.001	No
		PM	0.954	E	0.955	E	0.001	No
47	Duquesne Avenue & Washington Boulevard	AM	0.606	B	0.606	B	0.000	No
		PM	0.722	C	0.723	C	0.001	No
48	Duquesne Avenue & Culver Boulevard	AM	0.675	B	0.675	B	0.000	No
		PM	0.710	C	0.710	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.700	B	0.700	B	0.000	No
		PM	0.722	C	0.722	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.859	D	0.859	D	0.000	No
		PM	0.824	D	0.824	D	0.000	No
51	Overland Avenue & Jefferson Boulevard	AM	0.828	D	0.830	D	0.002	No
		PM	0.893	D	0.894	D	0.001	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.612	B	0.613	B	0.001	No
		PM	0.635	B	0.635	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.688	B	0.689	B	0.001	No
		PM	0.784	C	0.785	C	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.902	E	0.904	E	0.002	No
		PM	0.777	C	0.777	C	0.000	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.719	C	0.721	C	0.002	No
		PM	0.713	C	0.714	C	0.001	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.845	D	0.842	D	-0.003	No
		PM	1.074	F	1.082	F	0.008	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.811	D	0.807	D	-0.004	No
		PM	0.687	B	0.697	B	0.010	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.819	D	0.837	D	0.018	No
		PM	0.647	B	0.649	B	0.002	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.707	C	0.744	C	0.037	No
		PM	0.529	A	0.539	A	0.010	No
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	0.583	A	0.011	No
		PM	0.504	A	0.512	A	0.008	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	0.733	C	-0.003	No
		PM	0.917	E	0.901	E	-0.016	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.593	A	0.014	No
		PM	0.677	B	0.696	B	0.019	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	0.799	C	0.031	No
		PM	0.914	E	0.880	D	-0.034	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	0.659	B	0.014	No
		PM	0.692	B	0.688	B	-0.004	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	0.729	C	-0.060	No
		PM	0.834	D	0.793	C	-0.041	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	1.044	F	-0.041	No
		PM	0.973	E	0.935	E	-0.038	No

**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	0.712	C	-0.057	No
		PM	0.910	E	0.849	D	-0.061	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.886	D	0.882	D	-0.004	No
		PM	0.835	D	0.835	D	0.000	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.144	F	-0.002	No
		PM	0.983	E	0.989	E	0.006	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.840	D	0.844	D	0.004	No
		PM	1.036	F	1.033	F	-0.003	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.046	F	1.044	F	-0.002	No
		PM	1.055	F	1.052	F	-0.003	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.769	C	0.768	C	-0.001	No
		PM	0.791	C	0.792	C	0.001	No
73	Buckingham Parkway & Slauson Avenue	AM	0.846	D	0.844	D	-0.002	No
		PM	0.808	D	0.805	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.444	A	0.442	A	-0.002	No
		PM	0.231	A	0.224	A	-0.007	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.472	A	0.022	No
		PM	0.727	C	0.723	C	-0.004	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	0.579	A	0.017	No
		PM	0.624	B	0.600	A	-0.024	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	0.336	A	0.128	No
		PM	0.432	A	0.388	A	-0.044	No
78	Avion Drive & Century Boulevard	AM	0.436	A	0.439	A	0.003	No
		PM	0.555	A	0.512	A	-0.043	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.522	A	0.560	A	0.038	No
		PM	0.658	B	0.647	B	-0.011	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	0.640	B	0.033	No
		PM	0.750	C	0.683	B	-0.067	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.696	B	0.669	B	-0.027	No
		PM	1.032	F	0.834	D	-0.198	No
82	Airport Boulevard & 96th Street	AM	0.311	A	0.496	A	0.185	No
		PM	0.504	A	0.680	B	0.176	No
83	Airport Boulevard & 98th Street	AM	0.392	A	0.633	B	0.241	No
		PM	0.561	A	0.692	B	0.131	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.665	B	0.054	No
		PM	0.660	B	0.885	D	0.225	Yes
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.520	A	-0.001	No
		PM	0.446	A	0.410	A	-0.036	No
86	Nash Street & El Segundo Boulevard	AM	0.635	B	0.631	B	-0.004	No
		PM	0.694	B	0.679	B	-0.015	No
87	Douglas Street & Imperial Highway	AM	0.369	A	0.403	A	0.034	No
		PM	0.706	C	0.699	B	-0.007	No
88	Douglas Street & El Segundo Boulevard	AM	0.830	D	0.826	D	-0.004	No
		PM	0.967	E	0.963	E	-0.004	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.877	D	0.813	D	-0.064	No
		PM	0.842	D	0.787	C	-0.055	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.777	C	0.774	C	-0.003	No
		PM	0.906	E	0.819	D	-0.087	No
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.381	A	-0.232	No
		PM	0.688	B	0.493	A	-0.195	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.673	B	-0.076	No
		PM	0.814	D	0.663	B	-0.151	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.896	D	-0.016	No
		PM	0.792	C	0.894	D	0.102	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.750	C	-0.113	No
		PM	1.013	F	0.865	D	-0.148	No
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.620	B	-0.020	No
		PM	0.784	C	0.741	C	-0.043	No
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.727	C	-0.012	No
		PM	0.731	C	0.757	C	0.026	No
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.602	B	-0.122	No
		PM	0.865	D	0.867	D	0.002	No
98	Aviation Boulevard & West 120th Street	AM	0.821	D	0.814	D	-0.007	No
		PM	0.920	E	0.918	E	-0.002	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.971	E	0.969	E	-0.002	No
		PM	1.063	F	1.060	F	-0.003	No



**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.001	F	0.998	E	-0.003	No
		PM	0.995	E	0.992	E	-0.003	No
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.710	C	-0.012	No
		PM	0.790	C	0.663	B	-0.127	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.563	A	-0.125	No
		PM	18.0 s	C	0.514	A	-0.095	No
103	Concourse Way & Century Boulevard	AM	0.306	A	0.637	B	0.331	No
		PM	0.466	A	0.617	B	0.151	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.768	C	-0.013	No
		PM	0.679	B	0.689	B	0.010	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.857	D	0.845	D	-0.012	No
		PM	0.917	E	0.888	D	-0.029	No
106	Jefferson Boulevard & National Boulevard	AM	0.990	E	0.988	E	-0.002	No
		PM	0.872	D	0.868	D	-0.004	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.694	B	0.692	B	-0.002	No
		PM	0.763	C	0.761	C	-0.002	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.967	E	0.964	E	-0.003	No
		PM	1.016	F	1.018	F	0.002	No
109	La Cienega Boulevard & Rodeo Road	AM	1.248	F	1.245	F	-0.003	No
		PM	1.153	F	1.152	F	-0.001	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.138	F	1.136	F	-0.002	No
		PM	1.182	F	1.178	F	-0.004	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.245	F	1.241	F	-0.004	No
		PM	1.154	F	1.154	F	0.000	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.091	F	1.092	F	0.001	No
		PM	0.986	E	0.985	E	-0.001	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.611	B	0.609	B	-0.002	No
		PM	0.720	C	0.714	C	-0.006	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.970	E	0.962	E	-0.008	No
		PM	1.115	F	1.104	F	-0.011	No
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.796	C	0.027	No
		PM	1.125	F	1.157	F	0.032	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.819	D	0.070	No
		PM	0.838	D	0.959	E	0.121	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	1.015	F	0.202	Yes
		PM	0.806	D	0.954	E	0.148	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.665	B	-0.118	No
		PM	0.642	B	0.547	A	-0.095	No
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.982	E	0.052	Yes
		PM	0.915	E	1.006	F	0.091	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.313	A	-0.049	No
		PM	0.343	A	0.365	A	0.022	No
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.419	A	0.013	No
		PM	0.419	A	0.416	A	-0.003	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.560	A	0.045	No
		PM	0.748	C	0.758	C	0.010	No
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.316	A	-0.004	No
		PM	0.374	A	0.397	A	0.023	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.513	A	0.002	No
		PM	0.393	A	0.389	A	-0.004	No
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.503	A	0.037	No
		PM	0.834	D	0.830	D	-0.004	No
126	La Cienega Boulevard & West 120th Street	AM	0.814	D	0.784	C	-0.030	No
		PM	0.962	E	0.968	E	0.006	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.719	C	0.716	C	-0.003	No
		PM	0.901	E	0.908	E	0.007	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.713	C	0.709	C	-0.004	No
		PM	0.794	C	0.790	C	-0.004	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No
		PM	0.845	D	0.838	D	-0.007	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.973	E	0.021	No
		PM	0.826	D	0.864	D	0.038	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.639	B	0.020	No
		PM	0.803	D	0.779	C	-0.024	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.784	C	0.795	C	0.011	No
		PM	0.802	D	0.807	D	0.005	No

**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.886	D	0.883	D	-0.003	No
		PM	0.880	D	0.878	D	-0.002	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No
		PM	0.850	D	0.847	D	-0.003	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.670	B	0.008	No
		PM	0.763	C	0.743	C	-0.020	No
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.861	D	0.024	No
		PM	1.000	E	1.020	F	0.020	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.902	E	-0.002	No
		PM	1.023	F	1.023	F	0.000	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.057	F	0.002	No
		PM	1.144	F	1.148	F	0.004	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.853	D	0.865	D	0.012	No
		PM	0.991	E	0.997	E	0.006	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.896	D	0.895	D	-0.001	No
		PM	1.086	F	1.086	F	0.000	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.946	E	0.944	E	-0.002	No
		PM	1.095	F	1.084	F	-0.011	No
142	La Brea Avenue & Slauson Avenue	AM	0.876	D	0.874	D	-0.002	No
		PM	1.013	F	1.010	F	-0.003	No
143	La Brea Avenue & Centinela Avenue	AM	0.970	E	0.970	E	0.000	No
		PM	1.023	F	1.022	F	-0.001	No
144	La Brea Avenue & Florence Avenue	AM	0.876	D	0.884	D	0.008	No
		PM	1.037	F	1.033	F	-0.004	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.593	A	-0.004	No
		PM	0.764	C	0.775	C	0.011	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.857	D	0.023	No
		PM	0.903	E	0.904	E	0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.765	C	-0.007	No
		PM	0.856	D	0.838	D	-0.018	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.890	D	0.884	D	-0.006	No
		PM	1.020	F	1.005	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.799	C	-0.013	No
		PM	0.985	E	0.990	E	0.005	No
151	Hawthorne Boulevard & 120th Street	AM	0.645	B	0.652	B	0.007	No
		PM	0.802	D	0.810	D	0.008	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.741	C	0.750	C	0.009	No
		PM	0.867	D	0.871	D	0.004	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.723	C	0.723	C	0.000	No
		PM	0.892	D	0.890	D	-0.002	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.699	B	0.699	B	0.000	No
		PM	0.784	C	0.746	C	-0.038	No
155	Prairie Avenue & Manchester Boulevard	AM	0.955	E	0.953	E	-0.002	No
		PM	1.025	F	1.021	F	-0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.795	C	0.795	C	0.000	No
		PM	0.880	D	0.882	D	0.002	No
157	Prairie Avenue & Century Boulevard	AM	0.918	E	0.917	E	-0.001	No
		PM	0.969	E	0.967	E	-0.002	No
158	Prairie Avenue & Lennox Boulevard	AM	0.673	B	0.672	B	-0.001	No
		PM	0.680	B	0.680	B	0.000	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.772	C	0.786	C	0.014	No
		PM	0.742	C	0.743	C	0.001	No
160	Prairie Avenue & Imperial Highway	AM	1.301	F	1.299	F	-0.002	No
		PM	0.891	D	0.891	D	0.000	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.916	E	0.916	E	0.000	No
		PM	0.948	E	0.946	E	-0.002	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.015	F	1.012	F	-0.003	No
		PM	1.110	F	1.109	F	-0.001	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.923	E	0.922	E	-0.001	No
		PM	1.059	F	1.056	F	-0.003	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.876	D	0.879	D	0.003	No
		PM	1.012	F	1.016	F	0.004	No
165	Western Avenue & Manchester Avenue	AM	0.841	D	0.841	D	0.000	No
		PM	0.997	E	0.998	E	0.001	No

**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.895	D	0.899	D	0.004	No
		PM	0.895	D	0.897	D	0.002	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.757	C	0.757	C	0.000	No
		PM	0.698	B	0.698	B	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.001	No
		PM	***	F	***	F	0.000	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.741	C	0.742	C	0.001	No
		PM	0.926	E	0.926	E	0.000	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.842	D	0.000	No
		PM	1.050	F	1.050	F	0.000	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.410	A	0.412	A	0.002	No
		PM	0.505	A	0.506	A	0.001	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.583	A	0.583	A	0.000	No
		PM	0.640	B	0.641	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	44.8 s	E	42.8 s	E	0.000	No
		PM	58.6 s	F	58.4 s	F	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.824	D	0.824	D	0.000	No
		PM	0.748	C	0.748	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	0.967	E	0.967	E	0.000	No
		PM	0.949	E	0.949	E	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.885	D	0.884	D	-0.001	No
		PM	1.021	F	1.020	F	-0.001	No
177	National Boulevard & Washington Boulevard	AM	0.820	D	0.820	D	0.000	No
		PM	0.966	E	0.966	E	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.926	E	0.926	E	0.000	No
		PM	1.044	F	1.044	F	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.900	D	0.903	E	0.003	No
		PM	0.860	D	0.859	D	-0.001	No
180	Prairie Avenue & Florence Avenue	AM	0.804	D	0.802	D	-0.002	No
		PM	0.886	D	0.885	D	-0.001	No
181	Van Ness Avenue & Manchester Avenue	AM	0.982	E	0.985	E	0.003	No
		PM	0.993	E	0.992	E	-0.001	No
182	Van Ness Avenue & Century Boulevard	AM	0.719	C	0.720	C	0.001	No
		PM	0.787	C	0.773	C	-0.014	No
183	Van Ness Avenue & Imperial Highway	AM	0.861	D	0.865	D	0.004	No
		PM	0.901	E	0.899	D	-0.002	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 24A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	30	26
B	33	24
C	35	30
D	43	42
E	28	30
F	14	31
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	2	5
TOTAL INDIVIDUAL INTERSECTION IMPACTS	6	

**TABLE 24B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	0.583	A	0.011	No
		PM	0.504	A	0.512	A	0.008	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	0.733	C	-0.003	No
		PM	0.917	E	0.901	E	-0.016	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.593	A	0.014	No
		PM	0.677	B	0.696	B	0.019	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	0.799	C	0.031	No
		PM	0.914	E	0.880	D	-0.034	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	0.659	B	0.014	No
		PM	0.692	B	0.688	B	-0.004	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	0.729	C	-0.060	No
		PM	0.834	D	0.793	C	-0.041	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	1.044	F	-0.041	No
		PM	0.973	E	0.935	E	-0.038	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	0.712	C	-0.057	No
		PM	0.910	E	0.849	D	-0.061	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.472	A	0.022	No
		PM	0.727	C	0.723	C	-0.004	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	0.579	A	0.017	No
		PM	0.624	B	0.600	A	-0.024	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	0.336	A	0.128	No
		PM	0.432	A	0.388	A	-0.044	No
78	Avion Drive & Century Boulevard	AM	0.436	A	0.439	A	0.003	No
		PM	0.555	A	0.512	A	-0.043	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	0.640	B	0.033	No
		PM	0.750	C	0.683	B	-0.067	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.696	B	0.669	B	-0.027	No
		PM	1.032	F	0.834	D	-0.198	No
82	Airport Boulevard & 96th Street	AM	0.311	A	0.496	A	0.185	No
		PM	0.504	A	0.680	B	0.176	No
83	Airport Boulevard & 98th Street	AM	0.392	A	0.633	B	0.241	No
		PM	0.561	A	0.692	B	0.131	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.665	B	0.054	No
		PM	0.660	B	0.885	D	0.225	Yes
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.520	A	-0.001	No
		PM	0.446	A	0.410	A	-0.036	No
87	Douglas Street & Imperial Highway	AM	0.369	A	0.403	A	0.034	No
		PM	0.706	C	0.699	B	-0.007	No
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.381	A	-0.232	No
		PM	0.688	B	0.493	A	-0.195	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.673	B	-0.076	No
		PM	0.814	D	0.663	B	-0.151	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.896	D	-0.016	No
		PM	0.792	C	0.894	D	0.102	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.750	C	-0.113	No
		PM	1.013	F	0.865	D	-0.148	No
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.620	B	-0.020	No
		PM	0.784	C	0.741	C	-0.043	No
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.727	C	-0.012	No
		PM	0.731	C	0.757	C	0.026	No
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.602	B	-0.122	No
		PM	0.865	D	0.867	D	0.002	No
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.710	C	-0.012	No
		PM	0.790	C	0.663	B	-0.127	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.563	A	-0.125	No
		PM	18.0 s	C	0.514	A	-0.095	No
103	Concourse Way & Century Boulevard	AM	0.306	A	0.637	B	0.331	No
		PM	0.466	A	0.617	B	0.151	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.768	C	-0.013	No
		PM	0.679	B	0.689	B	0.010	No
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.796	C	0.027	No
		PM	1.125	F	1.157	F	0.032	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.819	D	0.070	No
		PM	0.838	D	0.959	E	0.121	No

**TABLE 24B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	1.015	F	0.202	Yes
		PM	0.806	D	0.954	E	0.148	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.665	B	-0.118	No
		PM	0.642	B	0.547	A	-0.095	No
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.982	E	0.052	Yes
		PM	0.915	E	1.006	F	0.091	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.313	A	-0.049	No
		PM	0.343	A	0.365	A	0.022	No
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.419	A	0.013	No
		PM	0.419	A	0.416	A	-0.003	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.560	A	0.045	No
		PM	0.748	C	0.758	C	0.010	No
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.316	A	-0.004	No
		PM	0.374	A	0.397	A	0.023	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.513	A	0.002	No
		PM	0.393	A	0.389	A	-0.004	No
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.503	A	0.037	No
		PM	0.834	D	0.830	D	-0.004	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No
		PM	0.845	D	0.838	D	-0.007	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.973	E	0.021	No
		PM	0.826	D	0.864	D	0.038	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.639	B	0.020	No
		PM	0.803	D	0.779	C	-0.024	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No
		PM	0.850	D	0.847	D	-0.003	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.670	B	0.008	No
		PM	0.763	C	0.743	C	-0.020	No
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.861	D	0.024	No
		PM	1.000	E	1.020	F	0.020	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.902	E	-0.002	No
		PM	1.023	F	1.023	F	0.000	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.057	F	0.002	No
		PM	1.144	F	1.148	F	0.004	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.593	A	-0.004	No
		PM	0.764	C	0.775	C	0.011	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.857	D	0.023	No
		PM	0.903	E	0.904	E	0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.765	C	-0.007	No
		PM	0.856	D	0.838	D	-0.018	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.890	D	0.884	D	-0.006	No
		PM	1.020	F	1.005	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.799	C	-0.013	No
		PM	0.985	E	0.990	E	0.005	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

**TABLE 25**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN	SIGNIFICANT
		V/C OR DELAY	LOS	V/C OR DELAY	LOS	V/C	IMPACT
22	Lincoln Boulevard & Manchester Avenue [1]	0.667	B	0.648	B	-0.019	No
23	Lincoln Boulevard & La Tijera Boulevard	0.363	A	0.357	A	-0.006	No
61	Sepulveda Boulevard & Manchester Avenue	0.697	B	0.683	B	-0.014	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.613	B	0.611	B	-0.002	No
63	Sepulveda Boulevard & Westchester Parkway	0.910	E	0.892	D	-0.018	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.609	B	0.597	A	-0.012	No
65	Sepulveda Boulevard & Century Boulevard	0.643	B	0.603	B	-0.040	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.002	F	0.955	E	-0.047	No
67	Sepulveda Boulevard & Imperial Highway	0.632	B	0.632	B	0.000	No
76	La Tijera Boulevard & Manchester Avenue	0.612	B	0.623	B	0.011	No
77	Jenny Avenue & Westchester Parkway	0.295	A	0.346	A	0.051	No
78	Avion Drive & Century Boulevard	0.445	A	0.379	A	-0.066	No
79	La Tijera Boulevard & Airport Boulevard	0.550	A	0.524	A	-0.026	No
80	Airport Boulevard & Manchester Avenue	0.688	B	0.613	B	-0.075	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.787	C	0.549	A	-0.238	No
82	Airport Boulevard & 96th Street	0.483	A	0.624	B	0.141	No
83	Airport Boulevard & 98th Street	0.523	A	0.693	B	0.170	No
84	Airport Boulevard & Century Boulevard	0.691	B	0.829	D	0.138	Yes
89	I-405 Northbound Ramps & La Tijera Boulevard	0.833	D	0.773	C	-0.060	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.609	B	0.604	B	-0.005	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.755	C	0.689	B	-0.066	No
93	Aviation Boulevard & Arbor Vitae Street	0.638	B	0.772	C	0.134	Yes
94	Aviation Boulevard & Century Boulevard	0.838	D	0.777	C	-0.061	No
95	Aviation Boulevard & 104th Street	0.640	B	0.671	B	0.031	No
96	Aviation Boulevard & 111th Street	0.696	B	0.716	C	0.020	No
97	Aviation Boulevard & Imperial Highway	0.667	B	0.622	B	-0.045	No
102	Hindry Avenue & Arbor Vitae Street [2]	14.7 s	B	0.351	A	-0.117	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.412	A	0.549	A	0.137	No
115	La Cienega Boulevard & Florence Avenue	0.956	E	0.965	E	0.009	No
116	La Cienega Boulevard & Manchester Boulevard	0.859	D	0.957	E	0.098	No
117	La Cienega Boulevard & Arbor Vitae Street	0.667	B	0.758	C	0.091	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.653	B	0.544	A	-0.109	No
119	La Cienega Boulevard & Century Boulevard	0.693	B	0.701	C	0.008	No
125	La Cienega Boulevard & Imperial Highway	0.296	A	0.294	A	-0.002	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.748	C	0.718	C	-0.030	No
130	I-405 Northbound Ramps & Century Boulevard	0.716	C	0.726	C	0.010	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour		
A	8	A	10	Yes	2
B	18	B	13	No	34
C	4	C	8		
D	3	D	2		
E	2	E	3		
F	1	F	0		
TOTAL	36		36		

**TABLE 26A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.718	C	0.715	C	-0.003	No
		PM	0.920	E	0.917	E	-0.003	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.827	D	0.825	D	-0.002	No
		PM	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.556	A	0.553	A	-0.003	No
		PM	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.713	C	0.706	C	-0.007	No
		PM	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.983	E	0.981	E	-0.002	No
		PM	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.762	C	0.759	C	-0.003	No
		PM	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.483	A	0.481	A	-0.002	No
		PM	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.457	A	0.455	A	-0.002	No
		PM	0.362	A	0.354	A	-0.008	No
9	Pershing Drive & Imperial Highway	AM	0.550	A	0.541	A	-0.009	No
		PM	0.501	A	0.486	A	-0.015	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.781	C	0.779	C	-0.002	No
		PM	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.694	B	0.701	C	0.007	No
		PM	0.633	B	0.632	B	-0.001	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.966	E	0.966	E	0.000	No
		PM	0.973	E	0.973	E	0.000	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.942	E	0.941	E	-0.001	No
		PM	0.892	D	0.891	D	-0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.689	B	0.691	B	0.002	No
		PM	0.686	B	0.682	B	-0.004	No
15	Lincoln Boulevard & Bali Way	AM	0.607	B	0.608	B	0.001	No
		PM	0.646	B	0.643	B	-0.003	No
16	Lincoln Boulevard & Mindanao Way	AM	0.808	D	0.807	D	-0.001	No
		PM	0.882	D	0.890	D	0.008	No
17	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.691	B	-0.003	No
		PM	0.818	D	0.826	D	0.008	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.825	D	0.821	D	-0.004	No
		PM	0.742	C	0.739	C	-0.003	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.683	B	0.690	B	0.007	No
		PM	0.551	A	0.553	A	0.002	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.739	C	0.744	C	0.005	No
		PM	0.677	B	0.679	B	0.002	No
21	Lincoln Boulevard & 83rd Street	AM	1.020	F	1.027	F	0.007	No
		PM	0.791	C	0.794	C	0.003	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.815	D	0.821	D	0.006	No
		PM	0.850	D	0.850	D	0.000	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.419	A	0.417	A	-0.002	No
		PM	0.430	A	0.476	A	0.046	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.956	E	0.001	No
25	Centinela Avenue & Washington Place	AM	0.891	D	0.892	D	0.001	No
		PM	0.987	E	0.988	E	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.924	E	0.925	E	0.001	No
		PM	1.041	F	1.042	F	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	1.023	F	1.025	F	0.002	No
		PM	1.127	F	1.127	F	0.000	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.604	B	0.605	B	0.001	No
		PM	0.517	A	0.525	A	0.008	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.759	C	0.760	C	0.001	No
		PM	0.513	A	0.517	A	0.004	No
30	Centinela Avenue & Jefferson Boulevard	AM	1.043	F	1.025	F	-0.018	No
		PM	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.799	C	0.803	D	0.004	No
		PM	0.887	D	0.889	D	0.002	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.902	E	0.903	E	0.001	No
		PM	0.992	E	0.992	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.631	B	0.632	B	0.001	No
		PM	0.720	C	0.723	C	0.003	No



**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.729	C	0.730	C	0.001	No
		PM	0.811	D	0.811	D	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.821	D	0.822	D	0.001	No
		PM	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.685	B	0.676	B	-0.009	No
		PM	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.970	E	0.970	E	0.000	No
		PM	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.479	A	0.482	A	0.003	No
		PM	0.528	A	0.529	A	0.001	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.785	C	0.785	C	0.000	No
		PM	1.005	F	1.005	F	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.912	E	0.912	E	0.000	No
		PM	0.920	E	0.921	E	0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.830	D	0.832	D	0.002	No
		PM	0.886	D	0.887	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.956	E	0.957	E	0.001	No
		PM	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.731	C	0.731	C	0.000	No
		PM	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.910	E	0.910	E	0.000	No
		PM	0.949	E	0.950	E	0.001	No
45	Overland Avenue & Washington Boulevard	AM	0.912	E	0.912	E	0.000	No
		PM	1.078	F	1.078	F	0.000	No
46	Overland Avenue & Culver Boulevard	AM	1.018	F	1.018	F	0.000	No
		PM	0.982	E	0.982	E	0.000	No
47	Duquesne Avenue & Washington Boulevard	AM	0.623	B	0.623	B	0.000	No
		PM	0.742	C	0.742	C	0.000	No
48	Duquesne Avenue & Culver Boulevard	AM	0.699	B	0.699	B	0.000	No
		PM	0.737	C	0.737	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.724	C	0.724	C	0.000	No
		PM	0.733	C	0.733	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	No
		PM	0.846	D	0.847	D	0.001	No
51	Overland Avenue & Jefferson Boulevard	AM	0.844	D	0.845	D	0.001	No
		PM	0.910	E	0.911	E	0.001	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.617	B	0.617	B	0.000	No
		PM	0.647	B	0.647	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.702	C	0.703	C	0.001	No
		PM	0.812	D	0.814	D	0.002	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.908	E	0.909	E	0.001	No
		PM	0.806	D	0.807	D	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.733	C	0.736	C	0.003	No
		PM	0.755	C	0.755	C	0.000	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.872	D	0.862	D	-0.010	No
		PM	1.082	F	1.078	F	-0.004	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.808	D	0.806	D	-0.002	No
		PM	0.694	B	0.686	B	-0.008	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.788	C	0.800	D	0.012	No
		PM	0.690	B	0.694	B	0.004	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.714	C	0.728	C	0.014	No
		PM	0.595	A	0.619	B	0.024	No
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.611	B	0.022	No
		PM	0.567	A	0.566	A	-0.001	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.750	C	-0.002	No
		PM	0.961	E	0.937	E	-0.024	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.612	B	0.023	No
		PM	0.733	C	0.734	C	0.001	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.831	D	0.019	No
		PM	0.971	E	0.912	E	-0.059	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.706	C	0.021	No
		PM	0.715	C	0.719	C	0.004	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.909	E	0.070	Yes
		PM	0.947	E	0.866	D	-0.081	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.063	F	-0.041	No
		PM	1.001	F	0.963	E	-0.038	No

**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.733	C	-0.059	No
		PM	0.940	E	0.893	D	-0.047	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.888	D	0.888	D	0.000	No
		PM	0.823	D	0.827	D	0.004	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.149	F	0.003	No
		PM	0.984	E	0.987	E	0.003	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.848	D	0.850	D	0.002	No
		PM	1.050	F	1.049	F	-0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.056	F	1.053	F	-0.003	No
		PM	1.068	F	1.067	F	-0.001	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.780	C	0.784	C	0.004	No
		PM	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.858	D	0.856	D	-0.002	No
		PM	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.458	A	0.455	A	-0.003	No
		PM	0.243	A	0.228	A	-0.015	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.506	A	0.015	No
		PM	0.787	C	0.755	C	-0.032	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.356	A	0.144	No
		PM	0.457	A	0.468	A	0.011	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.483	A	-0.032	No
		PM	0.640	B	0.537	A	-0.103	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.619	B	0.629	B	0.010	No
		PM	0.725	C	0.682	B	-0.043	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.701	C	0.019	No
		PM	0.832	D	0.725	C	-0.107	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.754	C	0.010	No
		PM	1.153	F	0.933	E	-0.220	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.475	A	0.134	No
		PM	0.580	A	0.568	A	-0.012	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.657	B	0.224	No
		PM	0.625	B	0.655	B	0.030	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.650	B	-0.022	No
		PM	0.725	C	0.717	C	-0.008	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.549	A	0.002	No
		PM	0.480	A	0.496	A	0.016	No
86	Nash Street & El Segundo Boulevard	AM	0.646	B	0.642	B	-0.004	No
		PM	0.721	C	0.708	C	-0.013	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.438	A	0.040	No
		PM	0.739	C	0.715	C	-0.024	No
88	Douglas Street & El Segundo Boulevard	AM	0.848	D	0.855	D	0.007	No
		PM	0.989	E	0.986	E	-0.003	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.981	E	0.878	D	-0.103	No
		PM	0.876	D	0.804	D	-0.072	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.773	C	0.766	C	-0.007	No
		PM	0.975	E	0.885	D	-0.090	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.455	A	-0.199	No
		PM	0.761	C	0.498	A	-0.263	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.703	C	-0.092	No
		PM	0.895	D	0.712	C	-0.183	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.975	E	-0.021	No
		PM	0.902	E	1.003	F	0.101	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.824	D	-0.137	No
		PM	1.051	F	0.948	E	-0.103	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.782	C	-0.008	No
		PM	0.875	D	0.866	D	-0.009	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.842	D	-0.115	No
		PM	0.872	D	0.820	D	-0.052	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.652	B	-0.226	No
		PM	0.923	E	0.923	E	0.000	No
98	Aviation Boulevard & West 120th Street	AM	0.905	E	0.869	D	-0.036	No
		PM	0.968	E	0.941	E	-0.027	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.991	E	0.987	E	-0.004	No
		PM	1.076	F	1.078	F	0.002	No

**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.013	F	1.010	F	-0.003	No
		PM	1.013	F	1.013	F	0.000	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.667	B	-0.127	No
		PM	24.1 s	C	0.656	B	-0.066	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.562	A	0.225	No
		PM	0.528	A	0.637	B	0.109	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.823	D	-0.015	No
		PM	0.713	C	0.786	C	0.073	Yes
105	La Tijera Boulevard & Centinela Avenue	AM	0.891	D	0.887	D	-0.004	No
		PM	0.997	E	0.970	E	-0.027	No
106	Jefferson Boulevard & National Boulevard	AM	1.023	F	1.024	F	0.001	No
		PM	0.927	E	0.924	E	-0.003	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.742	C	0.741	C	-0.001	No
		PM	0.798	C	0.797	C	-0.001	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	1.000	E	0.996	E	-0.004	No
		PM	1.052	F	1.053	F	0.001	No
109	La Cienega Boulevard & Rodeo Road	AM	1.277	F	1.273	F	-0.004	No
		PM	1.189	F	1.186	F	-0.003	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.156	F	1.152	F	-0.004	No
		PM	1.244	F	1.240	F	-0.004	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.251	F	1.247	F	-0.004	No
		PM	1.200	F	1.193	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.114	F	1.110	F	-0.004	No
		PM	1.042	F	1.042	F	0.000	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.617	B	0.613	B	-0.004	No
		PM	0.759	C	0.750	C	-0.009	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.985	E	0.981	E	-0.004	No
		PM	1.149	F	1.141	F	-0.008	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.839	D	0.013	No
		PM	1.162	F	1.208	F	0.046	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.861	D	0.060	No
		PM	0.880	D	1.002	F	0.122	Yes
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.122	F	0.235	Yes
		PM	0.852	D	1.072	F	0.220	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.682	B	-0.127	No
		PM	0.705	C	0.605	B	-0.100	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.032	F	0.047	Yes
		PM	1.088	F	1.161	F	0.073	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.327	A	-0.058	No
		PM	0.381	A	0.407	A	0.026	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.461	A	-0.017	No
		PM	0.506	A	0.477	A	-0.029	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.619	B	0.036	No
		PM	0.836	D	0.845	D	0.009	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.445	A	0.012	No
		PM	0.453	A	0.453	A	0.000	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.592	A	0.027	No
		PM	0.424	A	0.421	A	-0.003	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.598	A	0.066	No
		PM	0.899	D	0.899	D	0.000	No
126	La Cienega Boulevard & West 120th Street	AM	0.848	D	0.810	D	-0.038	No
		PM	0.999	E	1.004	F	0.005	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.748	C	0.744	C	-0.004	No
		PM	0.918	E	0.926	E	0.008	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.725	C	0.722	C	-0.003	No
		PM	0.812	D	0.817	D	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.907	E	-0.016	No
		PM	0.896	D	0.913	E	0.017	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.995	E	0.002	No
		PM	0.890	D	0.908	E	0.018	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.689	B	0.036	No
		PM	0.832	D	0.813	D	-0.019	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.801	D	0.812	D	0.011	No
		PM	0.818	D	0.814	D	-0.004	No

**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.900	D	0.898	D	-0.002	No
		PM	0.898	D	0.898	D	0.000	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.698	B	0.024	No
		PM	0.802	D	0.798	C	-0.004	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.886	D	0.013	No
		PM	1.064	F	1.084	F	0.020	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.950	E	-0.002	No
		PM	1.086	F	1.086	F	0.000	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.095	F	0.000	No
		PM	1.195	F	1.198	F	0.003	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.879	D	0.896	D	0.017	No
		PM	1.007	F	1.009	F	0.002	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.923	E	0.921	E	-0.002	No
		PM	1.120	F	1.122	F	0.002	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.983	E	0.979	E	-0.004	No
		PM	1.139	F	1.124	F	-0.015	No
142	La Brea Avenue & Slauson Avenue	AM	0.939	E	0.935	E	-0.004	No
		PM	1.066	F	1.063	F	-0.003	No
143	La Brea Avenue & Centinela Avenue	AM	1.016	F	1.014	F	-0.002	No
		PM	1.057	F	1.062	F	0.005	No
144	La Brea Avenue & Florence Avenue	AM	0.923	E	0.934	E	0.011	No
		PM	1.127	F	1.125	F	-0.002	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.623	B	-0.003	No
		PM	0.805	D	0.803	D	-0.002	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.884	D	0.008	No
		PM	0.986	E	0.985	E	-0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.806	D	-0.015	No
		PM	0.902	E	0.880	D	-0.022	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.025	F	-0.014	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.849	D	-0.012	No
		PM	1.037	F	1.037	F	0.000	No
151	Hawthorne Boulevard & 120th Street	AM	0.669	B	0.668	B	-0.001	No
		PM	0.833	D	0.847	D	0.014	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.775	C	0.784	C	0.009	No
		PM	0.898	D	0.899	D	0.001	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.755	C	0.754	C	-0.001	No
		PM	0.922	E	0.924	E	0.002	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.703	C	0.702	C	-0.001	No
		PM	0.800	C	0.762	C	-0.038	No
155	Prairie Avenue & Manchester Boulevard	AM	0.983	E	0.980	E	-0.003	No
		PM	1.069	F	1.073	F	0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.816	D	0.814	D	-0.002	No
		PM	0.901	E	0.888	D	-0.013	No
157	Prairie Avenue & Century Boulevard	AM	0.959	E	0.955	E	-0.004	No
		PM	1.011	F	1.010	F	-0.001	No
158	Prairie Avenue & Lennox Boulevard	AM	0.712	C	0.708	C	-0.004	No
		PM	0.720	C	0.719	C	-0.001	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.811	D	0.830	D	0.019	No
		PM	0.767	C	0.772	C	0.005	No
160	Prairie Avenue & Imperial Highway	AM	1.346	F	1.347	F	0.001	No
		PM	0.952	E	0.958	E	0.006	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.950	E	0.947	E	-0.003	No
		PM	0.985	E	0.989	E	0.004	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.055	F	1.054	F	-0.001	No
		PM	1.145	F	1.151	F	0.006	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.948	E	0.944	E	-0.004	No
		PM	1.120	F	1.119	F	-0.001	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.924	E	0.928	E	0.004	No
		PM	1.067	F	1.070	F	0.003	No
165	Western Avenue & Manchester Avenue	AM	0.869	D	0.871	D	0.002	No
		PM	1.056	F	1.059	F	0.003	No

**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN	SIGNIFICANT
							V/C	IMPACT
166	Western Avenue & Imperial Highway	AM	0.915	E	0.918	E	0.003	No
		PM	0.941	E	0.944	E	0.003	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.781	C	0.781	C	0.000	No
		PM	0.740	C	0.740	C	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.000	No
		PM	***	F	***	F	0.000	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.772	C	0.772	C	0.000	No
		PM	0.955	E	0.959	E	0.004	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.845	D	0.003	No
		PM	1.084	F	1.085	F	0.001	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.419	A	0.420	A	0.001	No
		PM	0.527	A	0.527	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.600	A	0.600	A	0.000	No
		PM	0.659	B	0.660	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	49.7 s	E	49.7 s	E	0.000	No
		PM	63.6 s	F	63.2 s	F	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.839	D	0.839	D	0.000	No
		PM	0.795	C	0.795	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	1.002	F	1.002	F	0.000	No
		PM	1.003	F	1.003	F	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.931	E	0.931	E	0.000	No
		PM	1.053	F	1.051	F	-0.002	No
177	National Boulevard & Washington Boulevard	AM	0.865	D	0.865	D	0.000	No
		PM	1.006	F	1.006	F	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.959	E	0.959	E	0.000	No
		PM	1.105	F	1.105	F	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.934	E	0.932	E	-0.002	No
		PM	0.902	E	0.901	E	-0.001	No
180	Prairie Avenue & Florence Avenue	AM	0.820	D	0.816	D	-0.004	No
		PM	0.917	E	0.915	E	-0.002	No
181	Van Ness Avenue & Manchester Avenue	AM	1.013	F	1.011	F	-0.002	No
		PM	1.024	F	1.031	F	0.007	No
182	Van Ness Avenue & Century Boulevard	AM	0.752	C	0.748	C	-0.004	No
		PM	0.823	D	0.819	D	-0.004	No
183	Van Ness Avenue & Imperial Highway	AM	0.903	E	0.908	E	0.005	No
		PM	0.945	E	0.948	E	0.003	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 26A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	22	23
B	26	15
C	34	28
D	43	34
E	36	37
F	22	46
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	3	7
TOTAL INDIVIDUAL INTERSECTION IMPACTS	8	

**TABLE 26B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.611	B	0.022	No
		PM	0.567	A	0.566	A	-0.001	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.750	C	-0.002	No
		PM	0.961	E	0.937	E	-0.024	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.612	B	0.023	No
		PM	0.733	C	0.734	C	0.001	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.831	D	0.019	No
		PM	0.971	E	0.912	E	-0.059	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.706	C	0.021	No
		PM	0.715	C	0.719	C	0.004	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.909	E	0.070	Yes
		PM	0.947	E	0.866	D	-0.081	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.063	F	-0.041	No
		PM	1.001	F	0.963	E	-0.038	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.733	C	-0.059	No
		PM	0.940	E	0.893	D	-0.047	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.506	A	0.015	No
		PM	0.787	C	0.755	C	-0.032	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.356	A	0.144	No
		PM	0.457	A	0.468	A	0.011	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.483	A	-0.032	No
		PM	0.640	B	0.537	A	-0.103	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.701	C	0.019	No
		PM	0.832	D	0.725	C	-0.107	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.754	C	0.010	No
		PM	1.153	F	0.933	E	-0.220	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.475	A	0.134	No
		PM	0.580	A	0.568	A	-0.012	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.657	B	0.224	No
		PM	0.625	B	0.655	B	0.030	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.650	B	-0.022	No
		PM	0.725	C	0.717	C	-0.008	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.549	A	0.002	No
		PM	0.480	A	0.496	A	0.016	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.438	A	0.040	No
		PM	0.739	C	0.715	C	-0.024	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.455	A	-0.199	No
		PM	0.761	C	0.498	A	-0.263	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.703	C	-0.092	No
		PM	0.895	D	0.712	C	-0.183	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.975	E	-0.021	No
		PM	0.902	E	1.003	F	0.101	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.824	D	-0.137	No
		PM	1.051	F	0.948	E	-0.103	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.782	C	-0.008	No
		PM	0.875	D	0.866	D	-0.009	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.842	D	-0.115	No
		PM	0.872	D	0.820	D	-0.052	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.652	B	-0.226	No
		PM	0.923	E	0.923	E	0.000	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.667	B	-0.127	No
		PM	24.1 s	C	0.656	B	-0.066	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.562	A	0.225	No
		PM	0.528	A	0.637	B	0.109	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.823	D	-0.015	No
		PM	0.713	C	0.786	C	0.073	Yes
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.839	D	0.013	No
		PM	1.162	F	1.208	F	0.046	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.861	D	0.060	No
		PM	0.880	D	1.002	F	0.122	Yes

**TABLE 26B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.122	F	0.235	Yes
		PM	0.852	D	1.072	F	0.220	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.682	B	-0.127	No
		PM	0.705	C	0.605	B	-0.100	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.032	F	0.047	Yes
		PM	1.088	F	1.161	F	0.073	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.327	A	-0.058	No
		PM	0.381	A	0.407	A	0.026	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.461	A	-0.017	No
		PM	0.506	A	0.477	A	-0.029	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.619	B	0.036	No
		PM	0.836	D	0.845	D	0.009	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.445	A	0.012	No
		PM	0.453	A	0.453	A	0.000	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.592	A	0.027	No
		PM	0.424	A	0.421	A	-0.003	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.598	A	0.066	No
		PM	0.899	D	0.899	D	0.000	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.907	E	-0.016	No
		PM	0.896	D	0.913	E	0.017	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.995	E	0.002	No
		PM	0.890	D	0.908	E	0.018	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.689	B	0.036	No
		PM	0.832	D	0.813	D	-0.019	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.698	B	0.024	No
		PM	0.802	D	0.798	C	-0.004	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.886	D	0.013	No
		PM	1.064	F	1.084	F	0.020	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.950	E	-0.002	No
		PM	1.086	F	1.086	F	0.000	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.095	F	0.000	No
		PM	1.195	F	1.198	F	0.003	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.623	B	-0.003	No
		PM	0.805	D	0.803	D	-0.002	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.884	D	0.008	No
		PM	0.986	E	0.985	E	-0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.806	D	-0.015	No
		PM	0.902	E	0.880	D	-0.022	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.025	F	-0.014	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.849	D	-0.012	No
		PM	1.037	F	1.037	F	0.000	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.



**TABLE 27  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN	SIGNIFICANT
		V/C OR DELAY	LOS	V/C	LOS	V/C	IMPACT
22	Lincoln Boulevard & Manchester Avenue [1]	0.702	C	0.702	C	0.000	No
23	Lincoln Boulevard & La Tijera Boulevard	0.400	A	0.408	A	0.008	No
61	Sepulveda Boulevard & Manchester Avenue	0.739	C	0.722	C	-0.017	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.651	B	0.649	B	-0.002	No
63	Sepulveda Boulevard & Westchester Parkway	0.965	E	0.954	E	-0.011	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.648	B	0.632	B	-0.016	No
65	Sepulveda Boulevard & Century Boulevard	0.777	C	0.830	D	0.053	Yes
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.025	F	0.975	E	-0.050	No
67	Sepulveda Boulevard & Imperial Highway	0.647	B	0.658	B	0.011	No
76	La Tijera Boulevard & Manchester Avenue	0.649	B	0.667	B	0.018	No
77	Jenny Avenue & Westchester Parkway	0.338	A	0.442	A	0.104	No
78	Avion Drive & Century Boulevard	0.572	A	0.466	A	-0.106	No
79	La Tijera Boulevard & Airport Boulevard	0.621	B	0.573	A	-0.048	No
80	Airport Boulevard & Manchester Avenue	0.761	C	0.657	B	-0.104	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.858	D	0.677	B	-0.181	No
82	Airport Boulevard & 96th Street	0.553	A	0.500	A	-0.053	No
83	Airport Boulevard & 98th Street	0.573	A	0.618	B	0.045	No
84	Airport Boulevard & Century Boulevard	0.800	C	0.671	B	-0.129	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.887	D	0.817	D	-0.070	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.639	B	0.623	B	-0.016	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.843	D	0.732	C	-0.111	No
93	Aviation Boulevard & Arbor Vitae Street	0.731	C	0.777	C	0.046	Yes
94	Aviation Boulevard & Century Boulevard	0.900	D	0.869	D	-0.031	No
95	Aviation Boulevard & 104th Street	0.752	C	0.776	C	0.024	No
96	Aviation Boulevard & 111th Street	0.867	D	0.819	D	-0.048	No
97	Aviation Boulevard & Imperial Highway	0.694	B	0.640	B	-0.054	No
102	Hindry Avenue & Arbor Vitae Street [2]	16.5 s	C	0.389	A	-0.164	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.440	A	0.592	A	0.152	No
115	La Cienega Boulevard & Florence Avenue	1.022	F	1.037	F	0.015	No
116	La Cienega Boulevard & Manchester Boulevard	0.908	E	1.002	F	0.094	Yes
117	La Cienega Boulevard & Arbor Vitae Street	0.724	C	0.807	D	0.083	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.703	C	0.616	B	-0.087	No
119	La Cienega Boulevard & Century Boulevard	0.813	D	0.864	D	0.051	Yes
125	La Cienega Boulevard & Imperial Highway	0.341	A	0.357	A	0.016	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.778	C	0.746	C	-0.032	No
130	I-405 Northbound Ramps & Century Boulevard	0.761	C	0.752	C	-0.009	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour		
A	7	A	8	Yes	4
B	7	B	11	No	32
C	12	C	7		
D	6	D	6		
E	2	E	2		
F	2	F	2		
<b>TOTAL</b>	<b>36</b>		<b>36</b>		

**TABLE 28A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.718	C	0.716	C	-0.002	No
		PM	0.920	E	0.919	E	-0.001	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.827	D	0.825	D	-0.002	No
		PM	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.556	A	0.553	A	-0.003	No
		PM	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.713	C	0.706	C	-0.007	No
		PM	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.983	E	0.981	E	-0.002	No
		PM	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.762	C	0.759	C	-0.003	No
		PM	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.483	A	0.481	A	-0.002	No
		PM	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.457	A	0.456	A	-0.001	No
		PM	0.362	A	0.355	A	-0.007	No
9	Pershing Drive & Imperial Highway	AM	0.550	A	0.541	A	-0.009	No
		PM	0.501	A	0.486	A	-0.015	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.781	C	0.779	C	-0.002	No
		PM	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.694	B	0.702	C	0.008	No
		PM	0.633	B	0.632	B	-0.001	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.966	E	0.967	E	0.001	No
		PM	0.973	E	0.975	E	0.002	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.942	E	0.943	E	0.001	No
		PM	0.892	D	0.892	D	0.000	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.689	B	0.692	B	0.003	No
		PM	0.686	B	0.685	B	-0.001	No
15	Lincoln Boulevard & Bali Way	AM	0.607	B	0.610	B	0.003	No
		PM	0.646	B	0.647	B	0.001	No
16	Lincoln Boulevard & Mindanao Way	AM	0.808	D	0.808	D	0.000	No
		PM	0.882	D	0.893	D	0.011	No
17	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.694	B	0.000	No
		PM	0.818	D	0.829	D	0.011	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.825	D	0.823	D	-0.002	No
		PM	0.742	C	0.744	C	0.002	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.683	B	0.692	B	0.009	No
		PM	0.551	A	0.557	A	0.006	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.739	C	0.746	C	0.007	No
		PM	0.677	B	0.682	B	0.005	No
21	Lincoln Boulevard & 83rd Street	AM	1.020	F	1.028	F	0.008	No
		PM	0.791	C	0.800	D	0.009	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.815	D	0.822	D	0.007	No
		PM	0.850	D	0.856	D	0.006	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.419	A	0.420	A	0.001	No
		PM	0.430	A	0.477	A	0.047	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.957	E	0.002	No
25	Centinela Avenue & Washington Place	AM	0.891	D	0.892	D	0.001	No
		PM	0.987	E	0.988	E	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.924	E	0.925	E	0.001	No
		PM	1.041	F	1.043	F	0.002	No
27	Centinela Avenue & Culver Boulevard	AM	1.023	F	1.026	F	0.003	No
		PM	1.127	F	1.128	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.604	B	0.605	B	0.001	No
		PM	0.517	A	0.526	A	0.009	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.759	C	0.760	C	0.001	No
		PM	0.513	A	0.518	A	0.005	No
30	Centinela Avenue & Jefferson Boulevard	AM	1.043	F	1.025	F	-0.018	No
		PM	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.799	C	0.807	D	0.008	No
		PM	0.887	D	0.896	D	0.009	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.902	E	0.903	E	0.001	No
		PM	0.992	E	0.992	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.631	B	0.632	B	0.001	No
		PM	0.720	C	0.723	C	0.003	No

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.729	C	0.730	C	0.001	No
		PM	0.811	D	0.811	D	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.821	D	0.822	D	0.001	No
		PM	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.685	B	0.676	B	-0.009	No
		PM	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.970	E	0.970	E	0.000	No
		PM	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.479	A	0.482	A	0.003	No
		PM	0.528	A	0.529	A	0.001	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.785	C	0.785	C	0.000	No
		PM	1.005	F	1.007	F	0.002	No
40	Sepulveda Boulevard & Washington Place	AM	0.912	E	0.913	E	0.001	No
		PM	0.920	E	0.921	E	0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.830	D	0.833	D	0.003	No
		PM	0.886	D	0.887	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.956	E	0.958	E	0.002	No
		PM	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.731	C	0.731	C	0.000	No
		PM	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.910	E	0.911	E	0.001	No
		PM	0.949	E	0.951	E	0.002	No
45	Overland Avenue & Washington Boulevard	AM	0.912	E	0.913	E	0.001	No
		PM	1.078	F	1.080	F	0.002	No
46	Overland Avenue & Culver Boulevard	AM	1.018	F	1.019	F	0.001	No
		PM	0.982	E	0.983	E	0.001	No
47	Duquesne Avenue & Washington Boulevard	AM	0.623	B	0.623	B	0.000	No
		PM	0.742	C	0.742	C	0.000	No
48	Duquesne Avenue & Culver Boulevard	AM	0.699	B	0.699	B	0.000	No
		PM	0.737	C	0.737	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.724	C	0.724	C	0.000	No
		PM	0.733	C	0.733	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	No
		PM	0.846	D	0.847	D	0.001	No
51	Overland Avenue & Jefferson Boulevard	AM	0.844	D	0.846	D	0.002	No
		PM	0.910	E	0.910	E	0.000	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.617	B	0.617	B	0.000	No
		PM	0.647	B	0.648	B	0.001	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.702	C	0.704	C	0.002	No
		PM	0.812	D	0.815	D	0.003	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.908	E	0.911	E	0.003	No
		PM	0.806	D	0.810	D	0.004	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.733	C	0.737	C	0.004	No
		PM	0.755	C	0.758	C	0.003	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.872	D	0.866	D	-0.006	No
		PM	1.082	F	1.085	F	0.003	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.808	D	0.809	D	0.001	No
		PM	0.694	B	0.692	B	-0.002	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.788	C	0.801	D	0.013	No
		PM	0.690	B	0.700	B	0.010	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.714	C	0.731	C	0.017	No
		PM	0.595	A	0.627	B	0.032	No
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.614	B	0.025	No
		PM	0.567	A	0.571	A	0.004	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.751	C	-0.001	No
		PM	0.961	E	0.940	E	-0.021	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.615	B	0.026	No
		PM	0.733	C	0.739	C	0.006	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.837	D	0.025	Yes
		PM	0.971	E	0.920	E	-0.051	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.707	C	0.022	No
		PM	0.715	C	0.721	C	0.006	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.914	E	0.075	Yes
		PM	0.947	E	0.873	D	-0.074	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.065	F	-0.039	No
		PM	1.001	F	0.965	E	-0.036	No

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.735	C	-0.057	No
		PM	0.940	E	0.895	D	-0.045	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.888	D	0.889	D	0.001	No
		PM	0.823	D	0.829	D	0.006	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.150	F	0.004	No
		PM	0.984	E	0.989	E	0.005	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.848	D	0.851	D	0.003	No
		PM	1.050	F	1.051	F	0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.056	F	1.054	F	-0.002	No
		PM	1.068	F	1.068	F	0.000	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.780	C	0.784	C	0.004	No
		PM	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.858	D	0.856	D	-0.002	No
		PM	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.458	A	0.455	A	-0.003	No
		PM	0.243	A	0.228	A	-0.015	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.517	A	0.026	No
		PM	0.787	C	0.778	C	-0.009	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.362	A	0.150	No
		PM	0.457	A	0.489	A	0.032	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.485	A	-0.030	No
		PM	0.640	B	0.548	A	-0.092	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.619	B	0.642	B	0.023	No
		PM	0.725	C	0.720	C	-0.005	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.718	C	0.036	No
		PM	0.832	D	0.750	C	-0.082	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.782	C	0.038	No
		PM	1.153	F	0.978	E	-0.175	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.488	A	0.147	No
		PM	0.580	A	0.584	A	0.004	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.696	B	0.263	No
		PM	0.625	B	0.689	B	0.064	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.658	B	-0.014	No
		PM	0.725	C	0.733	C	0.008	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.551	A	0.004	No
		PM	0.480	A	0.498	A	0.018	No
86	Nash Street & El Segundo Boulevard	AM	0.646	B	0.642	B	-0.004	No
		PM	0.721	C	0.708	C	-0.013	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.439	A	0.041	No
		PM	0.739	C	0.717	C	-0.022	No
88	Douglas Street & El Segundo Boulevard	AM	0.848	D	0.858	D	0.010	No
		PM	0.989	E	0.986	E	-0.003	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.981	E	0.894	D	-0.087	No
		PM	0.876	D	0.820	D	-0.056	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.773	C	0.775	C	0.002	No
		PM	0.975	E	0.898	D	-0.077	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.459	A	-0.195	No
		PM	0.761	C	0.503	A	-0.258	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.718	C	-0.077	No
		PM	0.895	D	0.730	C	-0.165	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.993	E	-0.003	No
		PM	0.902	E	1.037	F	0.135	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.827	D	-0.134	No
		PM	1.051	F	0.989	E	-0.062	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.795	C	0.005	No
		PM	0.875	D	0.876	D	0.001	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.854	D	-0.103	No
		PM	0.872	D	0.829	D	-0.043	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.664	B	-0.214	No
		PM	0.923	E	0.931	E	0.008	No
98	Aviation Boulevard & West 120th Street	AM	0.905	E	0.874	D	-0.031	No
		PM	0.968	E	0.945	E	-0.023	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.991	E	0.992	E	0.001	No
		PM	1.076	F	1.084	F	0.008	No

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.013	F	1.012	F	-0.001	No
		PM	1.013	F	1.016	F	0.003	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.678	B	-0.116	No
		PM	24.1 s	C	0.667	B	-0.055	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.611	B	0.274	No
		PM	0.528	A	0.688	B	0.160	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.824	D	-0.014	No
		PM	0.713	C	0.789	C	0.076	Yes
105	La Tijera Boulevard & Centinela Avenue	AM	0.891	D	0.891	D	0.000	No
		PM	0.997	E	0.977	E	-0.020	No
106	Jefferson Boulevard & National Boulevard	AM	1.023	F	1.024	F	0.001	No
		PM	0.927	E	0.924	E	-0.003	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.742	C	0.742	C	0.000	No
		PM	0.798	C	0.798	C	0.000	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	1.000	E	0.999	E	-0.001	No
		PM	1.052	F	1.056	F	0.004	No
109	La Cienega Boulevard & Rodeo Road	AM	1.277	F	1.276	F	-0.001	No
		PM	1.189	F	1.189	F	0.000	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.156	F	1.157	F	0.001	No
		PM	1.244	F	1.246	F	0.002	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.251	F	1.247	F	-0.004	No
		PM	1.200	F	1.193	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.114	F	1.110	F	-0.004	No
		PM	1.042	F	1.044	F	0.002	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.617	B	0.619	B	0.002	No
		PM	0.759	C	0.757	C	-0.002	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.985	E	0.987	E	0.002	No
		PM	1.149	F	1.146	F	-0.003	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.860	D	0.034	No
		PM	1.162	F	1.228	F	0.066	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.870	D	0.069	No
		PM	0.880	D	1.020	F	0.140	Yes
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.154	F	0.267	Yes
		PM	0.852	D	1.090	F	0.238	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.686	B	-0.123	No
		PM	0.705	C	0.633	B	-0.072	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.037	F	0.052	Yes
		PM	1.088	F	1.184	F	0.096	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.339	A	-0.046	No
		PM	0.381	A	0.412	A	0.031	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.464	A	-0.014	No
		PM	0.506	A	0.498	A	-0.008	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.629	B	0.046	No
		PM	0.836	D	0.854	D	0.018	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.446	A	0.013	No
		PM	0.453	A	0.464	A	0.011	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.605	B	0.040	No
		PM	0.424	A	0.430	A	0.006	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.601	B	0.069	No
		PM	0.899	D	0.907	E	0.008	No
126	La Cienega Boulevard & West 120th Street	AM	0.848	D	0.813	D	-0.035	No
		PM	0.999	E	1.007	F	0.008	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.748	C	0.746	C	-0.002	No
		PM	0.918	E	0.926	E	0.008	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.725	C	0.722	C	-0.003	No
		PM	0.812	D	0.817	D	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.909	E	-0.014	No
		PM	0.896	D	0.914	E	0.018	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	1.019	F	0.026	Yes
		PM	0.890	D	0.930	E	0.040	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.692	B	0.039	No
		PM	0.832	D	0.818	D	-0.014	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.801	D	0.813	D	0.012	No
		PM	0.818	D	0.814	D	-0.004	No

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.900	D	0.898	D	-0.002	No
		PM	0.898	D	0.898	D	0.000	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.704	C	0.030	No
		PM	0.802	D	0.803	D	0.001	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.904	E	0.031	No
		PM	1.064	F	1.101	F	0.037	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.953	E	0.001	No
		PM	1.086	F	1.087	F	0.001	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.100	F	0.005	No
		PM	1.195	F	1.203	F	0.008	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.879	D	0.897	D	0.018	No
		PM	1.007	F	1.011	F	0.004	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.923	E	0.922	E	-0.001	No
		PM	1.120	F	1.123	F	0.003	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.983	E	0.987	E	0.004	No
		PM	1.139	F	1.128	F	-0.011	No
142	La Brea Avenue & Slauson Avenue	AM	0.939	E	0.938	E	-0.001	No
		PM	1.066	F	1.067	F	0.001	No
143	La Brea Avenue & Centinela Avenue	AM	1.016	F	1.015	F	-0.001	No
		PM	1.057	F	1.064	F	0.007	No
144	La Brea Avenue & Florence Avenue	AM	0.923	E	0.940	E	0.017	No
		PM	1.127	F	1.131	F	0.004	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.625	B	-0.001	No
		PM	0.805	D	0.812	D	0.007	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.909	E	0.033	No
		PM	0.986	E	1.012	F	0.026	Yes
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.809	D	-0.012	No
		PM	0.902	E	0.883	D	-0.019	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.028	F	-0.011	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.849	D	-0.012	No
		PM	1.037	F	1.041	F	0.004	No
151	Hawthorne Boulevard & 120th Street	AM	0.669	B	0.673	B	0.004	No
		PM	0.833	D	0.851	D	0.018	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.775	C	0.785	C	0.010	No
		PM	0.898	D	0.901	E	0.003	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.755	C	0.754	C	-0.001	No
		PM	0.922	E	0.927	E	0.005	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.703	C	0.705	C	0.002	No
		PM	0.800	C	0.762	C	-0.038	No
155	Prairie Avenue & Manchester Boulevard	AM	0.983	E	0.983	E	0.000	No
		PM	1.069	F	1.074	F	0.005	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.816	D	0.818	D	0.002	No
		PM	0.901	E	0.895	D	-0.006	No
157	Prairie Avenue & Century Boulevard	AM	0.959	E	0.964	E	0.005	No
		PM	1.011	F	1.020	F	0.009	No
158	Prairie Avenue & Lennox Boulevard	AM	0.712	C	0.710	C	-0.002	No
		PM	0.720	C	0.721	C	0.001	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.811	D	0.831	D	0.020	No
		PM	0.767	C	0.775	C	0.008	No
160	Prairie Avenue & Imperial Highway	AM	1.346	F	1.347	F	0.001	No
		PM	0.952	E	0.959	E	0.007	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.950	E	0.950	E	0.000	No
		PM	0.985	E	0.990	E	0.005	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.055	F	1.055	F	0.000	No
		PM	1.145	F	1.151	F	0.006	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.948	E	0.951	E	0.003	No
		PM	1.120	F	1.126	F	0.006	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.924	E	0.930	E	0.006	No
		PM	1.067	F	1.072	F	0.005	No
165	Western Avenue & Manchester Avenue	AM	0.869	D	0.872	D	0.003	No
		PM	1.056	F	1.059	F	0.003	No

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.915	E	0.919	E	0.004	No
		PM	0.941	E	0.946	E	0.005	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.781	C	0.781	C	0.000	No
		PM	0.740	C	0.740	C	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.002	No
		PM	***	F	***	F	0.003	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.772	C	0.773	C	0.001	No
		PM	0.955	E	0.959	E	0.004	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.846	D	0.004	No
		PM	1.084	F	1.088	F	0.004	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.419	A	0.420	A	0.001	No
		PM	0.527	A	0.527	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.600	A	0.600	A	0.000	No
		PM	0.659	B	0.660	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	49.7 s	E	49.9 s	E	0.001	No
		PM	63.6 s	F	63.4 s	F	0.002	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.839	D	0.839	D	0.000	No
		PM	0.795	C	0.795	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	1.002	F	1.002	F	0.000	No
		PM	1.003	F	1.003	F	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.931	E	0.931	E	0.000	No
		PM	1.053	F	1.051	F	-0.002	No
177	National Boulevard & Washington Boulevard	AM	0.865	D	0.866	D	0.001	No
		PM	1.006	F	1.006	F	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.959	E	0.960	E	0.001	No
		PM	1.105	F	1.106	F	0.001	No
179	Centinela Avenue & Florence Avenue	AM	0.934	E	0.938	E	0.004	No
		PM	0.902	E	0.904	E	0.002	No
180	Prairie Avenue & Florence Avenue	AM	0.820	D	0.820	D	0.000	No
		PM	0.917	E	0.920	E	0.003	No
181	Van Ness Avenue & Manchester Avenue	AM	1.013	F	1.013	F	0.000	No
		PM	1.024	F	1.032	F	0.008	No
182	Van Ness Avenue & Century Boulevard	AM	0.752	C	0.756	C	0.004	No
		PM	0.823	D	0.826	D	0.003	No
183	Van Ness Avenue & Imperial Highway	AM	0.903	E	0.909	E	0.006	No
		PM	0.945	E	0.950	E	0.005	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 28A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	19	23
B	28	14
C	35	27
D	41	34
E	37	38
F	23	47
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	5	8
TOTAL INDIVIDUAL INTERSECTION IMPACTS	11	



**TABLE 28B**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.614	B	0.025	No
		PM	0.567	A	0.571	A	0.004	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.751	C	-0.001	No
		PM	0.961	E	0.940	E	-0.021	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.615	B	0.026	No
		PM	0.733	C	0.739	C	0.006	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.837	D	0.025	Yes
		PM	0.971	E	0.920	E	-0.051	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.707	C	0.022	No
		PM	0.715	C	0.721	C	0.006	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.914	E	0.075	Yes
		PM	0.947	E	0.873	D	-0.074	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.065	F	-0.039	No
		PM	1.001	F	0.965	E	-0.036	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.735	C	-0.057	No
		PM	0.940	E	0.895	D	-0.045	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.517	A	0.026	No
		PM	0.787	C	0.778	C	-0.009	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.362	A	0.150	No
		PM	0.457	A	0.489	A	0.032	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.485	A	-0.030	No
		PM	0.640	B	0.548	A	-0.092	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.718	C	0.036	No
		PM	0.832	D	0.750	C	-0.082	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.782	C	0.038	No
		PM	1.153	F	0.978	E	-0.175	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.488	A	0.147	No
		PM	0.580	A	0.584	A	0.004	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.696	B	0.263	No
		PM	0.625	B	0.689	B	0.064	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.658	B	-0.014	No
		PM	0.725	C	0.733	C	0.008	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.551	A	0.004	No
		PM	0.480	A	0.498	A	0.018	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.439	A	0.041	No
		PM	0.739	C	0.717	C	-0.022	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.459	A	-0.195	No
		PM	0.761	C	0.503	A	-0.258	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.718	C	-0.077	No
		PM	0.895	D	0.730	C	-0.165	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.993	E	-0.003	No
		PM	0.902	E	1.037	F	0.135	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.827	D	-0.134	No
		PM	1.051	F	0.989	E	-0.062	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.795	C	0.005	No
		PM	0.875	D	0.876	D	0.001	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.854	D	-0.103	No
		PM	0.872	D	0.829	D	-0.043	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.664	B	-0.214	No
		PM	0.923	E	0.931	E	0.008	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.678	B	-0.116	No
		PM	24.1 s	C	0.667	B	-0.055	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.611	B	0.274	No
		PM	0.528	A	0.688	B	0.160	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.824	D	-0.014	No
		PM	0.713	C	0.789	C	0.076	Yes
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.860	D	0.034	No
		PM	1.162	F	1.228	F	0.066	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.870	D	0.069	No
		PM	0.880	D	1.020	F	0.140	Yes

**TABLE 28B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.154	F	0.267	Yes
		PM	0.852	D	1.090	F	0.238	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.686	B	-0.123	No
		PM	0.705	C	0.633	B	-0.072	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.037	F	0.052	Yes
		PM	1.088	F	1.184	F	0.096	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.339	A	-0.046	No
		PM	0.381	A	0.412	A	0.031	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.464	A	-0.014	No
		PM	0.506	A	0.498	A	-0.008	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.629	B	0.046	No
		PM	0.836	D	0.854	D	0.018	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.446	A	0.013	No
		PM	0.453	A	0.464	A	0.011	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.605	B	0.040	No
		PM	0.424	A	0.430	A	0.006	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.601	B	0.069	No
		PM	0.899	D	0.907	E	0.008	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.909	E	-0.014	No
		PM	0.896	D	0.914	E	0.018	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	1.019	F	0.026	Yes
		PM	0.890	D	0.930	E	0.040	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.692	B	0.039	No
		PM	0.832	D	0.818	D	-0.014	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.704	C	0.030	No
		PM	0.802	D	0.803	D	0.001	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.904	E	0.031	No
		PM	1.064	F	1.101	F	0.037	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.953	E	0.001	No
		PM	1.086	F	1.087	F	0.001	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.100	F	0.005	No
		PM	1.195	F	1.203	F	0.008	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.625	B	-0.001	No
		PM	0.805	D	0.812	D	0.007	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.909	E	0.033	No
		PM	0.986	E	1.012	F	0.026	Yes
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.809	D	-0.012	No
		PM	0.902	E	0.883	D	-0.019	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.028	F	-0.011	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.849	D	-0.012	No
		PM	1.037	F	1.041	F	0.004	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard to the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

**TABLE 29  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN	SIGNIFICANT
		V/C OR DELAY	LOS	V/C	LOS	V/C	IMPACT
22	Lincoln Boulevard & Manchester Avenue [1]	0.702	C	0.704	C	0.002	No
23	Lincoln Boulevard & La Tijera Boulevard	0.400	A	0.411	A	0.011	No
61	Sepulveda Boulevard & Manchester Avenue	0.739	C	0.723	C	-0.016	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.651	B	0.650	B	-0.001	No
63	Sepulveda Boulevard & Westchester Parkway	0.965	E	0.968	E	0.003	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.648	B	0.633	B	-0.015	No
65	Sepulveda Boulevard & Century Boulevard	0.777	C	0.835	D	0.058	Yes
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.025	F	0.978	E	-0.047	No
67	Sepulveda Boulevard & Imperial Highway	0.647	B	0.659	B	0.012	No
76	La Tijera Boulevard & Manchester Avenue	0.649	B	0.668	B	0.019	No
77	Jenny Avenue & Westchester Parkway	0.338	A	0.451	A	0.113	No
78	Avion Drive & Century Boulevard	0.572	A	0.475	A	-0.097	No
79	La Tijera Boulevard & Airport Boulevard	0.621	B	0.602	B	-0.019	No
80	Airport Boulevard & Manchester Avenue	0.761	C	0.683	B	-0.078	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.858	D	0.700	B	-0.158	No
82	Airport Boulevard & 96th Street	0.553	A	0.512	A	-0.041	No
83	Airport Boulevard & 98th Street	0.573	A	0.652	B	0.079	No
84	Airport Boulevard & Century Boulevard	0.800	C	0.687	B	-0.113	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.887	D	0.835	D	-0.052	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.639	B	0.632	B	-0.007	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.843	D	0.747	C	-0.096	No
93	Aviation Boulevard & Arbor Vitae Street	0.731	C	0.792	C	0.061	Yes
94	Aviation Boulevard & Century Boulevard	0.900	D	0.891	D	-0.009	No
95	Aviation Boulevard & 104th Street	0.752	C	0.787	C	0.035	No
96	Aviation Boulevard & 111th Street	0.867	D	0.829	D	-0.038	No
97	Aviation Boulevard & Imperial Highway	0.694	B	0.645	B	-0.049	No
102	Hindry Avenue & Arbor Vitae Street [2]	16.5 s	C	0.402	A	-0.151	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.440	A	0.594	A	0.154	No
115	La Cienega Boulevard & Florence Avenue	1.022	F	1.048	F	0.026	Yes
116	La Cienega Boulevard & Manchester Boulevard	0.908	E	1.011	F	0.103	Yes
117	La Cienega Boulevard & Arbor Vitae Street	0.724	C	0.824	D	0.100	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.703	C	0.645	B	-0.058	No
119	La Cienega Boulevard & Century Boulevard	0.813	D	0.877	D	0.064	Yes
125	La Cienega Boulevard & Imperial Highway	0.341	A	0.360	A	0.019	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.778	C	0.752	C	-0.026	No
130	I-405 Northbound Ramps & Century Boulevard	0.761	C	0.763	C	0.002	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

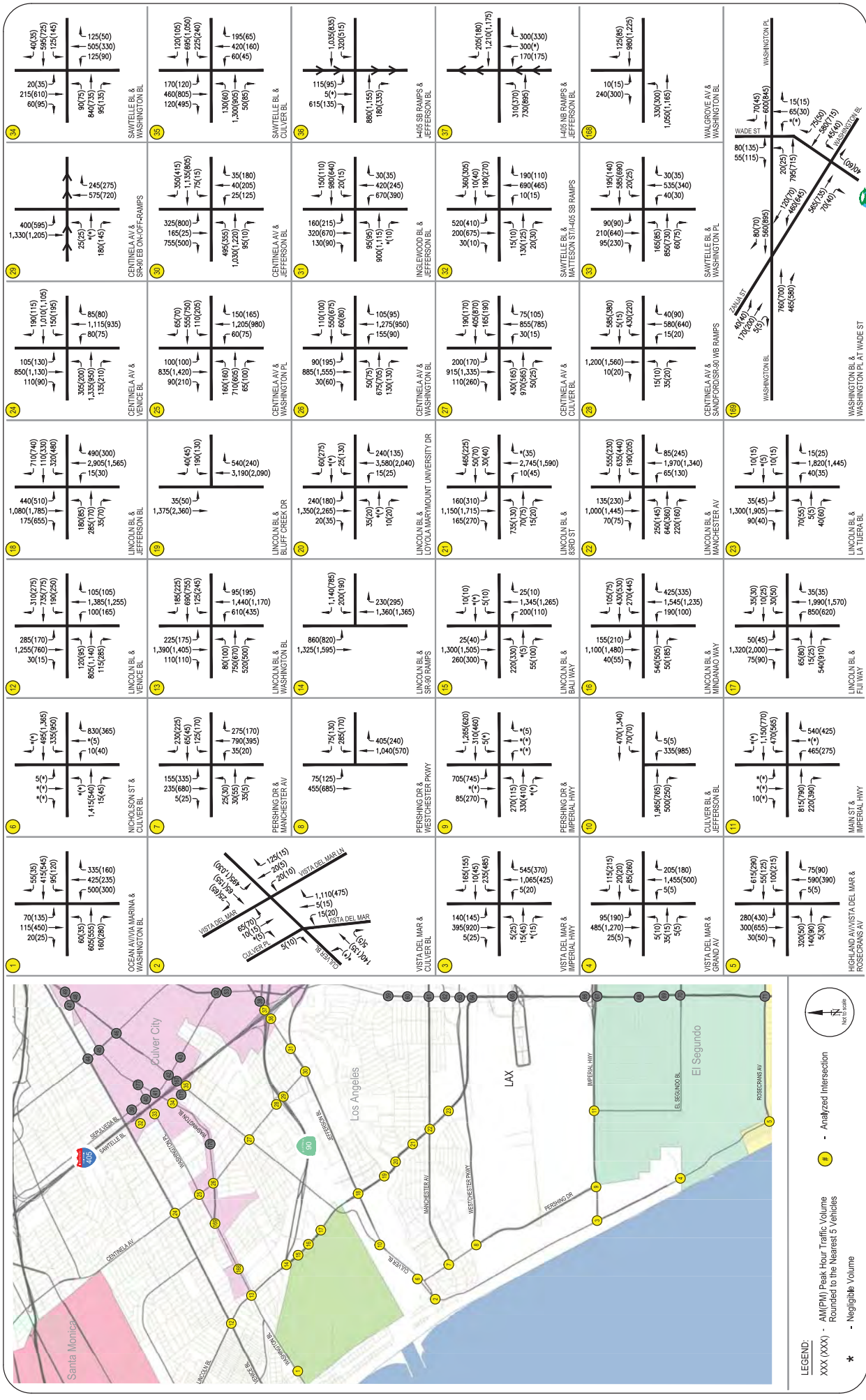
[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY					NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour	Yes	No	
A	7	A	7	5		
B	7	B	12		31	
C	12	C	7			
D	6	D	6			
E	2	E	2			
F	2	F	2			
TOTAL	36		36			



SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 30 POTENTIAL FUTURE RELATED DEVELOPMENT LOCATIONS



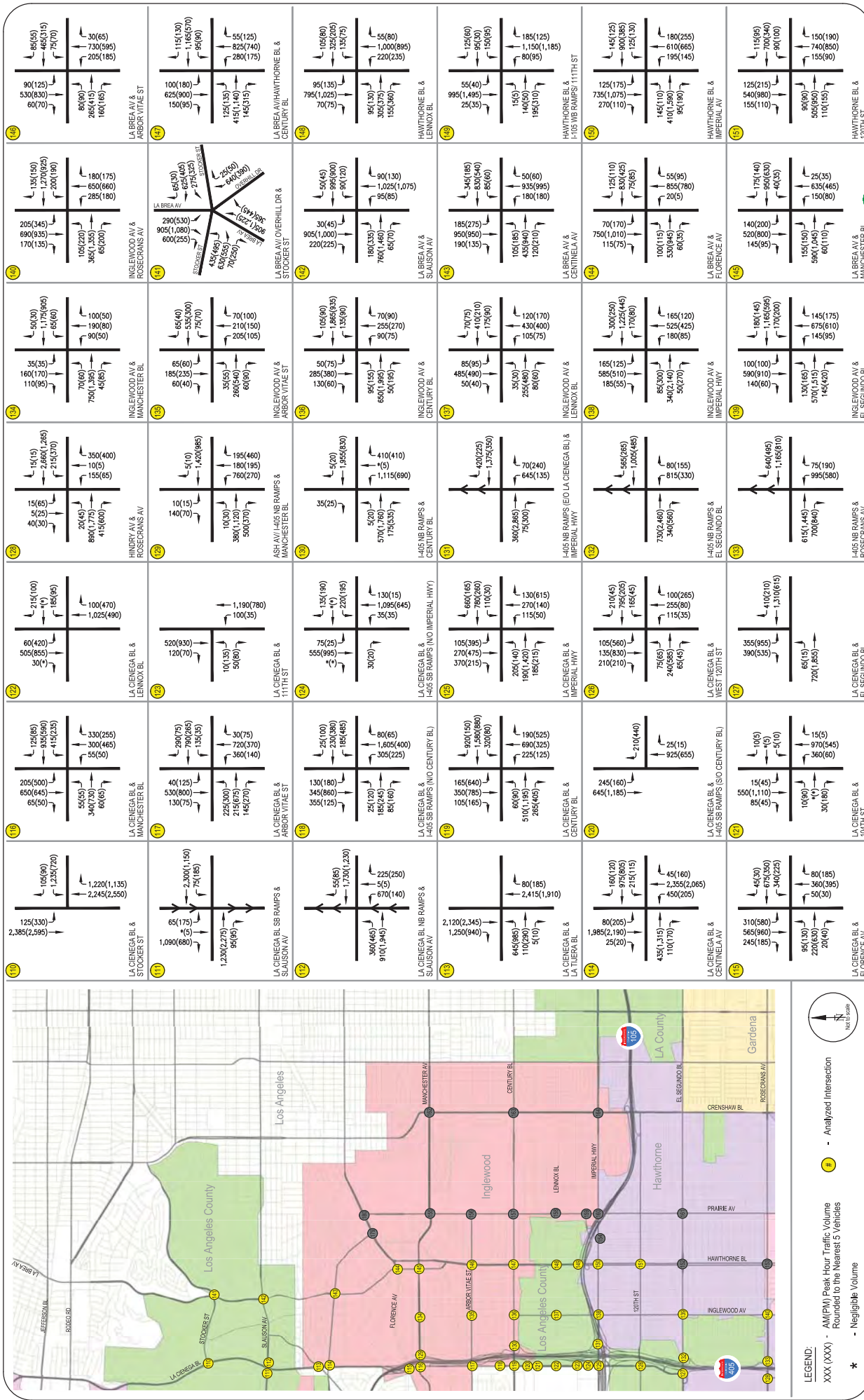
**FIGURE 31A**  
**BASELINE (2015) WITH PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**





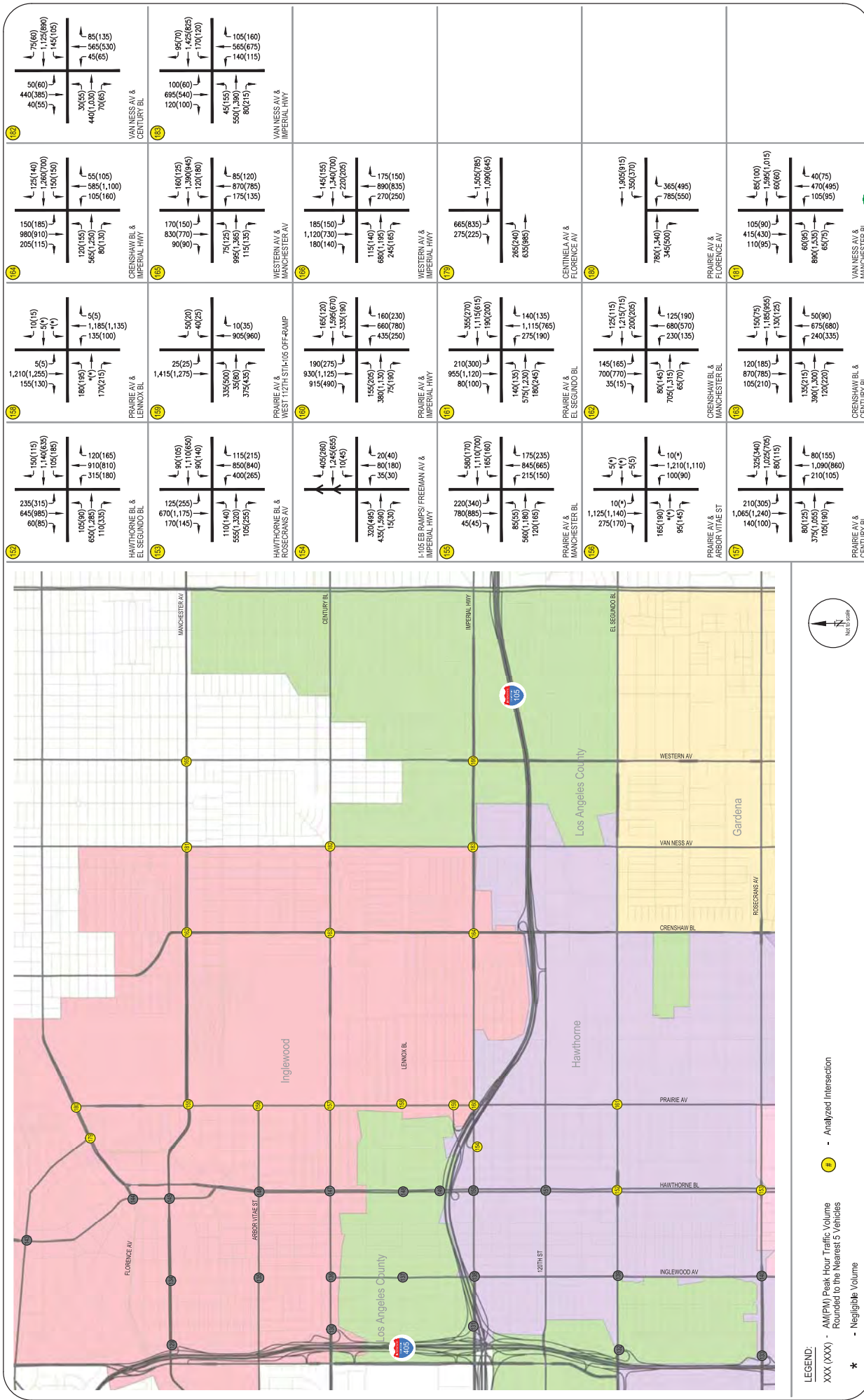
<p>LA TIERRA BL. &amp; CENTINELA AV</p> <p>50(160) ← 155(280)        950(365) ← 765(1,100)        260(130) ← 355(165)</p> <p>145(260) → 460(1,030)        85(30) → 85(30)</p>	<p>AVIATION BL. &amp; EL SEGUNDO BL.</p> <p>69(64) ← 230(275)        650(1,005) ← 1,040(5,75)        30(150) ← 400(190)</p> <p>115(150) → 100(219)        41(1,570) → 100(219)</p>	<p>AVIATION BL. &amp; ARBOR VITAE ST</p> <p>35(49) ← 65(145)        460(550) ← 735(635)        100(45) ← 575(290)</p> <p>75(130) → 105(60)        65(60) → 800(685)        205(250) → 620(340)</p>	<p>DOUGLAS ST &amp; IMPERIAL HWY</p> <p>50(20) ← 150(550)        35(30) ← 25(25)        5(25) ← 115(195)</p> <p>25(40) → 420(125)        445(1,510) → 420(125)        265(275) → 140(340)</p>	<p>AVIATION BL. &amp; CENTURY BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>DOUGLAS ST &amp; LA TIERRA BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>AVIATION BL. &amp; ROSECRANS AV</p> <p>880(1,255) ← 1,381(1,155)        5(5) ← 95(60)</p> <p>5(5) → 1,381(1,155)        5(5) → 95(60)</p>	<p>AVIATION BL. &amp; MANCHESTER BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>AVIATION BL. &amp; JEFFERSON BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>LA CIENEGA BL. &amp; JEFFERSON BL.</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; RODEO RD</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; WASHINGTON BL.</p> <p>115(285) ← 265(145)        1,885(1,525) ← 1,500(645)        30(30) ← 345(115)</p> <p>260(70) → 265(145)        275(325) → 245(155)        145(75) → 620(245)</p>
<p>LA TIERRA BL. &amp; CENTINELA AV</p> <p>50(160) ← 155(280)        950(365) ← 765(1,100)        260(130) ← 355(165)</p> <p>145(260) → 460(1,030)        85(30) → 85(30)</p>	<p>AVIATION BL. &amp; EL SEGUNDO BL.</p> <p>69(64) ← 230(275)        650(1,005) ← 1,040(5,75)        30(150) ← 400(190)</p> <p>115(150) → 100(219)        41(1,570) → 100(219)</p>	<p>AVIATION BL. &amp; ARBOR VITAE ST</p> <p>35(49) ← 65(145)        460(550) ← 735(635)        100(45) ← 575(290)</p> <p>75(130) → 105(60)        65(60) → 800(685)        205(250) → 620(340)</p>	<p>DOUGLAS ST &amp; IMPERIAL HWY</p> <p>50(20) ← 150(550)        35(30) ← 25(25)        5(25) ← 115(195)</p> <p>25(40) → 420(125)        445(1,510) → 420(125)        265(275) → 140(340)</p>	<p>AVIATION BL. &amp; CENTURY BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>DOUGLAS ST &amp; LA TIERRA BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>AVIATION BL. &amp; ROSECRANS AV</p> <p>880(1,255) ← 1,381(1,155)        5(5) ← 95(60)</p> <p>5(5) → 1,381(1,155)        5(5) → 95(60)</p>	<p>AVIATION BL. &amp; MANCHESTER BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>AVIATION BL. &amp; JEFFERSON BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>LA CIENEGA BL. &amp; JEFFERSON BL.</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; RODEO RD</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; WASHINGTON BL.</p> <p>115(285) ← 265(145)        1,885(1,525) ← 1,500(645)        30(30) ← 345(115)</p> <p>260(70) → 265(145)        275(325) → 245(155)        145(75) → 620(245)</p>
<p>LA TIERRA BL. &amp; CENTINELA AV</p> <p>50(160) ← 155(280)        950(365) ← 765(1,100)        260(130) ← 355(165)</p> <p>145(260) → 460(1,030)        85(30) → 85(30)</p>	<p>AVIATION BL. &amp; EL SEGUNDO BL.</p> <p>69(64) ← 230(275)        650(1,005) ← 1,040(5,75)        30(150) ← 400(190)</p> <p>115(150) → 100(219)        41(1,570) → 100(219)</p>	<p>AVIATION BL. &amp; ARBOR VITAE ST</p> <p>35(49) ← 65(145)        460(550) ← 735(635)        100(45) ← 575(290)</p> <p>75(130) → 105(60)        65(60) → 800(685)        205(250) → 620(340)</p>	<p>DOUGLAS ST &amp; IMPERIAL HWY</p> <p>50(20) ← 150(550)        35(30) ← 25(25)        5(25) ← 115(195)</p> <p>25(40) → 420(125)        445(1,510) → 420(125)        265(275) → 140(340)</p>	<p>AVIATION BL. &amp; CENTURY BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>DOUGLAS ST &amp; LA TIERRA BL.</p> <p>105(320) ← 105(215)        290(370) ← 630(405)        40(75) ← 420(125)</p> <p>125(35) → 420(125)        470(1,245) → 420(125)        140(340) → 140(340)</p>	<p>AVIATION BL. &amp; ROSECRANS AV</p> <p>880(1,255) ← 1,381(1,155)        5(5) ← 95(60)</p> <p>5(5) → 1,381(1,155)        5(5) → 95(60)</p>	<p>AVIATION BL. &amp; MANCHESTER BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>AVIATION BL. &amp; JEFFERSON BL.</p> <p>105(60) ← 160(280)        435(1,010) ← 1,855(1,770)        155(45) ← 90(40)</p> <p>70(70) → 160(280)        340(460) → 1,855(1,770)        155(45) → 90(40)</p>	<p>LA CIENEGA BL. &amp; JEFFERSON BL.</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; RODEO RD</p> <p>110(250) ← 355(475)        1,990(2,135) ← 1,500(505)        105(70) ← 380(245)</p> <p>675(495) → 200(160)        69(105) → 200(160)        475(980) → 200(160)</p>	<p>LA CIENEGA BL. &amp; WASHINGTON BL.</p> <p>115(285) ← 265(145)        1,885(1,525) ← 1,500(645)        30(30) ← 345(115)</p> <p>260(70) → 265(145)        275(325) → 245(155)        145(75) → 620(245)</p>

**FIGURE 31C BASELINE (2015) WITH PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



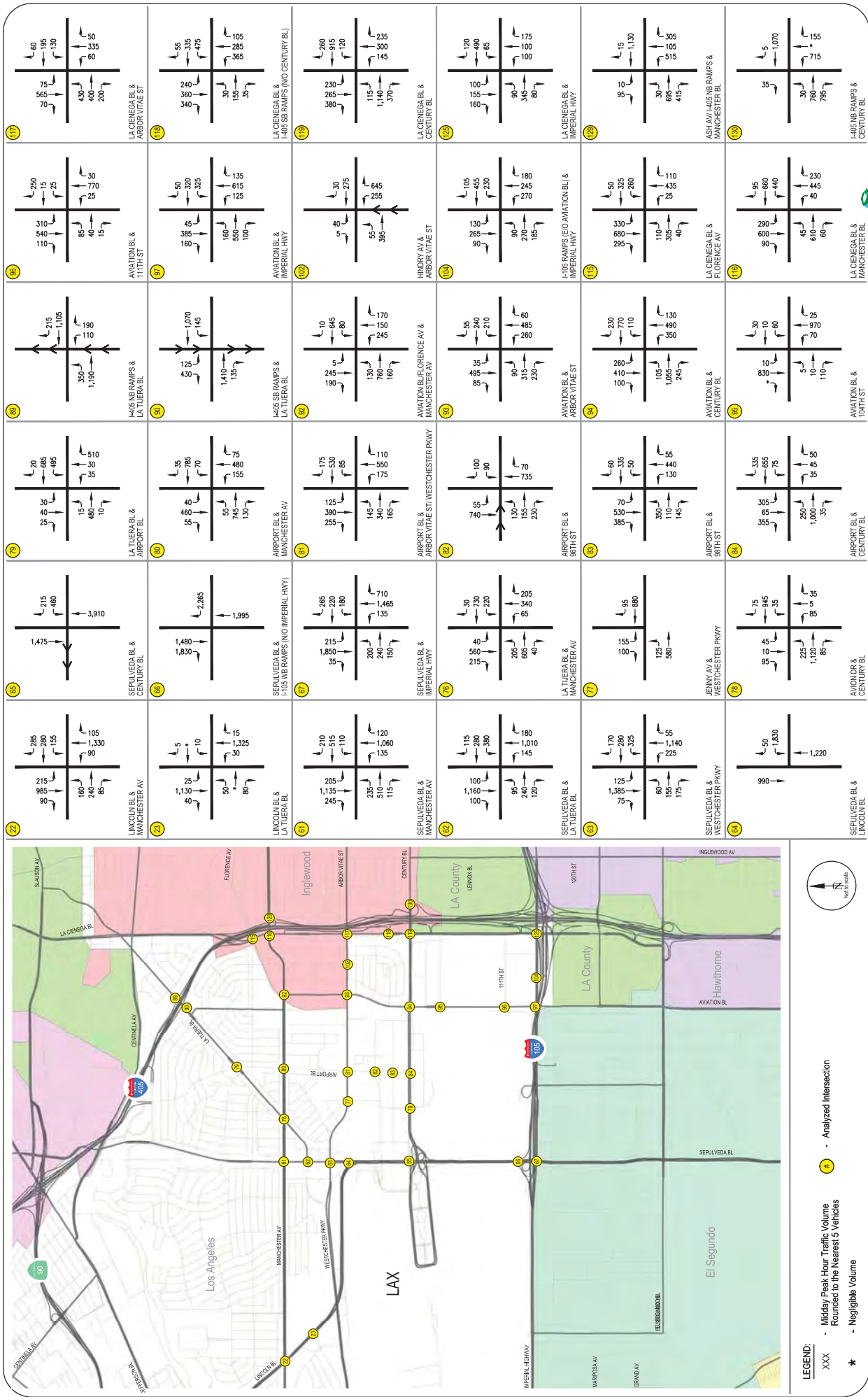
**FIGURE 31D  
 BASELINE (2015) WITH PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**





<p>75(60) 145(100) 145(165)</p> <p>50(60) 440(385) 40(55)</p> <p>30(65) 440(1,030) 70(65)</p> <p>85(135) 565(530) 45(65)</p> <p>VAN NESS AV &amp; CENTURY BL</p>	<p>125(140) 150(150)</p> <p>55(105) 585(1,100) 105(160)</p> <p>150(185) 990(910) 205(115)</p> <p>120(150) 565(1,250) 80(130)</p> <p>CRENSHAW BL &amp; IMPERIAL HWY</p>	<p>10(15) 5(5) 1,210(1,255) 155(130)</p> <p>5(5) 180(195) 170(215)</p> <p>1,185(1,135) 135(100)</p> <p>PRAIRIE AV &amp; LENNOX BL</p>	<p>150(115) 165(180)</p> <p>120(165) 910(810) 315(180)</p> <p>105(90) 650(1,285) 110(335)</p> <p>HAWTHORNE BL &amp; EL SEGUNDO BL</p>	<p>80(105) 111(106)</p> <p>125(255) 670(1,175) 170(145)</p> <p>110(140) 550(1,200) 105(255)</p> <p>HAWTHORNE BL &amp; ROSECRANS AV</p>	<p>405(260) 1,245(665)</p> <p>20(40) 80(180) 35(30)</p> <p>320(495) 450(1,290) 15(30)</p> <p>I-05 EB RAMP/FREEMAN AV &amp; IMPERIAL HWY</p>	<p>185(170) 1,340(700) 220(205)</p> <p>175(150) 890(835) 270(250)</p> <p>185(150) 1,120(730) 180(140)</p> <p>115(140) 890(1,195) 245(165)</p> <p>WESTERN AV &amp; MANCHESTER AV</p>	<p>145(155) 1,300(645) 200(180)</p> <p>85(120) 870(785) 175(135)</p> <p>170(150) 830(770) 90(90)</p> <p>75(125) 995(1,365) 115(135)</p> <p>WESTERN AV &amp; MANCHESTER AV</p>	<p>185(150) 1,120(730) 180(140)</p> <p>175(150) 890(835) 270(250)</p> <p>115(140) 890(1,195) 245(165)</p> <p>WESTERN AV &amp; IMPERIAL HWY</p>	<p>665(835) 275(225)</p> <p>1,505(765) 1,090(645)</p> <p>285(145) 635(665)</p> <p>WESTERN AV &amp; IMPERIAL HWY</p>	<p>1,905(915) 350(370)</p> <p>365(495) 785(550)</p> <p>780(1,340) 345(600)</p> <p>CENTINELA AV &amp; FLORENCE AV</p>	<p>85(100) 1,395(1,015) 80(60)</p> <p>40(75) 470(495) 105(95)</p> <p>105(90) 415(430) 110(95)</p> <p>60(95) 890(1,335) 65(75)</p> <p>PRAIRIE AV &amp; FLORENCE AV</p>	<p>125(115) 1,215(715) 200(205)</p> <p>145(165) 700(770) 35(15)</p> <p>125(190) 680(570) 230(135)</p> <p>145(165) 80(145) 785(1,315) 65(70)</p> <p>PRAIRIE AV &amp; EL SEGUNDO BL</p>	<p>150(75) 1,185(965) 1,130(125)</p> <p>50(90) 675(680) 240(335)</p> <p>120(185) 870(785) 105(210)</p> <p>135(215) 390(1,300) 120(220)</p> <p>CRENSHAW BL &amp; MANCHESTER BL</p>	<p>10(4) 1,210(1,110) 100(90)</p> <p>10(4) 1,125(1,140) 275(170)</p> <p>185(190) 40 95(140)</p> <p>210(305) 1,065(1,240) 140(100)</p> <p>325(340) 1,025(765) 80(115)</p> <p>80(155) 1,090(860) 210(105)</p> <p>PRAIRIE AV &amp; CENTURY BL</p>
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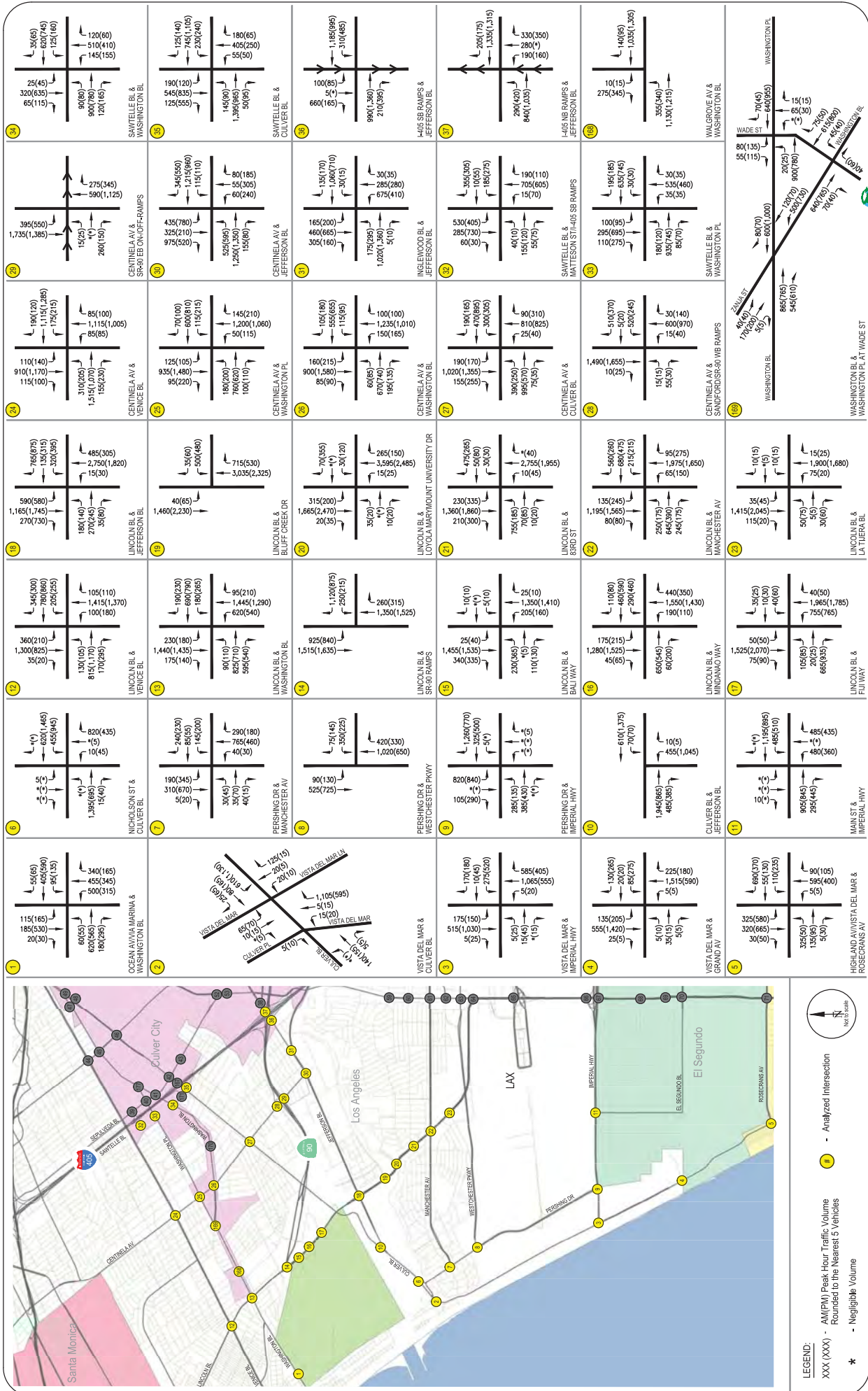
FIGURE 31E  
 BASELINE (2015) WITH PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES

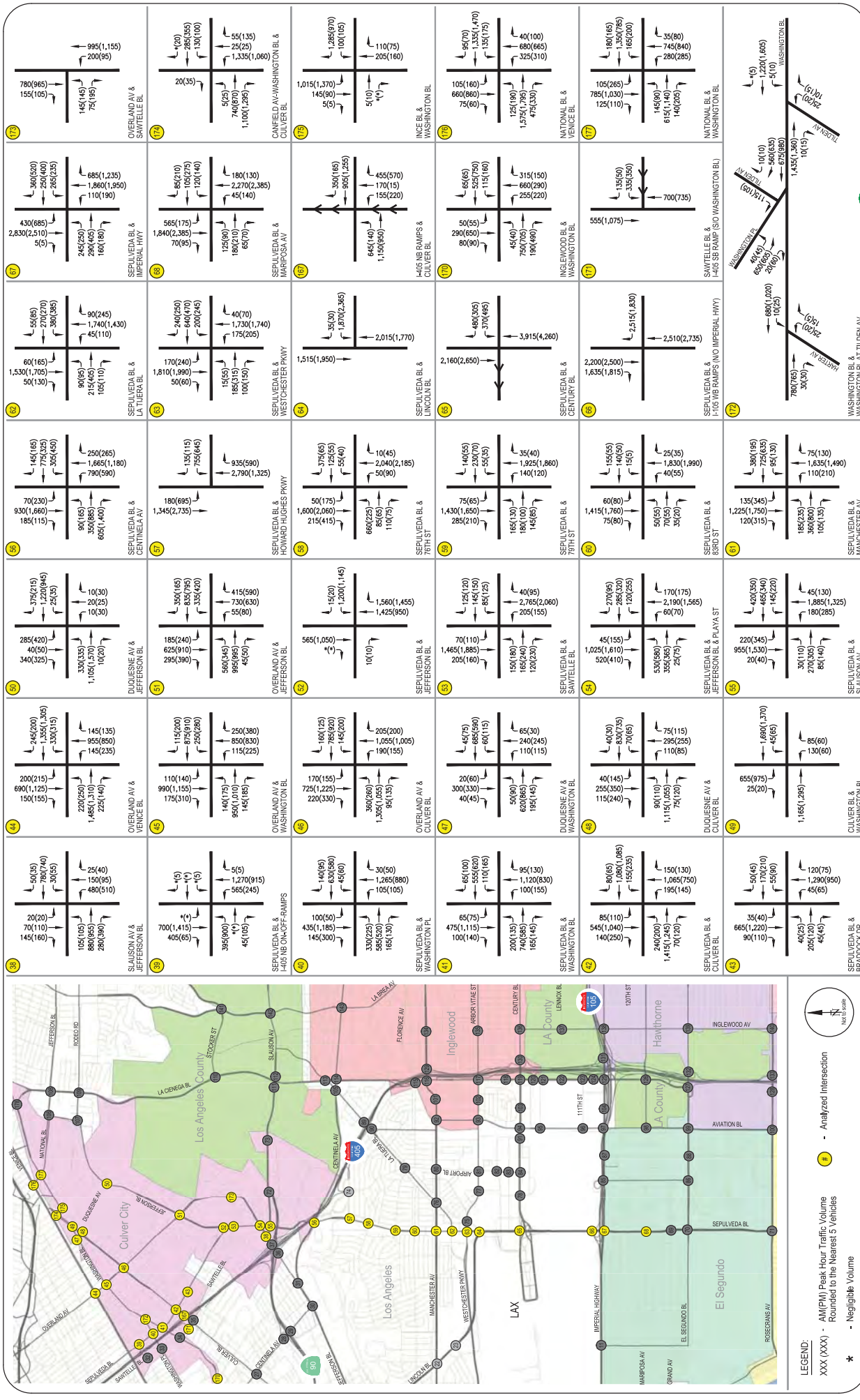


**LEGEND:**  
 XXX - Midday Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

<p>72</p> <p>LINCOLN BL &amp; MANCHESTER AV</p>	<p>73</p> <p>SEPULVEDA BL &amp; CENTURY BL</p>	<p>74</p> <p>SEPULVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p>	<p>75</p> <p>SEPULVEDA BL &amp; MANCHESTER AV</p>	<p>76</p> <p>SEPULVEDA BL &amp; MANCHESTER AV</p>	<p>77</p> <p>LA TUERA BL &amp; MANCHESTER AV</p>	<p>78</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p>	<p>79</p> <p>SEPULVEDA BL &amp; LINCOLN BL</p>
<p>79</p> <p>LA TUERA BL &amp; AIRPORT BL</p>	<p>80</p> <p>I-105 NB RAMP &amp; LA TUERA BL</p>	<p>81</p> <p>I-105 SB RAMP &amp; LA TUERA BL</p>	<p>82</p> <p>AIRPORT BL &amp; WESTCHESTER PKWY</p>	<p>83</p> <p>AIRPORT BL &amp; 98TH ST</p>	<p>84</p> <p>AIRPORT BL &amp; 98TH ST</p>	<p>85</p> <p>AIRPORT BL &amp; CENTURY BL</p>	<p>86</p> <p>AVION DR &amp; CENTURY BL</p>
<p>87</p> <p>AVIATION BL &amp; 111TH ST</p>	<p>88</p> <p>I-105 NB RAMP &amp; LA TUERA BL</p>	<p>89</p> <p>I-105 SB RAMP (NO CENTURY BL)</p>	<p>90</p> <p>AVIATION BL &amp; IMPERIAL HWY</p>	<p>91</p> <p>AVIATION BL &amp; CENTURY BL</p>	<p>92</p> <p>I-105 RAMP (EO AVIATION BL) &amp; IMPERIAL HWY</p>	<p>93</p> <p>LA CIENEGA BL &amp; IMPERIAL HWY</p>	<p>94</p> <p>ASH AV / I-405 NB RAMP &amp; MANCHESTER BL</p>

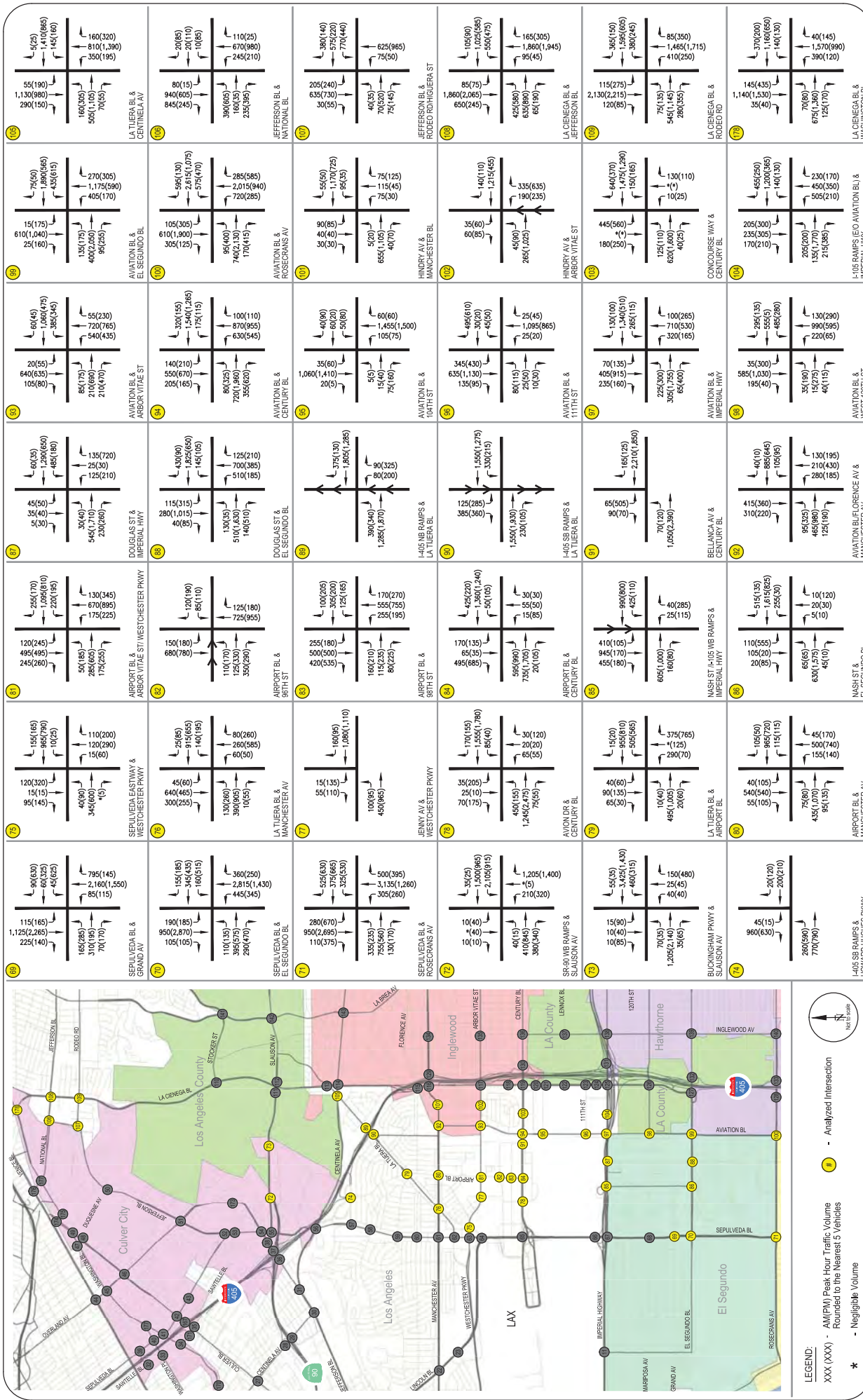
FIGURE 32  
 BASELINE (2015) WITH PROJECT CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES





38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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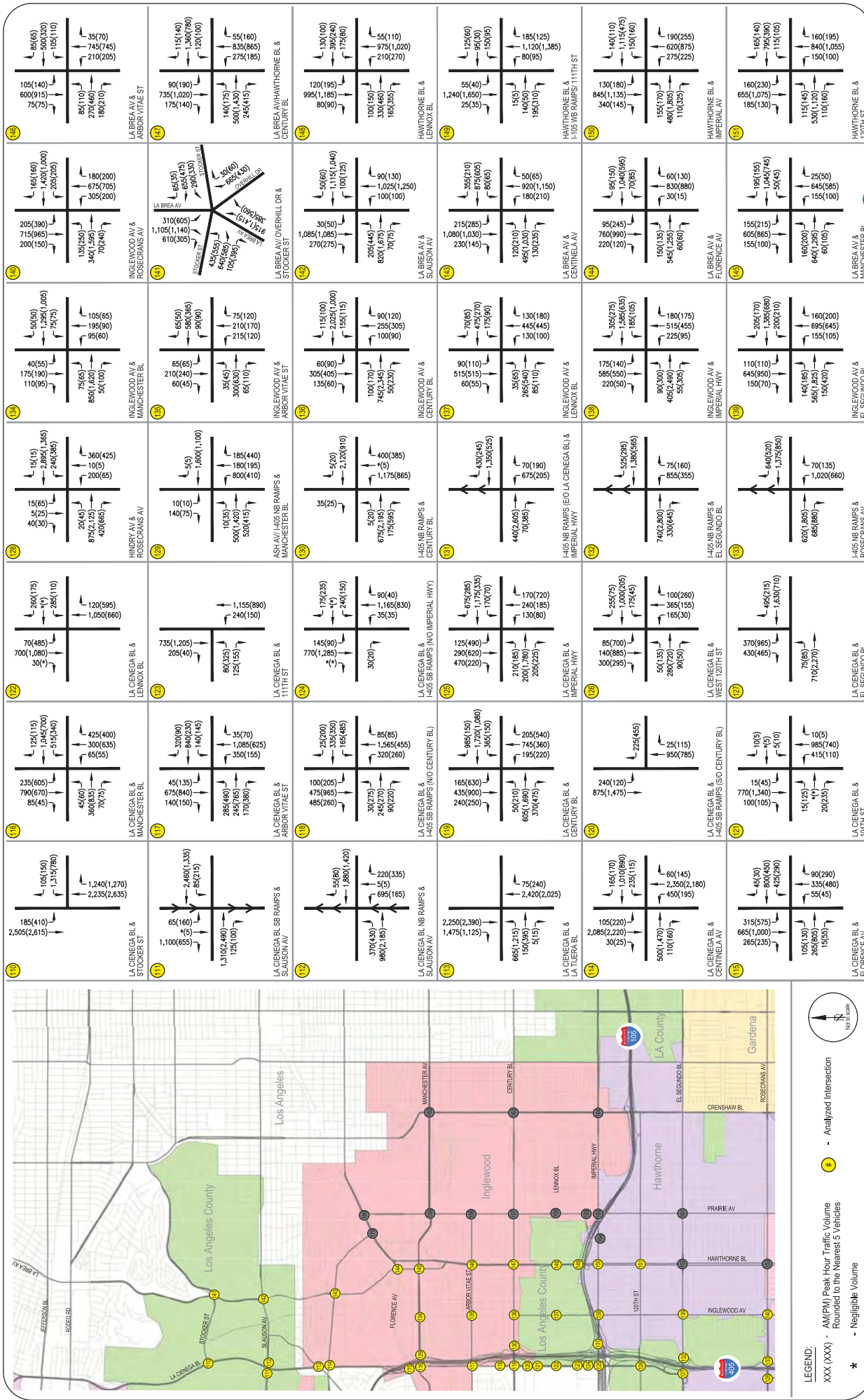
FIGURE 33B  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



<b>31</b>	LA TIERRA BL. & CENTINELA AV	LA TIERRA BL. & CENTINELA AV 55(190) ← 1,130(980) 290(150) → 160(305) ← 810(980) 350(195) → 160(305) ← 810(980) 350(195) → 55(190) ← 1,130(980) 290(150) →
<b>32</b>	AVIATION BL. & EL SEGUNDO BL.	AVIATION BL. & EL SEGUNDO BL. 15(175) ← 610(1,040) 25(180) → 135(175) ← 400(2,050) 95(250) → 135(175) ← 400(2,050) 95(250) → 15(175) ← 610(1,040) 25(180) →
<b>33</b>	AVIATION BL. & ARBOR VITAE ST.	AVIATION BL. & ARBOR VITAE ST. 60(45) ← 640(635) 105(80) → 55(230) ← 720(765) 540(435) → 55(230) ← 720(765) 540(435) → 60(45) ← 640(635) 105(80) →
<b>34</b>	AVIATION BL. & CENTURY BL.	AVIATION BL. & CENTURY BL. 140(210) ← 550(670) 205(165) → 320(165) ← 550(1,265) 175(115) → 320(165) ← 550(1,265) 175(115) → 140(210) ← 550(670) 205(165) →
<b>35</b>	AVIATION BL. & ROSECRANS AV.	AVIATION BL. & ROSECRANS AV. 90(85) ← 40(40) 30(30) → 90(85) ← 40(40) 30(30) → 90(85) ← 40(40) 30(30) → 90(85) ← 40(40) 30(30) →
<b>36</b>	AVIATION BL. & NATIONAL BL.	AVIATION BL. & NATIONAL BL. 205(240) ← 635(730) 30(55) → 380(140) ← 575(220) 770(440) → 380(140) ← 575(220) 770(440) → 205(240) ← 635(730) 30(55) →
<b>37</b>	JEFFERSON BL. & HINDRY AV.	JEFFERSON BL. & HINDRY AV. 105(90) ← 85(75) 60(85) → 1,860(2,065) ← 650(245) → 105(90) ← 85(75) 60(85) → 1,860(2,065) ← 650(245) →
<b>38</b>	JEFFERSON BL. & MANCHESTER BL.	JEFFERSON BL. & MANCHESTER BL. 40(35) ← 75(50) 75(45) → 65(105) ← 48(70) → 40(35) ← 75(50) 75(45) → 65(105) ← 48(70) →
<b>39</b>	JEFFERSON BL. & RODED RODRIGUEIRA ST.	JEFFERSON BL. & RODED RODRIGUEIRA ST. 105(90) ← 85(75) 60(85) → 1,860(2,065) ← 650(245) → 105(90) ← 85(75) 60(85) → 1,860(2,065) ← 650(245) →
<b>40</b>	LA CIENEGA BL. & HINDRY AV.	LA CIENEGA BL. & HINDRY AV. 115(275) ← 2,130(2,215) 120(85) → 365(150) ← 1,395(605) 390(245) → 115(275) ← 2,130(2,215) 120(85) → 365(150) ← 1,395(605) 390(245) →
<b>41</b>	LA CIENEGA BL. & CONCURSE WAY & RODED RD.	LA CIENEGA BL. & CONCURSE WAY & RODED RD. 85(350) ← 75(135) 545(1,145) 280(355) → 115(275) ← 2,130(2,215) 120(85) → 85(350) ← 75(135) 545(1,145) 280(355) → 115(275) ← 2,130(2,215) 120(85) →
<b>42</b>	LA CIENEGA BL. & WEST 120TH ST.	LA CIENEGA BL. & WEST 120TH ST. 145(435) ← 205(300) 170(210) → 370(200) ← 1,200(865) 140(130) → 145(435) ← 205(300) 170(210) → 370(200) ← 1,200(865) 140(130) →
<b>43</b>	LA CIENEGA BL. & WEST 120TH ST.	LA CIENEGA BL. & WEST 120TH ST. 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) → 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) →
<b>44</b>	LA CIENEGA BL. & WEST 120TH ST.	LA CIENEGA BL. & WEST 120TH ST. 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) → 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) →
<b>45</b>	LA CIENEGA BL. & WEST 120TH ST.	LA CIENEGA BL. & WEST 120TH ST. 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) → 205(300) ← 235(305) 170(210) → 455(250) ← 1,200(865) 140(130) →

FIGURE 33C  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES





30

185(410)	2,505(2,615)	1,240(1,270)	1,315(780)
185(150)	475(100)	1,400(1,400)	1,315(780)

31

65(160)	1,100(655)	1,100(655)	1,100(655)
65(160)	1,100(655)	1,100(655)	1,100(655)

32

370(430)	990(2,185)	55(60)	1,880(1,420)
370(430)	990(2,185)	55(60)	1,880(1,420)

33

2,250(2,390)	1,475(1,125)	75(240)	2,420(2,025)
2,250(2,390)	1,475(1,125)	75(240)	2,420(2,025)

34

105(220)	2,085(2,220)	165(170)	2,335(1,115)
105(220)	2,085(2,220)	165(170)	2,335(1,115)

35

315(575)	665(1,000)	45(30)	800(650)
315(575)	665(1,000)	45(30)	800(650)

36

105(130)	265(605)	105(130)	265(605)
105(130)	265(605)	105(130)	265(605)

37

155(140)	600(915)	75(75)	35(70)
155(140)	600(915)	75(75)	35(70)

38

90(190)	735(1,020)	175(140)	115(140)
90(190)	735(1,020)	175(140)	115(140)

39

120(195)	995(1,185)	80(90)	130(100)
120(195)	995(1,185)	80(90)	130(100)

40

55(40)	1,240(1,850)	25(35)	125(60)
55(40)	1,240(1,850)	25(35)	125(60)

41

130(180)	845(1,135)	340(145)	140(110)
130(180)	845(1,135)	340(145)	140(110)

42

165(140)	655(1,230)	185(130)	165(140)
165(140)	655(1,230)	185(130)	165(140)

43

155(155)	805(885)	155(100)	195(155)
155(155)	805(885)	155(100)	195(155)

44

205(390)	715(965)	200(150)	165(160)
205(390)	715(965)	200(150)	165(160)

45

310(605)	1,105(1,140)	610(305)	65(65)
310(605)	1,105(1,140)	610(305)	65(65)

46

30(50)	1,085(1,085)	270(275)	50(60)
30(50)	1,085(1,085)	270(275)	50(60)

47

215(285)	1,080(1,430)	230(145)	350(210)
215(285)	1,080(1,430)	230(145)	350(210)

48

95(245)	760(990)	220(120)	95(150)
95(245)	760(990)	220(120)	95(150)

49

155(135)	545(1,265)	60(60)	155(135)
155(135)	545(1,265)	60(60)	155(135)

50

155(215)	805(885)	155(100)	195(155)
155(215)	805(885)	155(100)	195(155)

51

40(55)	175(90)	110(95)	50(60)
40(55)	175(90)	110(95)	50(60)

52

65(65)	210(240)	60(45)	65(65)
65(65)	210(240)	60(45)	65(65)

53

60(90)	305(405)	135(60)	115(100)
60(90)	305(405)	135(60)	115(100)

54

90(110)	515(515)	60(55)	70(85)
90(110)	515(515)	60(55)	70(85)

55

175(140)	585(550)	220(50)	305(275)
175(140)	585(550)	220(50)	305(275)

56

110(110)	645(90)	150(70)	205(170)
110(110)	645(90)	150(70)	205(170)

57

140(185)	565(825)	150(420)	140(185)
140(185)	565(825)	150(420)	140(185)

58

15(65)	40(30)	20(45)	15(15)
15(65)	40(30)	20(45)	15(15)

59

10(10)	140(75)	10(30)	5(5)
10(10)	140(75)	10(30)	5(5)

60

35(25)	5(20)	5(20)	5(20)
35(25)	5(20)	5(20)	5(20)

61

440(650)	70(380)	70(190)	400(245)
440(650)	70(380)	70(190)	400(245)

62

85(700)	140(885)	300(295)	255(75)
85(700)	140(885)	300(295)	255(75)

63

740(800)	330(640)	740(800)	330(640)
740(800)	330(640)	740(800)	330(640)

64

620(850)	685(880)	70(135)	620(850)
620(850)	685(880)	70(135)	620(850)

65

70(485)	700(1,080)	30(5)	280(110)
70(485)	700(1,080)	30(5)	280(110)

66

735(1,205)	205(40)	80(325)	125(155)
735(1,205)	205(40)	80(325)	125(155)

67

145(90)	770(1,285)	30(20)	175(235)
145(90)	770(1,285)	30(20)	175(235)

68

125(490)	290(620)	470(220)	675(295)
125(490)	290(620)	470(220)	675(295)

69

85(700)	140(885)	300(295)	255(75)
85(700)	140(885)	300(295)	255(75)

70

370(965)	430(465)	75(85)	485(215)
370(965)	430(465)	75(85)	485(215)

71

15(15)	40(30)	20(45)	15(15)
15(15)	40(30)	20(45)	15(15)

72

235(605)	790(670)	85(45)	45(60)
235(605)	790(670)	85(45)	45(60)

73

45(135)	675(840)	140(150)	320(60)
45(135)	675(840)	140(150)	320(60)

74

100(205)	475(965)	485(260)	25(200)
100(205)	475(965)	485(260)	25(200)

75

165(630)	435(900)	240(250)	985(590)
165(630)	435(900)	240(250)	985(590)

76

240(120)	875(1,475)	25(115)	225(445)
240(120)	875(1,475)	25(115)	225(445)

77

770(1,340)	100(105)	15(120)	105(105)
770(1,340)	100(105)	15(120)	105(105)

78

315(575)	665(1,000)	265(235)	45(30)
315(575)	665(1,000)	265(235)	45(30)

79

185(410)	2,505(2,615)	1,240(1,270)	1,315(780)
185(410)	2,505(2,615)	1,240(1,270)	1,315(780)

80

65(160)	1,100(655)	1,100(655)	65(160)
65(160)	1,100(655)	1,100(655)	65(160)

81

370(430)	990(2,185)	55(60)	1,880(1,420)
370(430)	990(2,185)	55(60)	1,880(1,420)

82

2,250(2,390)	1,475(1,125)	75(240)	2,420(2,025)
2,250(2,390)	1,475(1,125)	75(240)	2,420(2,025)

83

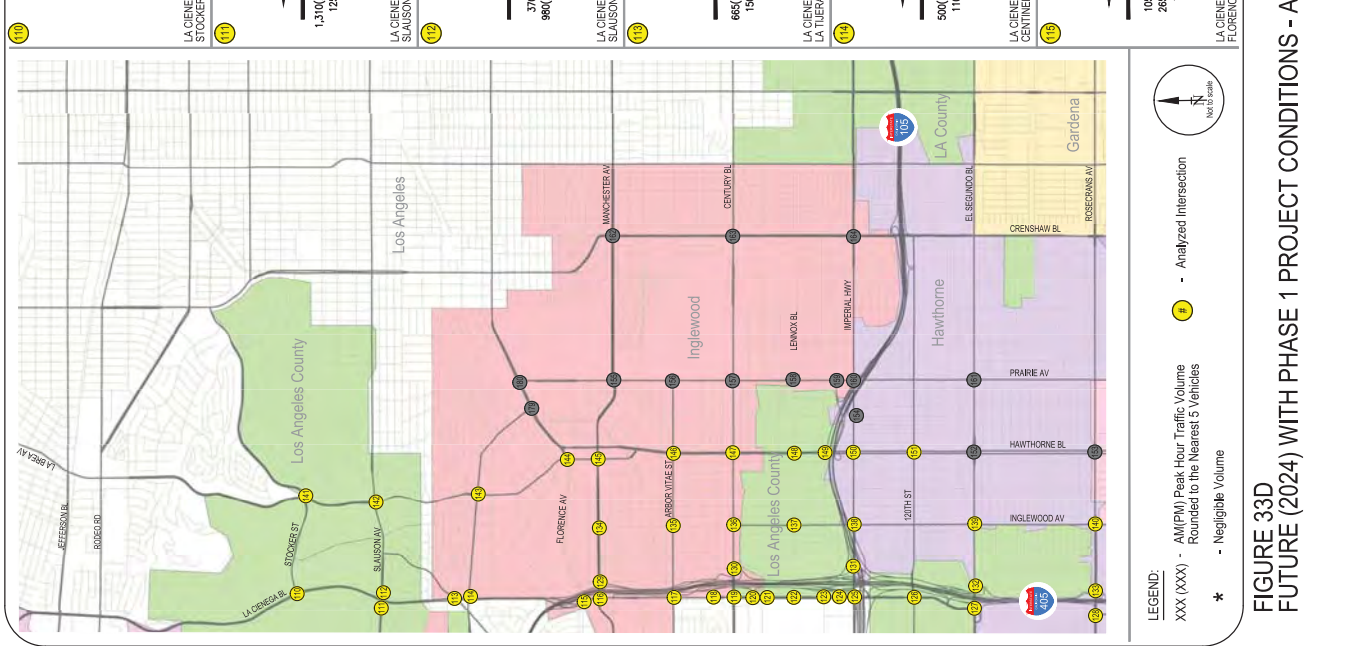
105(220)	2,085(2,220)	165(170)	2,335(1,115)
105(220)	2,085(2,220)	165(170)	2,335(1,115)

84

315(575)	665(1,000)	265(235)	45(30)
315(575)	665(1,000)	265(235)	45(30)

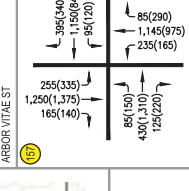
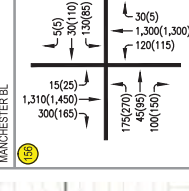
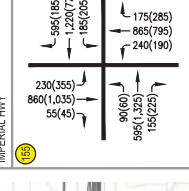
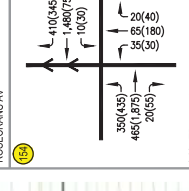
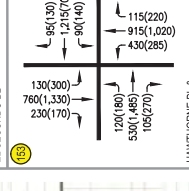
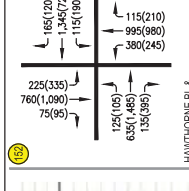
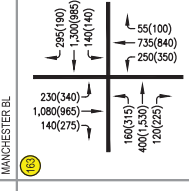
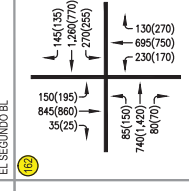
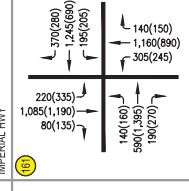
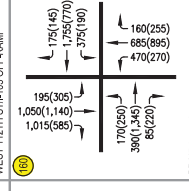
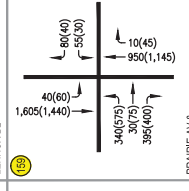
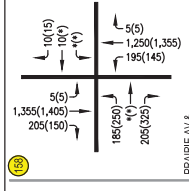
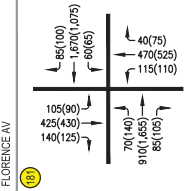
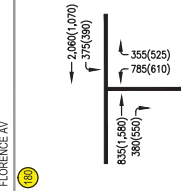
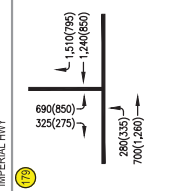
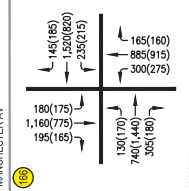
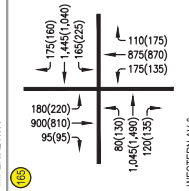
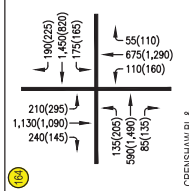
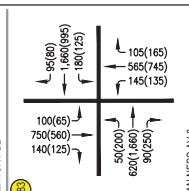
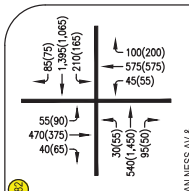
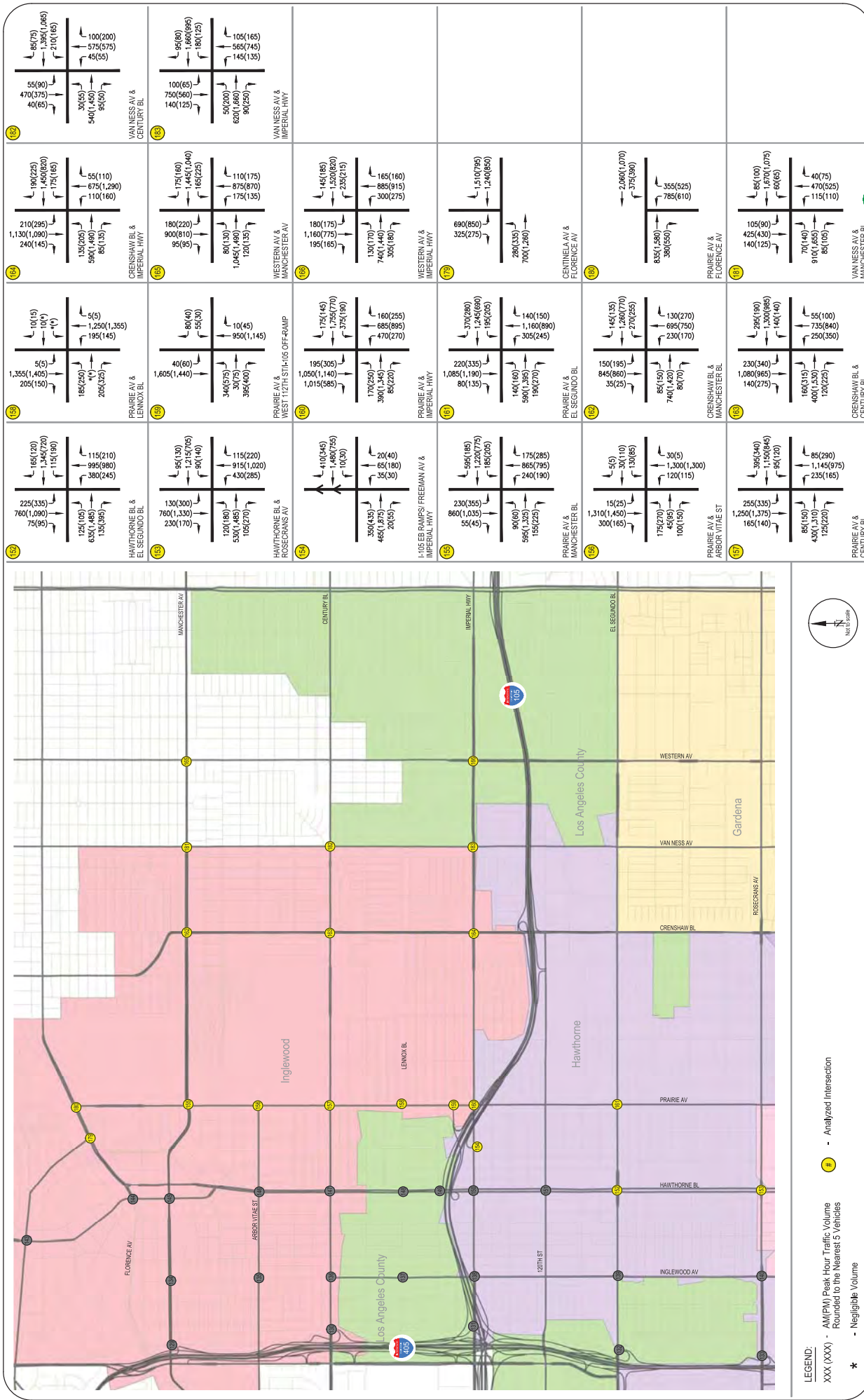
85

105(130)	265(605)	105(130)	265(605)
105(130)	265(605)	105(130)	265(605)



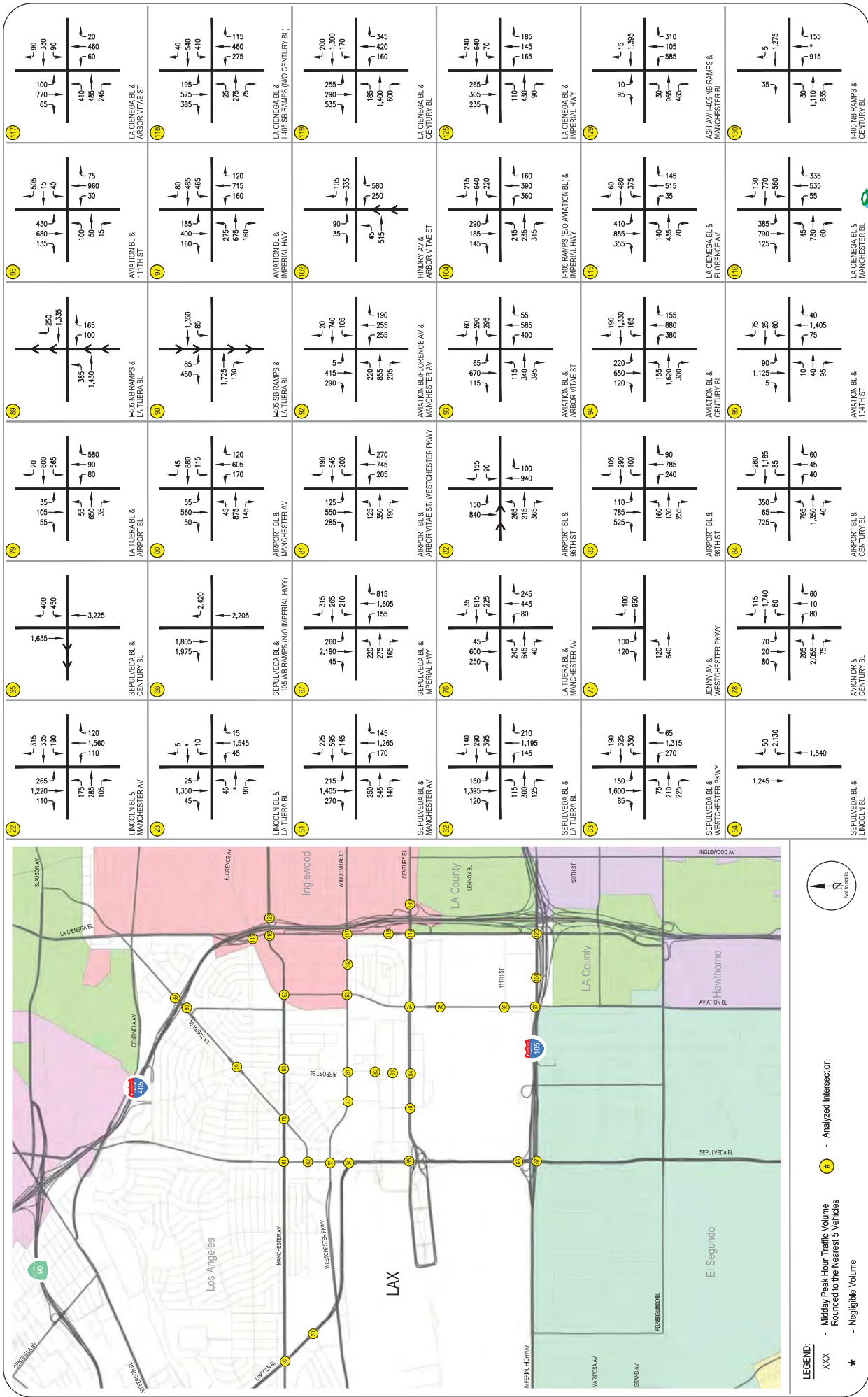
LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 - Analyzed Intersection

FIGURE 33D  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



**FIGURE 33E**  
**FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
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72

315	180	120	1,560
265	175	285	110
1,220	105		
110			

73

20	580	90	580
55	55	650	80
650	35		

74

400	450	3,225	
1,635			

75

5	10	15	1,545
25	45	90	45
1,350	90		
45			

76

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

77

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

78

265	180	120	1,560
1,220	105		
110			

79

5	10	15	1,545
25	45	90	45
1,350	90		
45			

80

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

81

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

82

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

83

50	2,130	1,540	
1,245			

84

315	180	120	1,560
265	175	285	110
1,220	105		
110			

85

5	10	15	1,545
25	45	90	45
1,350	90		
45			

86

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

87

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

88

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

89

50	2,130	1,540	
1,245			

90

20	580	90	580
55	55	650	80
650	35		

91

5	10	15	1,545
25	45	90	45
1,350	90		
45			

92

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

93

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

94

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

95

50	2,130	1,540	
1,245			

96

20	580	90	580
55	55	650	80
650	35		

97

5	10	15	1,545
25	45	90	45
1,350	90		
45			

98

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

99

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

100

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

101

50	2,130	1,540	
1,245			

102

315	180	120	1,560
265	175	285	110
1,220	105		
110			

103

5	10	15	1,545
25	45	90	45
1,350	90		
45			

104

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

105

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

106

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

107

50	2,130	1,540	
1,245			

108

20	580	90	580
55	55	650	80
650	35		

109

5	10	15	1,545
25	45	90	45
1,350	90		
45			

110

225	145	145	1,265
215	145	170	1,265
250	140	140	
270			

111

140	210	1,195	
150	290	145	1,195
1,395	395	125	
120			

112

190	325	350	65
150	75	210	1,315
1,800	225		270
85			

113

50	2,130	1,540	
1,245			

114

90	300	20	60
770	410	485	245
100			

115

40	540	410	115
195	575	385	275
25	75		

116

200	1300	170	345
255	230	185	420
535	1400	680	160

117

240	640	70	185
265	305	235	145
110	430	90	165

118

15	1395	310	585
95	10	30	985
			485

119

5	1275	155	915
35	30	110	835

FIGURE 34 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES

250

RAJU Associates, Inc.



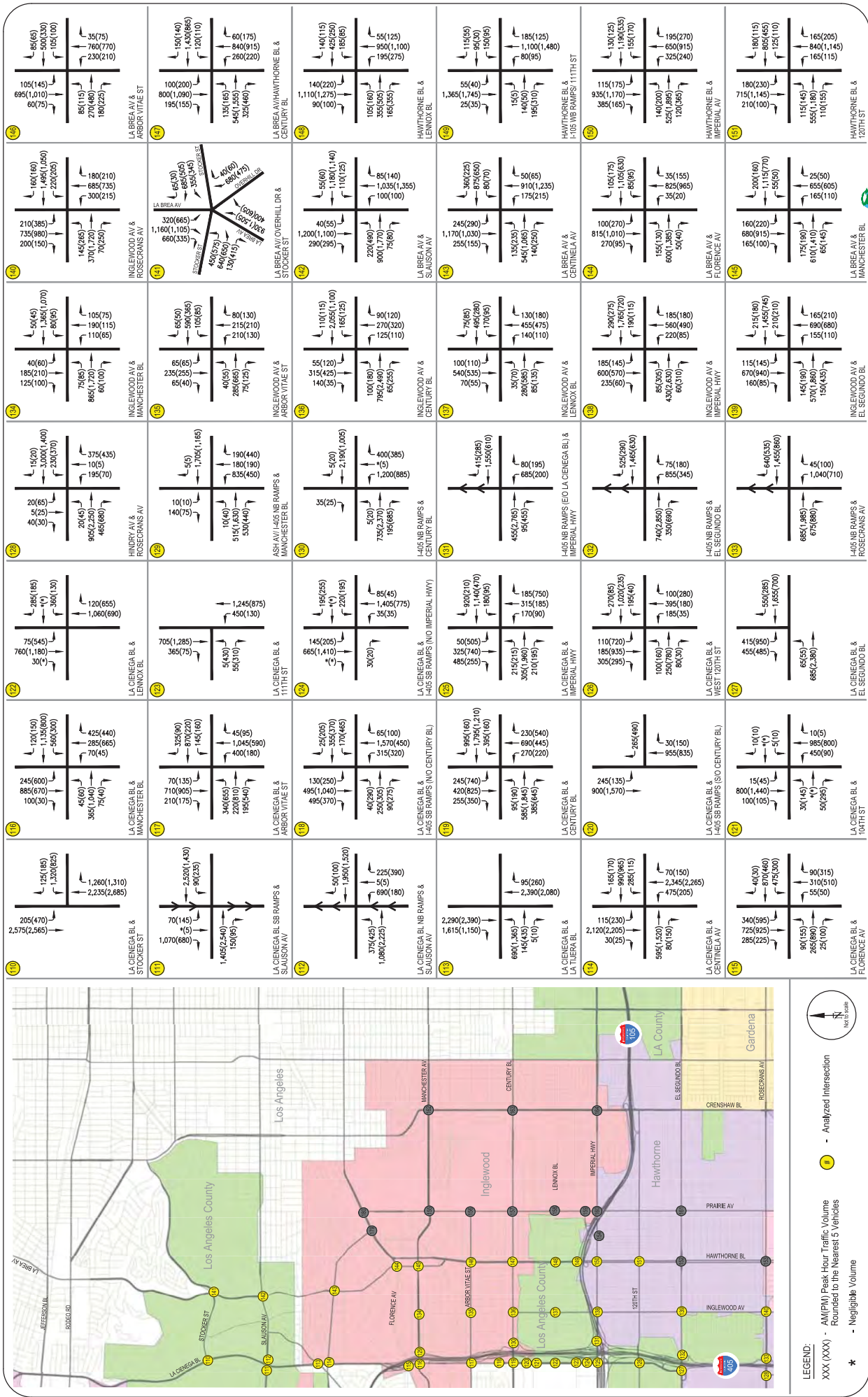


<p>30(70) → 250(655) → 145(175) →</p> <p>← 145(75) ← 510(430) ← 165(190)</p> <p>SAWTELLE BL &amp; WASHINGTON BL</p>	<p>180(145) → 570(845) → 130(600) →</p> <p>← 195(65) ← 420(280) ← 55(50)</p> <p>SAWTELLE BL &amp; CULVER BL</p>	<p>100(65) → 665(175) →</p> <p>← 1,045(1,300) ← 220(365) ← 300(475)</p> <p>SAWTELLE BL &amp; WASHINGTON BL</p>	<p>15(15) → 280(360) →</p> <p>← 160(105) ← 1,080(1,310)</p> <p>SAWTELLE BL &amp; WASHINGTON BL</p>	<p>415(515) → 1,870(1,435) →</p> <p>← 285(360) ← 560(1,260)</p> <p>CENTINELA AV &amp; SR-90 EB ON-OFF-RAMPS</p>	<p>470(810) → 335(210) → 1,085(550) →</p> <p>← 165(65) ← 120(95) ← 70(200) ← 45(375) ← 60(280)</p> <p>CENTINELA AV &amp; JEFFERSON BL</p>	<p>165(225) → 555(640) → 320(155) →</p> <p>← 105(190) ← 1,070(765) ← 30(25) ← 25(40) ← 295(385) ← 690(410)</p> <p>CENTINELA AV &amp; JEFFERSON BL</p>	<p>540(410) → 300(760) → 90(45) →</p> <p>← 360(315) ← 190(280) ← 190(115) ← 730(655) ← 15(70)</p> <p>INGLEWOOD BL &amp; WASHINGTON BL</p>	<p>110(125) → 300(710) → 110(290) →</p> <p>← 225(220) ← 625(780) ← 25(20) ← 25(40) ← 535(480) ← 40(35)</p> <p>SAWTELLE BL &amp; MATTHESON ST/405 SB RAMPS</p>	<p>125(145) → 935(1,180) → 120(100) →</p> <p>← 165(140) → ← 185(240) →</p> <p>← 95(100) ← 1,120(1,025) ← 90(90)</p> <p>CENTINELA AV &amp; VENICE BL</p>	<p>170(110) → 940(1,160) → 110(225) →</p> <p>← 70(105) ← 120(265) ← 155(220) ← 1,230(1,105) ← 55(120)</p> <p>CENTINELA AV &amp; JEFFERSON BL</p>	<p>180(210) → 905(1,630) → 85(90) →</p> <p>← 115(190) ← 665(665) ← 115(95) ← 90(110) ← 1,275(1,050) ← 145(205)</p> <p>CENTINELA AV &amp; WASHINGTON BL</p>	<p>165(175) → 1,070(1,385) → 160(280) →</p> <p>← 205(170) ← 565(685) ← 355(330) ← 95(335) ← 830(905) ← 35(55)</p> <p>CENTINELA AV &amp; CULVER BL</p>	<p>1,605(1,630) → 10(30) →</p> <p>← 485(350) ← 10(30) ← 535(275) ← 70(120) ← 530(1,110) ← 15(60)</p> <p>CENTINELA AV &amp; SANDFORD/SR-90 WB RAMPS</p>	<p>780(680) → 1,300(1,720) → 320(735) →</p> <p>← 505(325) ← 2,690(1,990) ← 20(30) ← 165(165) ← 245(285) ← 30(95)</p> <p>LINCOLN BL &amp; JEFFERSON BL</p>	<p>40(70) →</p> <p>← 40(65) ← 645(475) ← 640(680) ← 2,990(2,520)</p> <p>LINCOLN BL &amp; BLUFF CREEK DR</p>	<p>395(225) → 1,870(2,410) → 20(35) →</p> <p>← 85(440) → ← 35(125) ← 290(155) ← 3,460(2,745) ← 15(25)</p> <p>LINCOLN BL &amp; LOYOLA MARYMOUNT UNIVERSITY DR</p>	<p>285(310) → 1,460(1,825) → 280(300) →</p> <p>← 475(285) ← 55(70) ← 30(40) ← 7(35) ← 2,660(2,165) ← 10(55)</p> <p>LINCOLN BL &amp; BRID ST</p>	<p>140(255) → 85(80) →</p> <p>← 520(285) ← 740(500) ← 245(225) ← 85(305) ← 1,330(1,825) ← 75(160)</p> <p>LINCOLN BL &amp; MANCHESTER AV</p>	<p>1,450(2,020) → 130(20) →</p> <p>← 35(45) ← 1,940(1,765) ← 120(35) ← 10(15) ← 10(15)</p> <p>LINCOLN BL &amp; LA TIERRA BL</p>	<p>385(250) → 1,360(840) → 35(20) →</p> <p>← 355(340) → ← 225(265) →</p> <p>← 110(120) ← 1,430(1,445) ← 95(180)</p> <p>LINCOLN BL &amp; VENICE BL</p>	<p>230(180) → 1,480(1,425) → 200(160) →</p> <p>← 190(240) ← 710(780) ← 205(260) ← 90(210) ← 1,440(1,350) ← 620(585)</p> <p>LINCOLN BL &amp; WASHINGTON BL</p>	<p>980(850) →</p> <p>← 1,115(925) ← 275(220) ← 275(335) ← 1,310(1,580)</p> <p>LINCOLN BL &amp; WASHINGTON BL</p>	<p>1,515(1,330) → 360(355) →</p> <p>← 10(10) ← 5(10) ← 25(10) ← 1,335(1,465) ← 220(175)</p> <p>LINCOLN BL &amp; BALI WAY</p>	<p>170(215) → 50(70) →</p> <p>← 110(85) ← 485(630) ← 320(460) ← 440(385) ← 1,555(1,305) ← 190(125)</p> <p>LINCOLN BL &amp; MINDAHO WAY</p>	<p>1,355(1,525) → 70(210) →</p> <p>← 35(25) ← 10(35) ← 40(70) ← 40(55) ← 1,940(1,310) ← 700(820)</p> <p>LINCOLN BL &amp; FUJI WAY</p>	<p>155(190) → 245(560) → 20(30) →</p> <p>← 55(60) → ← 100(145) →</p> <p>← 345(170) ← 470(425) ← 500(305)</p> <p>OCEAN AV/AVIA MARINA &amp; WASHINGTON BL</p>	<p>225(325) → 350(680) → 5(20) →</p> <p>← 335(280) ← 80(70) ← 150(220) ← 305(195) ← 735(485) ← 45(40)</p> <p>NICHOLSON ST &amp; CULVER BL</p>	<p>85(130) → 565(735) →</p> <p>← 75(140) ← 370(200) ← 485(355) ← 1,000(695)</p> <p>PERSHING DR &amp; WESTCHESTER PRVY</p>	<p>865(915) → 115(310) →</p> <p>← 1,315(630) ← 360(525) ← 5(10) ← 25(10) ← 1,335(1,465) ← 220(175)</p> <p>PERSHING DR &amp; IMPERIAL HWY</p>	<p>130(940) → 445(465) →</p> <p>← 695(1,365) ← 65(80) ← 5(5) ← 540(1,045)</p> <p>PERSHING DR &amp; IMPERIAL HWY</p>	<p>140(225) → 615(1,500) → 25(10) →</p> <p>← 140(285) ← 20(20) ← 90(270) ← 220(180) ← 1,560(630) ← 5(5)</p> <p>VISTA DEL MAR &amp; GRAND AV</p>	<p>370(655) → 340(680) → 30(50) →</p> <p>← 745(605) ← 1,235(940) ← 110(240) ← 90(115) ← 590(410) ← 5(5)</p> <p>VISTA DEL MAR &amp; ROSECRANS AV</p>	<p>970(930) → 200(475) →</p> <p>← 470(405) ← 475(375) ← 40(55) ← 700(820)</p> <p>MAIN ST &amp; IMPERIAL HWY</p>
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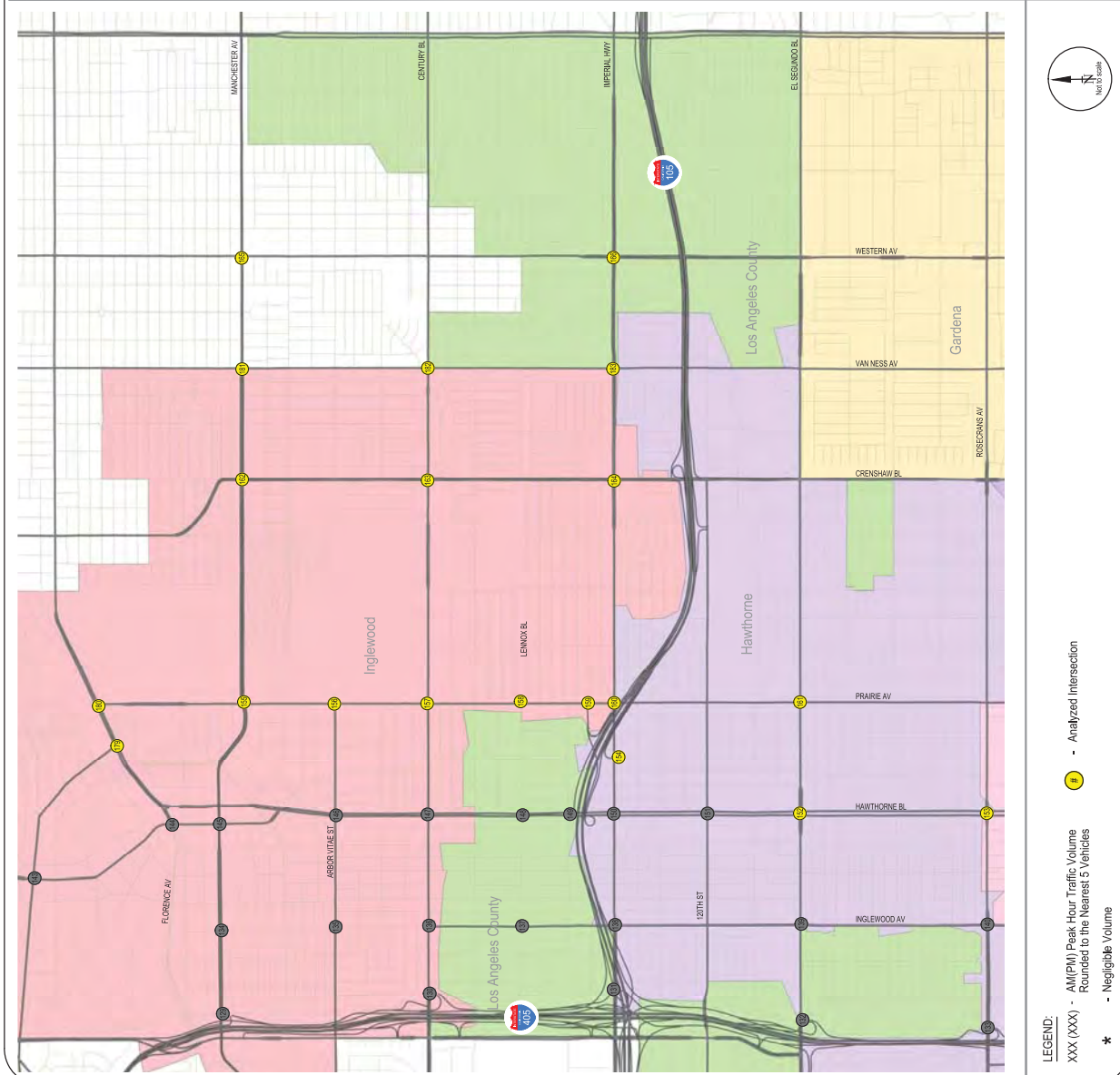
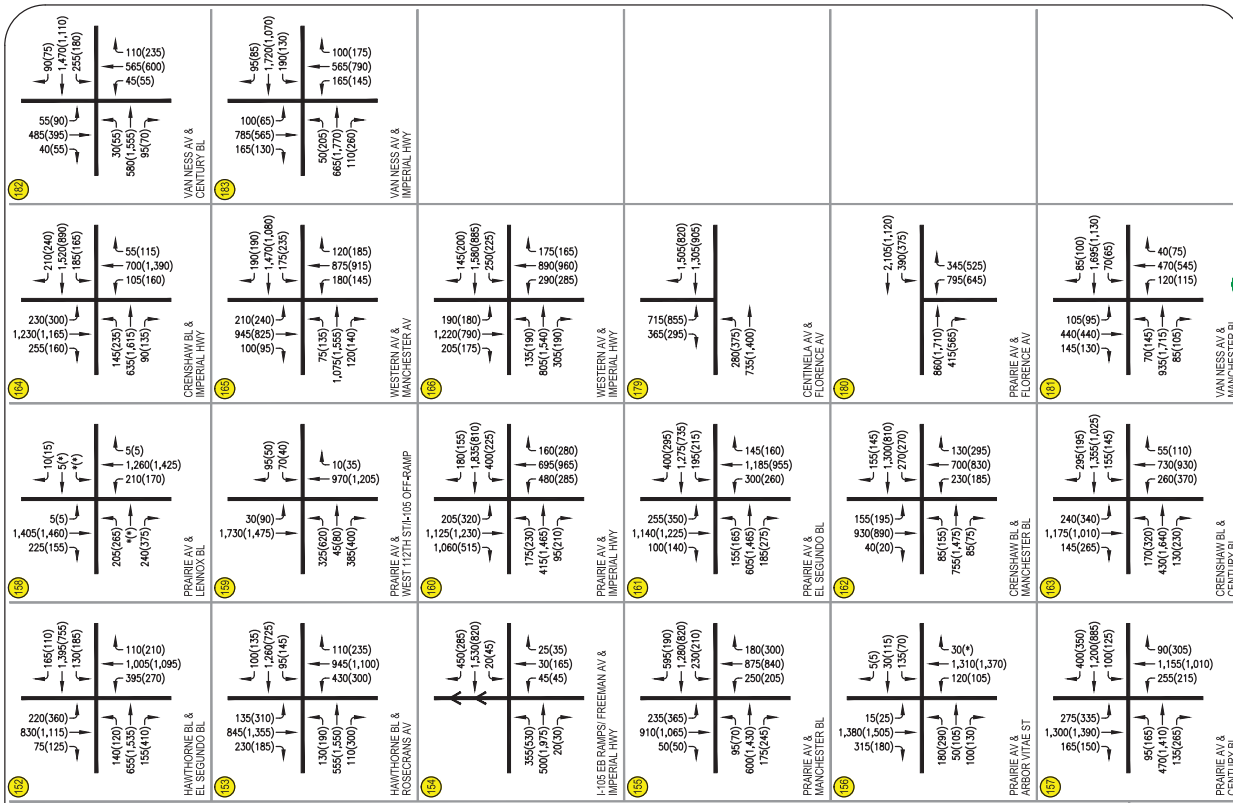
FIGURE 35A  
FUTURE (2035) WITH PROJECT (LAMP BUILDOUT) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES





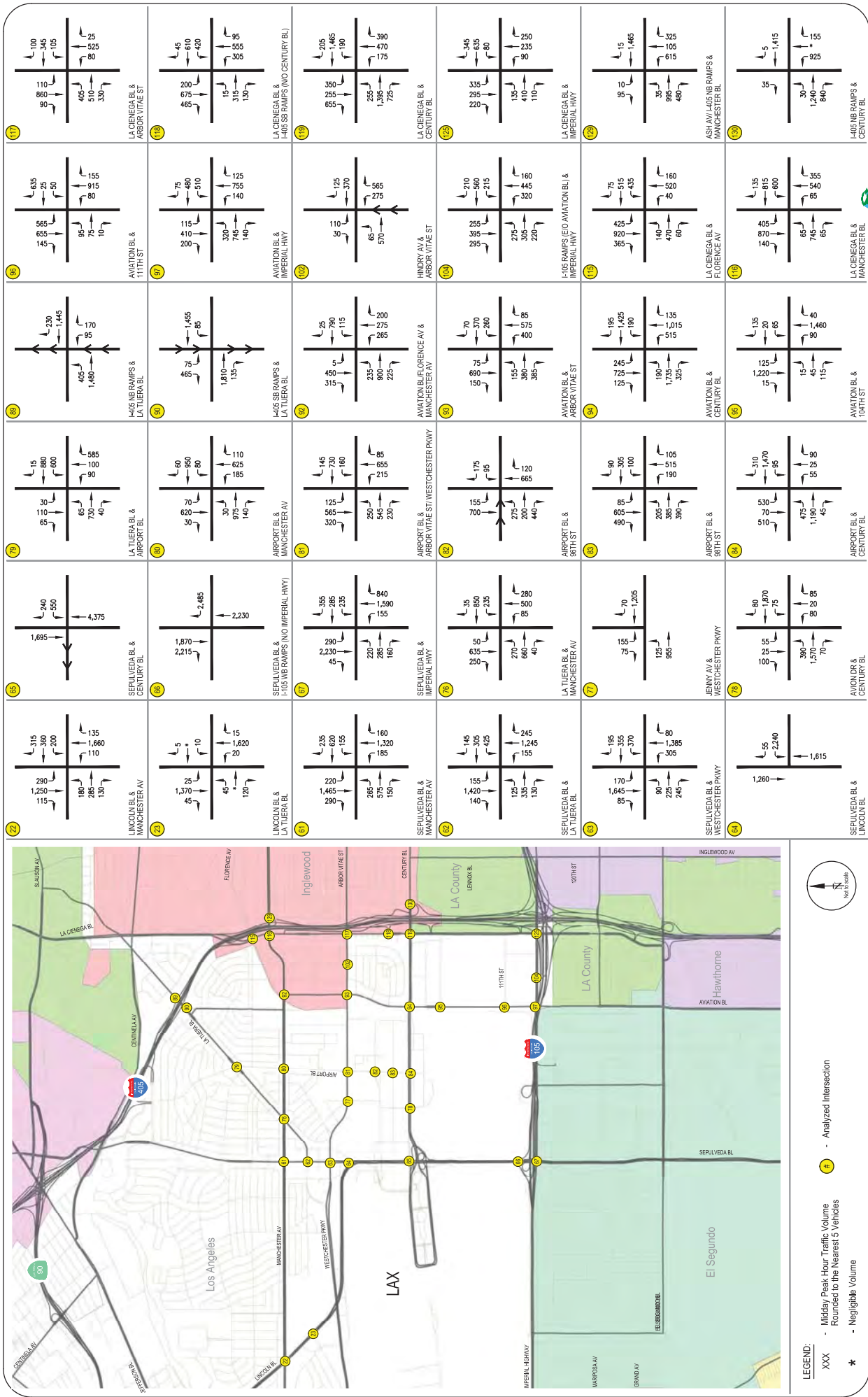


**FIGURE 35D**  
**FUTURE (2035) WITH PROJECT (LAMP BUILDOUT) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume  
 Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

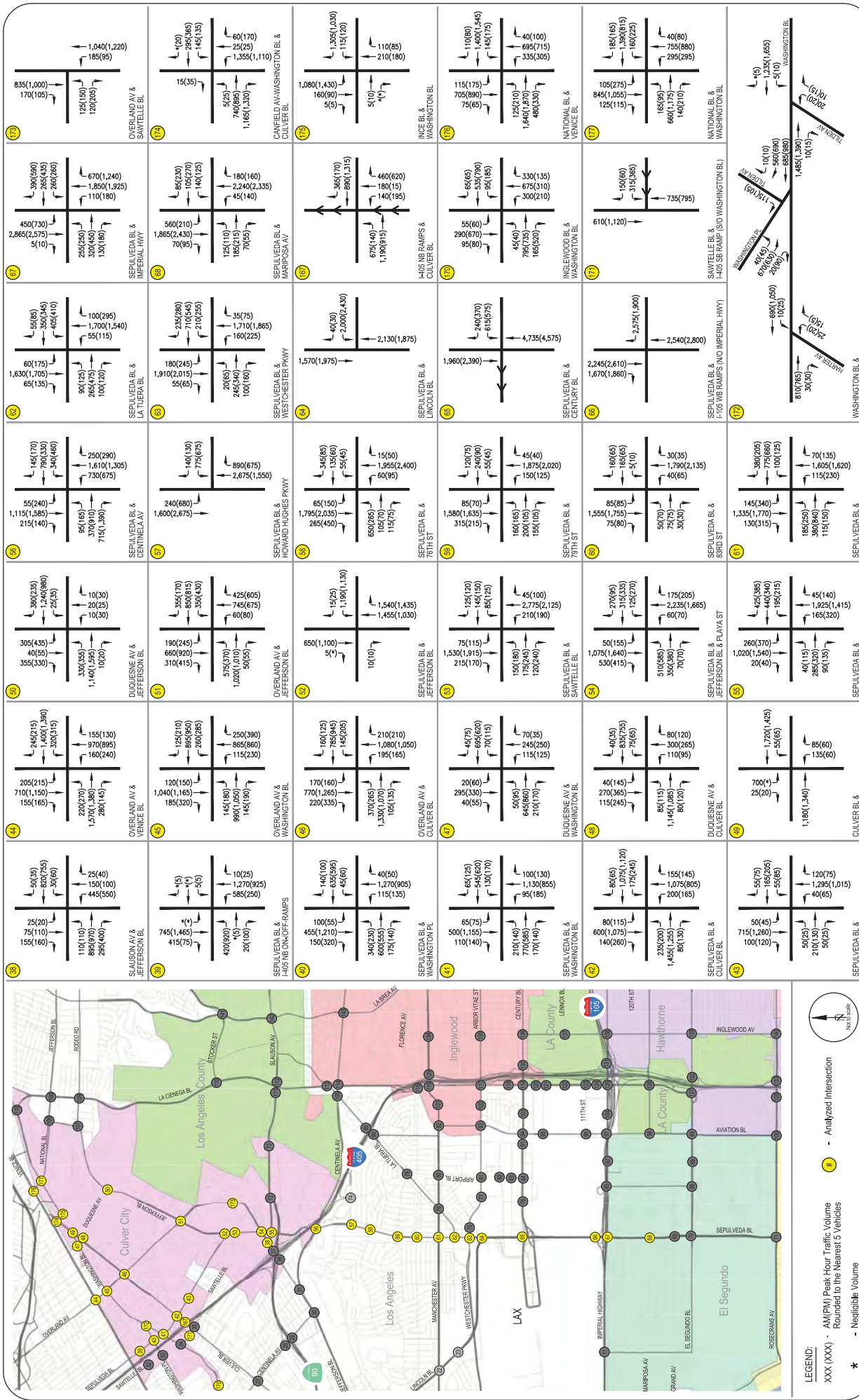
**FIGURE 35E**  
**FUTURE (2035) WITH PROJECT (LAMP BUILDOUT) CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 255



<p>72</p> <p>LINCOLN BL &amp; MANCHESTER AV</p> <p>315 100 200 135 1,660 110 290 1,250 115</p>	<p>73</p> <p>LA TIJERA BL &amp; AIRPORT BL</p> <p>15 160 800 585 100 90 65 110 30</p>	<p>74</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>60 800 80 110 185 30 970 140</p>	<p>75</p> <p>LA TIJERA BL &amp; AIRPORT BL</p> <p>15 160 800 585 100 90 65 110 30</p>	<p>76</p> <p>SEPULVEDA BL &amp; CENTURY BL</p> <p>240 550 1,695 4,375</p>	<p>77</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>175 70 85 155 70 80 100 55 85</p>	<p>78</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>35 850 235 280 50 250 370 640 40</p>	<p>79</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p> <p>195 355 370 80 1,385 305 170 1,645 85</p>	<p>80</p> <p>SEPULVEDA BL &amp; LINCOLN BL</p> <p>55 2,240 1,615</p>	<p>81</p> <p>SEPULVEDA BL &amp; WESTCHESTER PKWY</p> <p>195 355 370 80 1,385 305 170 1,645 85</p>	<p>82</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>145 305 425 245 155 1,420 130 130</p>	<p>83</p> <p>AIRPORT BL &amp; 98TH ST</p> <p>80 305 100 105 515 190 205 385 390</p>	<p>84</p> <p>AIRPORT BL &amp; CENTURY BL</p> <p>310 70 1,470 85 530 510 475 1,190 45</p>	<p>85</p> <p>AVIATION BL &amp; 104TH ST</p> <p>135 20 65 1,220 15 15 125 45 115</p>	<p>86</p> <p>AVIATION BL &amp; CENTURY BL</p> <p>195 1,425 190 125 725 190 1,735 325</p>	<p>87</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>70 370 280 75 690 150 155 70 85</p>	<p>88</p> <p>AVIATION BL &amp; FLORENCE AV</p> <p>75 515 435 425 920 365 140 470 60</p>	<p>89</p> <p>LA CIENEGA BL &amp; MANCHESTER BL</p> <p>135 815 800 405 970 140 65 740 65</p>	<p>90</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>15 1,465 325 105 615 95 10 985 480</p>	<p>91</p> <p>LA CIENEGA BL &amp; MANCHESTER BL</p> <p>35 1,415 925 155 30 1,240 840</p>	<p>92</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p> <p>100 105 110 25 525 80 110 860 90</p>	<p>93</p> <p>AVIATION BL &amp; 111TH ST</p> <p>635 50 155 565 80 95 75 10</p>	<p>94</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p> <p>145 610 420 200 675 15 315 465</p>	<p>95</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>205 1,465 390 350 255 1,385 725</p>	<p>96</p> <p>HINDRY AV &amp; ARBOR VITAE ST</p> <p>210 560 215 255 395 295 220 135 420 110</p>	<p>97</p> <p>I-105 RAMPS (EO AVIATION BL) &amp; IMPERIAL HWY</p> <p>15 1,465 325 105 615 95 10 985 480</p>	<p>98</p> <p>ASH AV / I-105 NB RAMPS &amp; MANCHESTER BL</p> <p>5 1,415 925 155 30 1,240 840</p>
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**FIGURE 37A**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



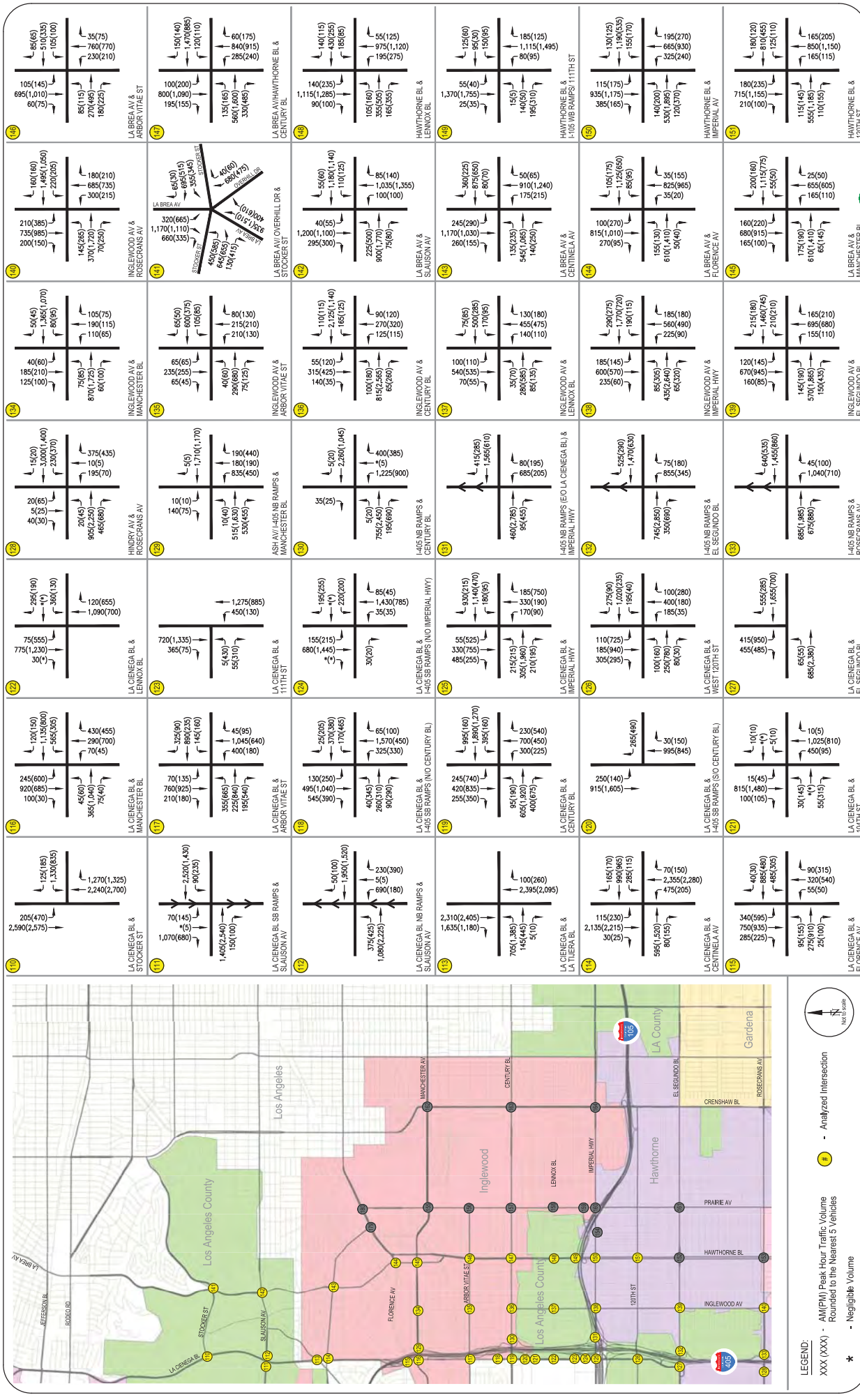
<p>38</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>155(160) 75(110) 25(20) 50(25) 20(25) 30(60) 150(100) 445(550)</p> <p>110(110) 895(970) 285(400) 220(270) 1,570(1,580) 280(145)</p>	<p>39</p> <p>SEPALVEDA BL &amp; CENTINELA AV</p> <p>115(140) 370(410) 100(20) 1,400(1,395) 1,400(1,395) 10(20)</p> <p>330(330) 575(570) 1,020(1,010) 30(65)</p>	<p>40</p> <p>OVERLAND AV &amp; VENCE BL</p> <p>710(1,150) 215(140) 305(435) 40(55) 355(330)</p> <p>220(270) 1,570(1,580) 280(145)</p>	<p>41</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>42</p> <p>SEPALVEDA BL &amp; WASHINGTON BL</p> <p>115(175) 705(890) 75(65) 110(60) 1,400(1,545) 145(175)</p> <p>180(180) 1,840(1,840) 480(330)</p>	<p>43</p> <p>SEPALVEDA BL &amp; WASHINGTON BL</p> <p>105(275) 845(1,055) 125(115) 185(165) 1,300(815) 160(225)</p> <p>185(95) 680(1,175) 140(210)</p>	<p>44</p> <p>OVERLAND AV &amp; SAWTELLE BL</p> <p>835(1,000) 170(105) 125(160) 120(205) 1,040(1,220) 185(95)</p> <p>450(730) 2,865(2,375) 5(10) 255(250) 320(460) 130(180)</p>	<p>45</p> <p>SEPALVEDA BL &amp; IMPERIAL HWY</p> <p>580(210) 1,865(2,430) 70(95) 46(30) 105(270) 140(125)</p> <p>125(110) 185(215) 70(50)</p>	<p>46</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>47</p> <p>INCE BL &amp; WASHINGTON BL</p> <p>115(175) 705(890) 75(65) 110(60) 1,400(1,545) 145(175)</p> <p>180(180) 1,840(1,840) 480(330)</p>	<p>48</p> <p>NATIONAL BL &amp; VENCE BL</p> <p>105(275) 845(1,055) 125(115) 185(165) 1,300(815) 160(225)</p> <p>185(95) 680(1,175) 140(210)</p>	<p>49</p> <p>SEPALVEDA BL &amp; LA TIERRA BL</p> <p>60(175) 1,630(1,705) 65(135) 90(125) 1,700(1,540) 55(115)</p> <p>180(245) 1,910(2,015) 55(65)</p>	<p>50</p> <p>SEPALVEDA BL &amp; WESTCHESTER PKWY</p> <p>1,570(1,975) 40(20) 2,000(2,430) 2,130(1,875)</p>	<p>51</p> <p>SEPALVEDA BL &amp; LINCOLN BL</p> <p>1,960(2,390) 240(370) 615(575) 4,735(4,575)</p>	<p>52</p> <p>SEPALVEDA BL &amp; CENTURY BL</p> <p>2,245(2,610) 1,670(1,880) 2,575(1,900) 2,540(2,800)</p>	<p>53</p> <p>SEPALVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p> <p>810(785) 30(20) 1,450(1,390) 10(10) 1,235(1,855) 5(10)</p> <p>670(630) 20(60)</p>	<p>54</p> <p>SEPALVEDA BL &amp; CENTINELA AV</p> <p>55(240) 1,115(1,685) 215(140) 84(165) 370(910) 715(1,390)</p> <p>240(680) 1,600(2,675)</p>	<p>55</p> <p>SEPALVEDA BL &amp; HOWARD HUGHES PKWY</p> <p>240(680) 1,600(2,675) 40(130) 775(675) 890(675) 2,675(1,550)</p>	<p>56</p> <p>SEPALVEDA BL &amp; 76TH ST</p> <p>1,580(1,835) 315(215) 85(70) 1,800(1,835) 200(185) 165(165)</p> <p>160(160) 175(175) 120(240)</p>	<p>57</p> <p>SEPALVEDA BL &amp; 76TH ST</p> <p>1,580(1,835) 315(215) 85(70) 1,800(1,835) 200(185) 165(165)</p> <p>160(160) 175(175) 120(240)</p>	<p>58</p> <p>SEPALVEDA BL &amp; 76TH ST</p> <p>1,580(1,835) 315(215) 85(70) 1,800(1,835) 200(185) 165(165)</p> <p>160(160) 175(175) 120(240)</p>	<p>59</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>305(435) 40(55) 355(330) 330(335) 1,400(1,395) 10(20)</p> <p>190(245) 660(920) 310(415)</p>	<p>60</p> <p>OVERLAND AV &amp; JEFFERSON BL</p> <p>170(160) 770(1,265) 220(335) 160(125) 1,080(1,050) 195(165)</p>	<p>61</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>62</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>63</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>64</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>65</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>66</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>67</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>68</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>69</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>70</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>71</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>72</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>73</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>74</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>75</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>76</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>77</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>78</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>79</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>80</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>81</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>82</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>83</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>84</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>85</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>86</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>87</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>88</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>89</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>90</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>91</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>92</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>93</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>94</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>95</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>96</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>97</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>98</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>99</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>	<p>100</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,080(1,430) 160(90) 5(5) 1,395(1,030) 115(120)</p> <p>170(160) 770(1,265) 220(335)</p>
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**FIGURE 37B**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



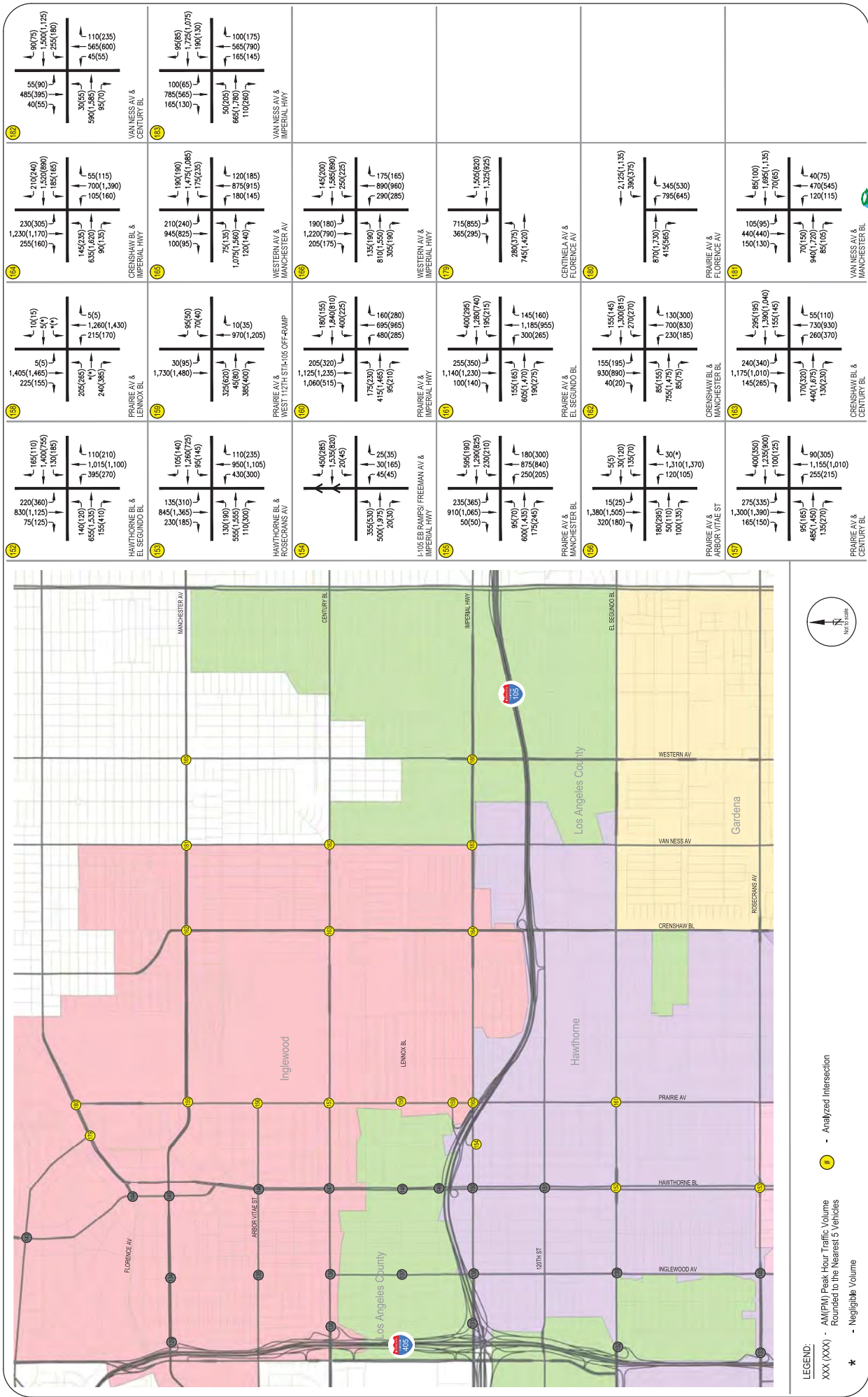


**FIGURE 37C**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



<p>LA CIENEGA BL &amp; STOCKER ST</p> <p>205(470) ← 195(185) →        2,590(2,575) ← 1,330(835) →</p> <p>1,270(1,325) ↑        2,240(2,700) ↓</p>	<p>LA CIENEGA BL &amp; MANCHESTER BL</p> <p>120(150) ← 290(700) →        430(455) ↑        290(700) ↓        70(45)</p> <p>45(60) ← 365(1,040) →        75(40) ↓</p>	<p>LA CIENEGA BL &amp; 11TH ST</p> <p>720(1,335) ← 365(75) →</p> <p>1,275(885) ↑        450(130) ↓</p>	<p>LA CIENEGA BL &amp; CENTINELA AV</p> <p>115(230) ← 30(25) →</p> <p>165(170) ↑        2,355(2,280) ↓        475(205)</p>	<p>LA CIENEGA BL &amp; WEST 120TH ST</p> <p>415(950) ← 455(485) →</p> <p>555(985) ↑        1,655(700) ↓</p>	<p>LA CIENEGA BL &amp; EL SEGUNDO BL</p> <p>100(280) ← 400(180) →        185(35)</p> <p>110(725) ← 305(295) →</p> <p>275(90) ↑        1,020(235) ↓        195(40)</p>	<p>LA CIENEGA BL &amp; EL SEGUNDO BL</p> <p>45(95) ← 1,045(600) →</p> <p>685(1,985) ↑        1,040(710) ↓</p>	<p>LA CIENEGA BL &amp; 10TH ST</p> <p>10(10) ← 5(10) →</p> <p>105(105) ↑        1,025(810) ↓</p>	<p>LA CIENEGA BL &amp; FLORENCE AV</p> <p>340(595) ← 750(935) →        285(225)</p> <p>95(155) ↑        275(910) ↓        25(100)</p>	<p>LA BREA AV &amp; ARBOR VITAE ST</p> <p>105(145) ← 685(1,101) →        60(75)</p> <p>85(115) ↑        270(495) ↓        180(225)</p>	<p>LA BREA AV &amp; ROSECRANS AV</p> <p>161(160) ← 220(205) →</p> <p>180(210) ↑        685(735) ↓        300(215)</p>	<p>LA BREA AV &amp; OVERHILL DR &amp; STOCKER ST</p> <p>150(140) ← 100(200) →        800(1,090) ↑        195(155)</p> <p>150(140) ↓        1,470(885) ↓        120(110)</p>	<p>LA BREA AV &amp; MANCHESTER BL</p> <p>50(45) ← 110(65) →</p> <p>105(75) ↑        190(115) ↓</p>	<p>LA BREA AV &amp; CENTURY BL</p> <p>140(235) ← 1,115(1,285) →        90(100)</p> <p>140(115) ↑        430(255) ↓        185(85)</p>	<p>LA BREA AV &amp; Slauson Av</p> <p>2,310(2,405) ← 1,635(1,180) →</p> <p>100(260) ↑        2,395(2,095) ↓</p>	<p>LA BREA AV &amp; CENTURY BL</p> <p>115(175) ← 935(1,175) →        385(165)</p> <p>130(125) ↑        1,115(1,495) ↓        80(95)</p>	<p>LA BREA AV &amp; FLORENCE AV</p> <p>100(270) ← 815(1,010) →        270(95)</p> <p>105(175) ↑        1,175(650) ↓        85(95)</p>	<p>LA BREA AV &amp; MANCHESTER BL</p> <p>180(220) ← 680(915) →        165(100)</p> <p>200(160) ↑        1,115(775) ↓        55(50)</p>	<p>LA BREA AV &amp; 120TH ST</p> <p>715(1,175) ← 210(100) →</p> <p>180(120) ↑        810(455) ↓        125(110)</p>
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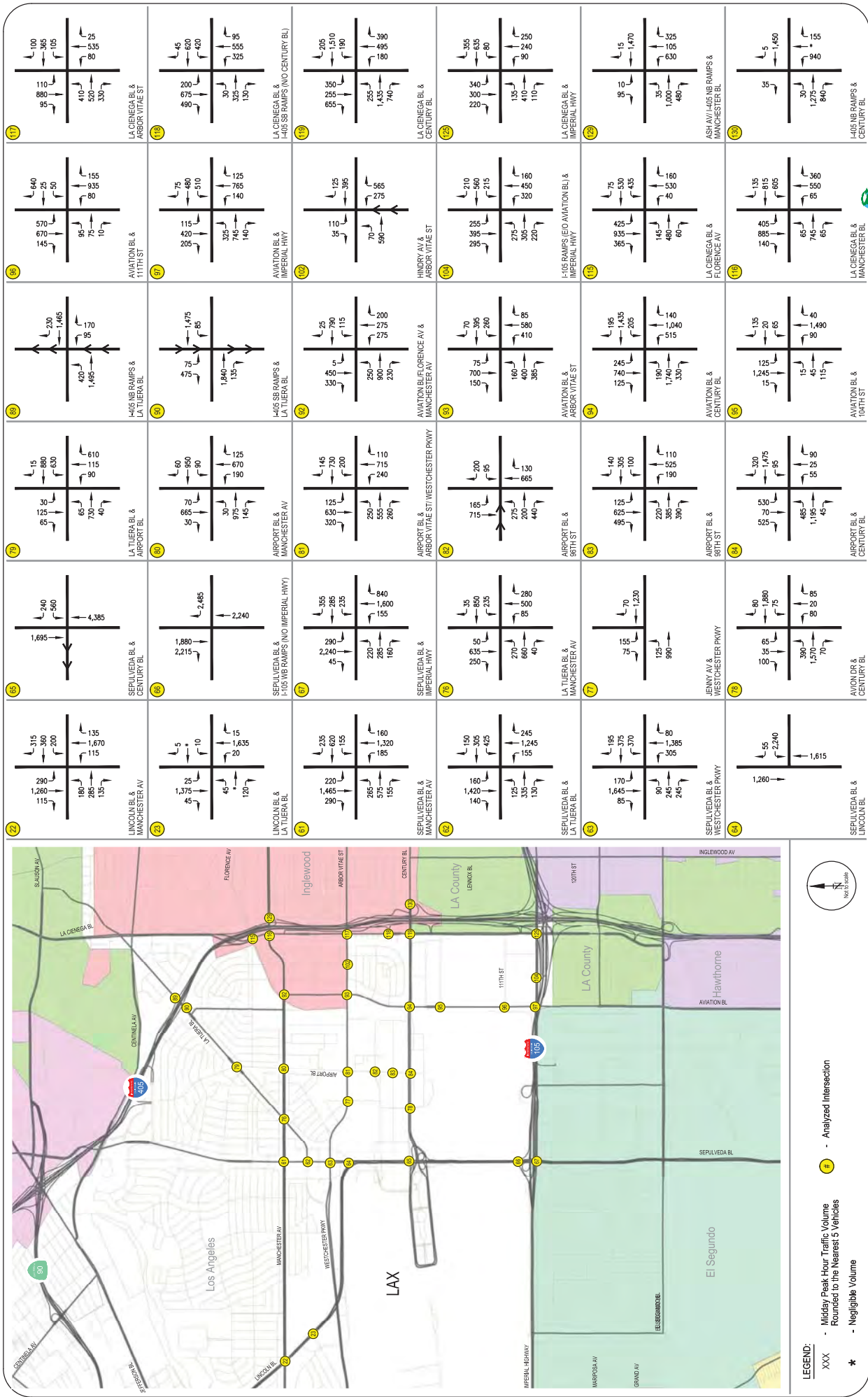
**FIGURE 37D**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection  
 ○ - Not Analyzed Intersection

<p>22</p> <p>HAWTHORNE BL &amp; EL SEGUNDO BL</p> <p>220(360) ← 165(110) → 830(1,125) ← 130(180) →</p> <p>← 110(210) → ← 1,015(1,100) → ← 395(270) →</p> <p>← 140(120) → ← 65(1,335) → ← 155(410) →</p>	<p>23</p> <p>PRAIRIE AV &amp; LENNOX BL</p> <p>← 10(15) → ← 5(5) →</p> <p>← 205(285) → ← 240(385) →</p> <p>← 1,405(1,465) → ← 225(155) →</p>	<p>24</p> <p>CRENSHAW BL &amp; IMPERIAL HWY</p> <p>← 210(240) → ← 1,230(1,170) → ← 255(160) →</p> <p>← 55(115) → ← 700(1,390) → ← 105(160) →</p> <p>← 145(235) → ← 635(1,620) → ← 90(135) →</p>	<p>25</p> <p>VAN NESS AV &amp; CENTURY BL</p> <p>← 80(75) → ← 910(80) → ← 255(180) →</p> <p>← 110(235) → ← 565(600) → ← 45(55) →</p>
<p>26</p> <p>HAWTHORNE BL &amp; ROSECRANS AV</p> <p>← 105(140) → ← 1,260(1,265) → ← 85(145) →</p> <p>← 110(235) → ← 950(1,105) → ← 430(300) →</p> <p>← 130(190) → ← 55(1,335) → ← 110(300) →</p>	<p>27</p> <p>PRAIRIE AV &amp; WEST 112TH ST I-105 OFF-RAMP</p> <p>← 95(50) → ← 70(40) →</p> <p>← 30(95) → ← 1,730(1,480) →</p> <p>← 10(35) → ← 970(1,205) →</p>	<p>28</p> <p>WESTERN AV &amp; MANCHESTER AV</p> <p>← 180(190) → ← 1,75(1,285) → ← 175(235) →</p> <p>← 120(185) → ← 875(915) → ← 180(145) →</p> <p>← 75(135) → ← 1,075(1,560) → ← 120(140) →</p>	<p>29</p> <p>VAN NESS AV &amp; IMPERIAL HWY</p> <p>← 85(85) → ← 1,25(1,075) → ← 190(130) →</p> <p>← 100(175) → ← 665(790) → ← 165(145) →</p>
<p>30</p> <p>I-105 EB RAMP/FREEMAN AV &amp; IMPERIAL HWY</p> <p>← 450(285) → ← 1,220(790) → ← 1,585(810) → ← 20(45) →</p> <p>← 25(35) → ← 30(165) → ← 45(45) →</p> <p>← 355(330) → ← 50(1,275) → ← 20(30) →</p>	<p>31</p> <p>PRAIRIE AV &amp; IMPERIAL HWY</p> <p>← 205(320) → ← 1,125(1,235) → ← 1,060(515) →</p> <p>← 180(155) → ← 1,240(810) → ← 40(225) →</p> <p>← 160(280) → ← 695(965) → ← 480(285) →</p>	<p>32</p> <p>WESTERN AV &amp; IMPERIAL HWY</p> <p>← 190(180) → ← 2,020(790) → ← 205(175) →</p> <p>← 145(200) → ← 1,505(820) → ← 250(225) →</p> <p>← 175(165) → ← 890(960) → ← 290(285) →</p>	<p>33</p> <p>WESTERN AV &amp; FLORENCE AV</p> <p>← 715(855) → ← 365(295) →</p> <p>← 280(375) → ← 74(1,460) →</p> <p>← 1,505(820) → ← 1,325(925) →</p>
<p>34</p> <p>PRAIRIE AV &amp; MANCHESTER BL</p> <p>← 235(365) → ← 910(1,165) → ← 50(50) →</p> <p>← 950(90) → ← 1,290(825) → ← 230(210) →</p> <p>← 180(300) → ← 875(840) → ← 250(205) →</p>	<p>35</p> <p>PRAIRIE AV &amp; EL SEGUNDO BL</p> <p>← 40(295) → ← 1,820(740) → ← 19(215) →</p> <p>← 255(350) → ← 100(140) →</p> <p>← 145(160) → ← 1,185(955) → ← 300(265) →</p>	<p>36</p> <p>CENTINELA AV &amp; FLORENCE AV</p> <p>← 2,125(1,135) → ← 390(375) →</p> <p>← 345(530) → ← 795(645) →</p>	<p>37</p> <p>PRAIRIE AV &amp; FLORENCE AV</p> <p>← 85(100) → ← 1,685(1,135) → ← 70(65) →</p> <p>← 105(95) → ← 440(440) → ← 150(130) →</p> <p>← 70(150) → ← 940(1,720) → ← 85(105) →</p>
<p>38</p> <p>PRAIRIE AV &amp; ARBOR VITAE ST</p> <p>← 15(25) → ← 320(180) →</p> <p>← 6(9) → ← 30(120) → ← 135(70) →</p> <p>← 30(*) → ← 1,310(1,370) → ← 120(105) →</p>	<p>39</p> <p>CRENSHAW BL &amp; MANCHESTER BL</p> <p>← 155(195) → ← 930(890) → ← 40(20) →</p> <p>← 85(185) → ← 755(1,475) → ← 85(75) →</p> <p>← 130(300) → ← 700(830) → ← 230(185) →</p>	<p>40</p> <p>PRAIRIE AV &amp; MANCHESTER BL</p> <p>← 240(340) → ← 1,175(1,010) → ← 145(265) →</p> <p>← 295(195) → ← 1,390(1,040) → ← 155(145) →</p> <p>← 55(110) → ← 730(930) → ← 260(370) →</p>	<p>41</p> <p>CRENSHAW BL &amp; CENTURY BL</p> <p>← 170(320) → ← 440(1,675) → ← 130(230) →</p> <p>← 80(305) → ← 1,155(1,010) → ← 255(215) →</p>

FIGURE 37E  
FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



<p>LA CIENEGA BL &amp; ARBOR VITAE ST</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>LA CIENEGA BL &amp; I-105 SB RAMP (NO CENTURY BL)</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>ASH AV / I-405 NB RAMP &amp; MANCHESTER BL</p>	<p>AVIATION BL &amp; 111TH ST</p> <p>I-405 NB RAMP &amp; LA TIJERA BL</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p> <p>AVIATION BL / FLORENCE AV &amp; MANCHESTER AV</p> <p>HINDRY AV &amp; ARBOR VITAE ST</p> <p>I-105 RAMP (EO AVIATION BL) &amp; IMPERIAL HWY</p> <p>LA CIENEGA BL &amp; FLORENCE AV</p> <p>LA CIENEGA BL &amp; MANCHESTER BL</p>	<p>I-405 NB RAMP &amp; LA TIJERA BL</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p> <p>AVIATION BL / FLORENCE AV &amp; MANCHESTER AV</p> <p>AVIATION BL &amp; ARBOR VITAE ST</p> <p>I-105 RAMP (EO AVIATION BL) &amp; IMPERIAL HWY</p> <p>AVIATION BL &amp; ARBOR VITAE ST</p> <p>AVIATION BL &amp; CENTURY BL</p> <p>AVIATION BL &amp; 104TH ST</p>	<p>LA TIJERA BL &amp; AIRPORT BL</p> <p>AIRPORT BL &amp; MANCHESTER AV</p> <p>AIRPORT BL &amp; WESTCHESTER PKWY</p> <p>AIRPORT BL &amp; 98TH ST</p> <p>AIRPORT BL &amp; 98TH ST</p> <p>AIRPORT BL &amp; CENTURY BL</p> <p>AIRPORT BL &amp; CENTURY BL</p>	<p>SEPIJVEDA BL &amp; CENTURY BL</p> <p>SEPIJVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p> <p>SEPIJVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p> <p>SEPIJVEDA BL &amp; IMPERIAL HWY</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p>	<p>LINCOLN BL &amp; MANCHESTER AV</p> <p>LINCOLN BL &amp; LA TIJERA BL</p> <p>LINCOLN BL &amp; LA TIJERA BL</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; WESTCHESTER PKWY</p> <p>SEPIJVEDA BL &amp; WESTCHESTER PKWY</p> <p>SEPIJVEDA BL &amp; LINCOLN BL</p>	<p>LA CIENEGA BL &amp; ARBOR VITAE ST</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>LA CIENEGA BL &amp; I-105 SB RAMP (NO CENTURY BL)</p> <p>LA CIENEGA BL &amp; CENTURY BL</p> <p>ASH AV / I-405 NB RAMP &amp; MANCHESTER BL</p> <p>AVIATION BL &amp; 111TH ST</p> <p>I-405 NB RAMP &amp; LA TIJERA BL</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p> <p>AVIATION BL / FLORENCE AV &amp; MANCHESTER AV</p> <p>HINDRY AV &amp; ARBOR VITAE ST</p> <p>I-105 RAMP (EO AVIATION BL) &amp; IMPERIAL HWY</p> <p>LA CIENEGA BL &amp; FLORENCE AV</p> <p>LA CIENEGA BL &amp; MANCHESTER BL</p> <p>I-405 NB RAMP &amp; LA TIJERA BL</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p> <p>AVIATION BL / FLORENCE AV &amp; MANCHESTER AV</p> <p>AVIATION BL &amp; ARBOR VITAE ST</p> <p>I-105 RAMP (EO AVIATION BL) &amp; IMPERIAL HWY</p> <p>AVIATION BL &amp; ARBOR VITAE ST</p> <p>AVIATION BL &amp; CENTURY BL</p> <p>AVIATION BL &amp; 104TH ST</p> <p>LA TIJERA BL &amp; AIRPORT BL</p> <p>AIRPORT BL &amp; MANCHESTER AV</p> <p>AIRPORT BL &amp; WESTCHESTER PKWY</p> <p>AIRPORT BL &amp; 98TH ST</p> <p>AIRPORT BL &amp; 98TH ST</p> <p>AIRPORT BL &amp; CENTURY BL</p> <p>AIRPORT BL &amp; CENTURY BL</p> <p>SEPIJVEDA BL &amp; CENTURY BL</p> <p>SEPIJVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p> <p>SEPIJVEDA BL &amp; I-105 NB RAMP (NO IMPERIAL HWY)</p> <p>SEPIJVEDA BL &amp; IMPERIAL HWY</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p> <p>SEPIJVEDA BL &amp; MANCHESTER AV</p> <p>SEPIJVEDA BL &amp; WESTCHESTER PKWY</p> <p>SEPIJVEDA BL &amp; LINCOLN BL</p>
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FIGURE 38  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES

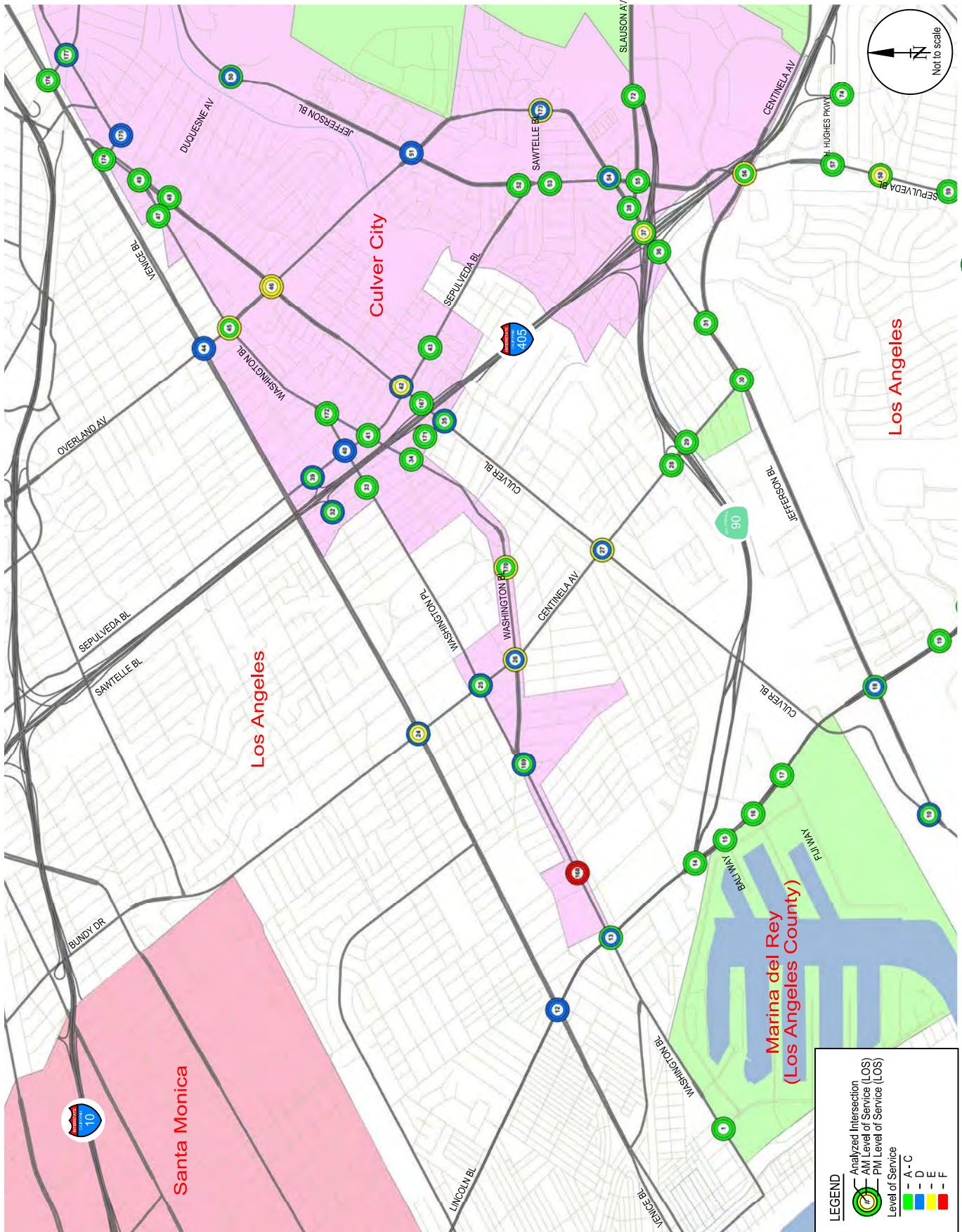


FIGURE 39A  
 BASELINE (2015) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

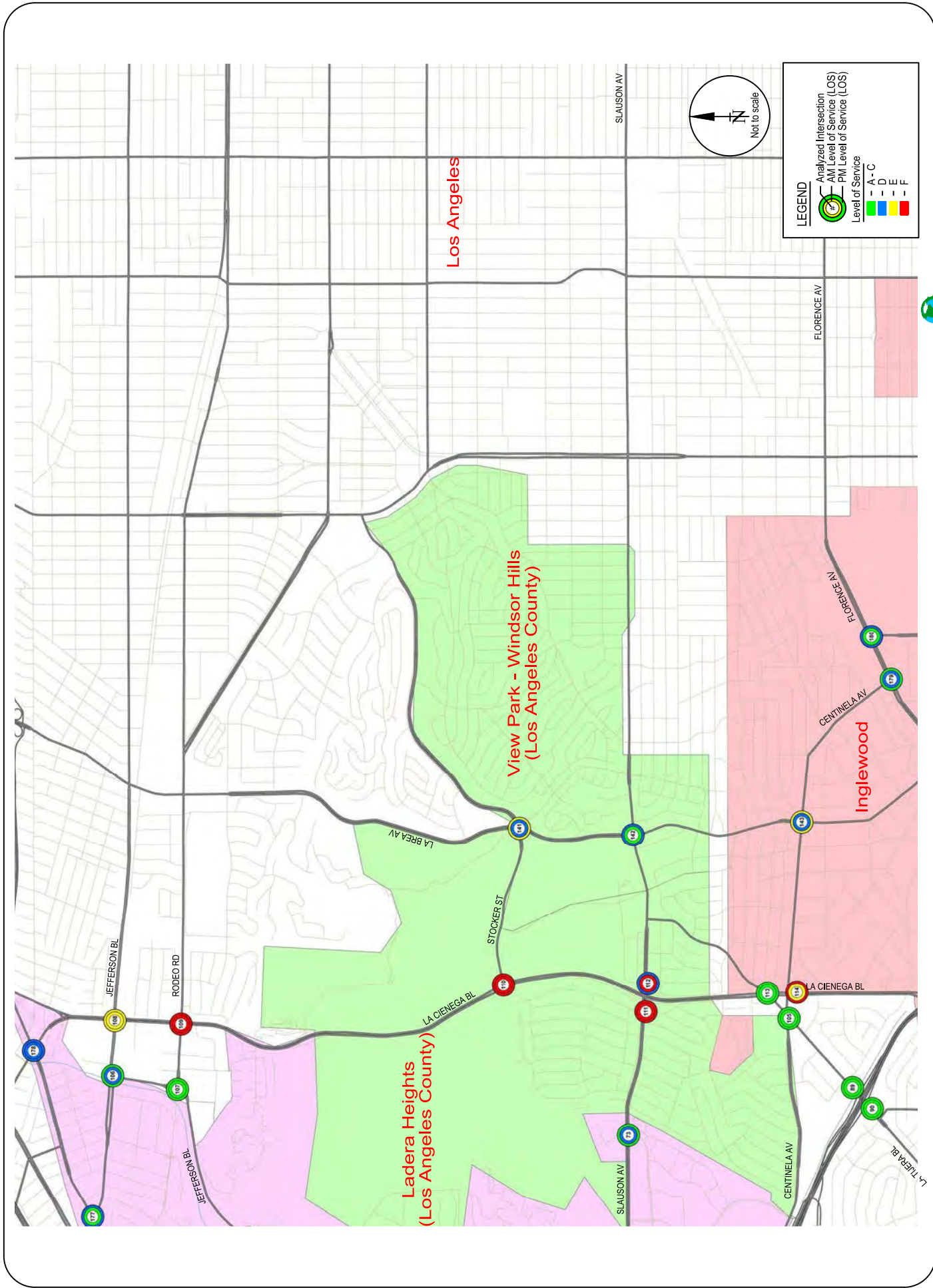
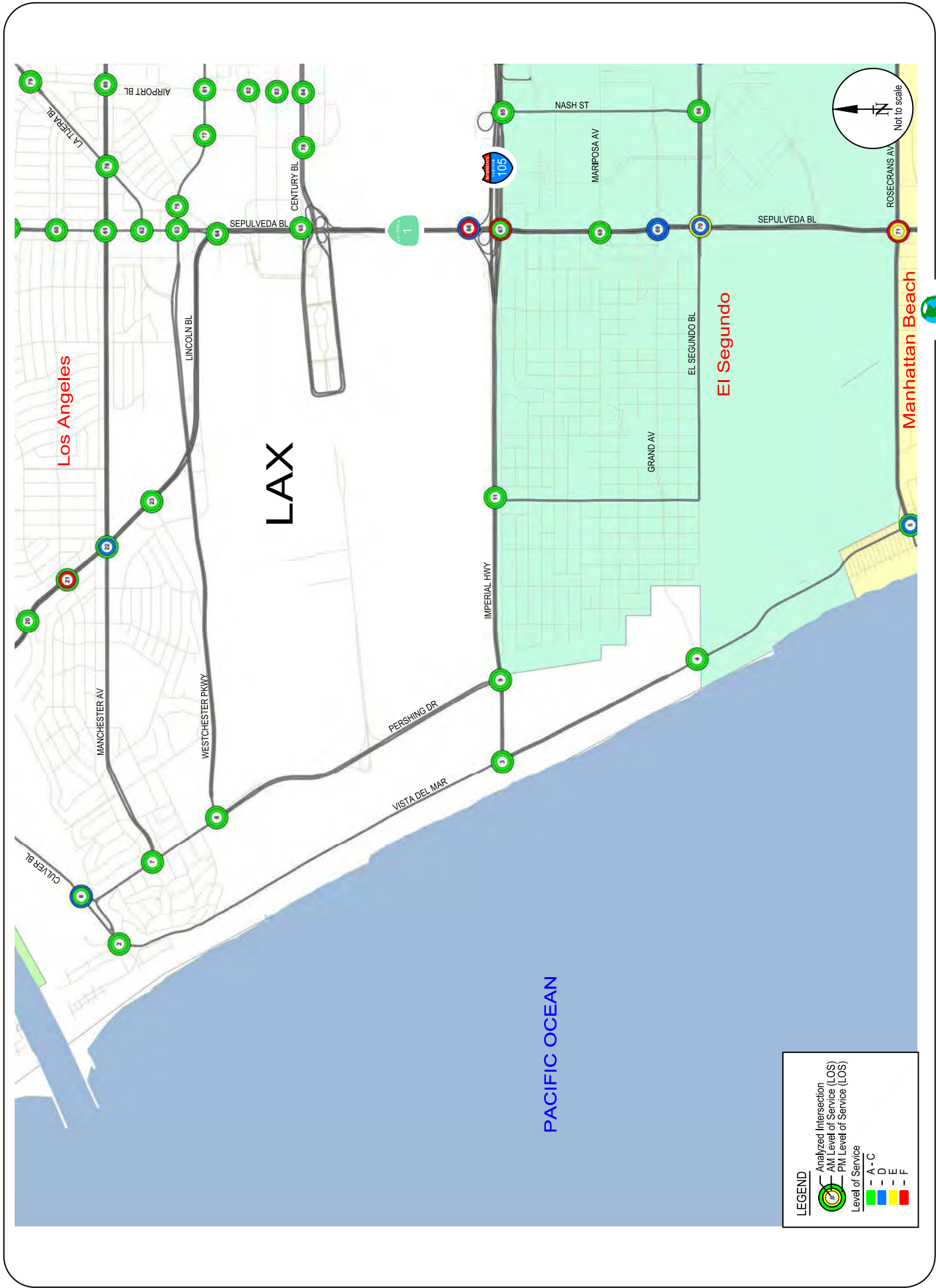
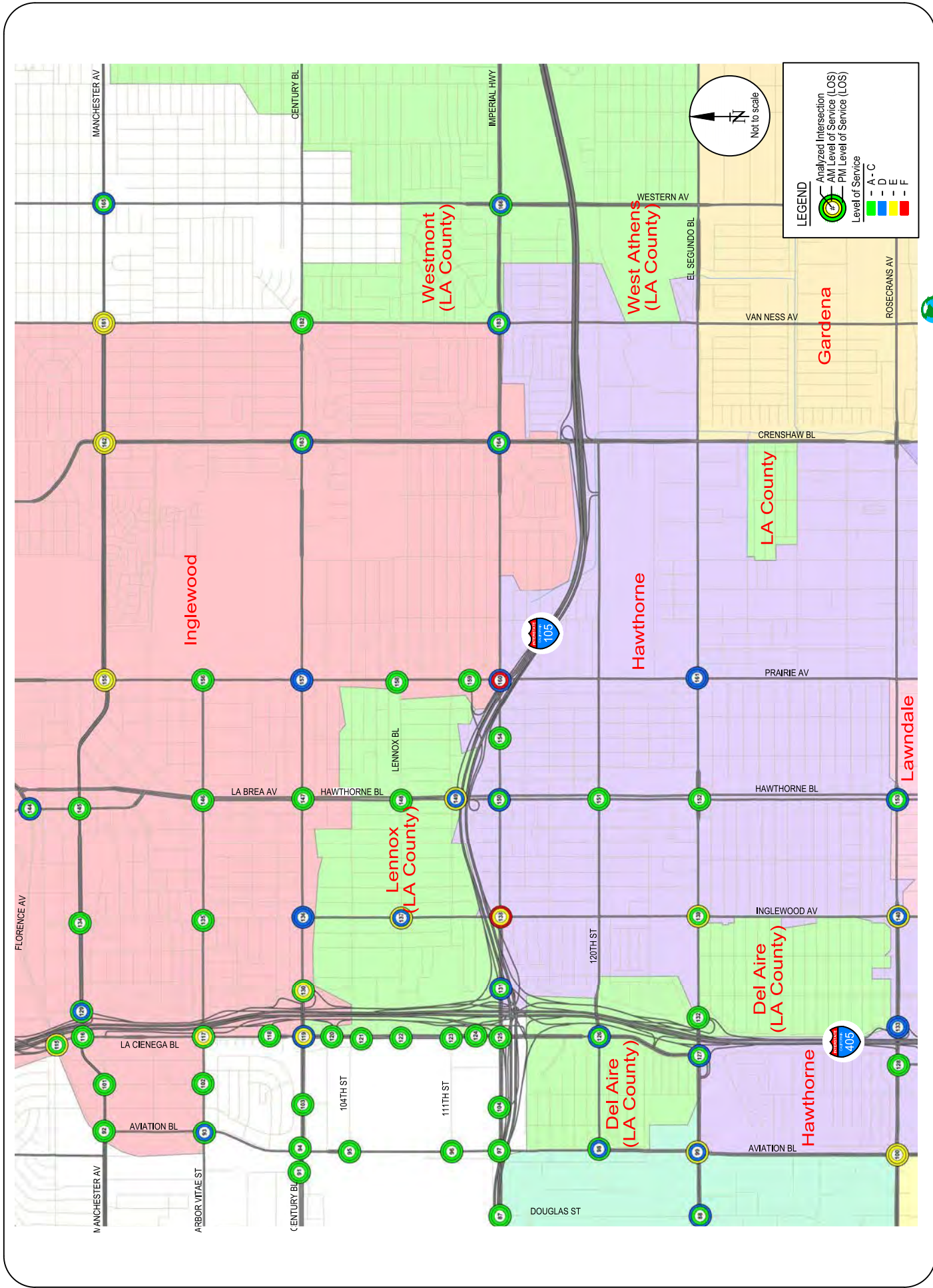


FIGURE 39B  
 BASELINE (2015) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 39C**  
 BASELINE (2015) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 39D**  
**BASELINE (2015) WITH PROJECT CONDITIONS**  
**AM/PM) PEAK HOUR LEVELS OF SERVICE (LOS)**



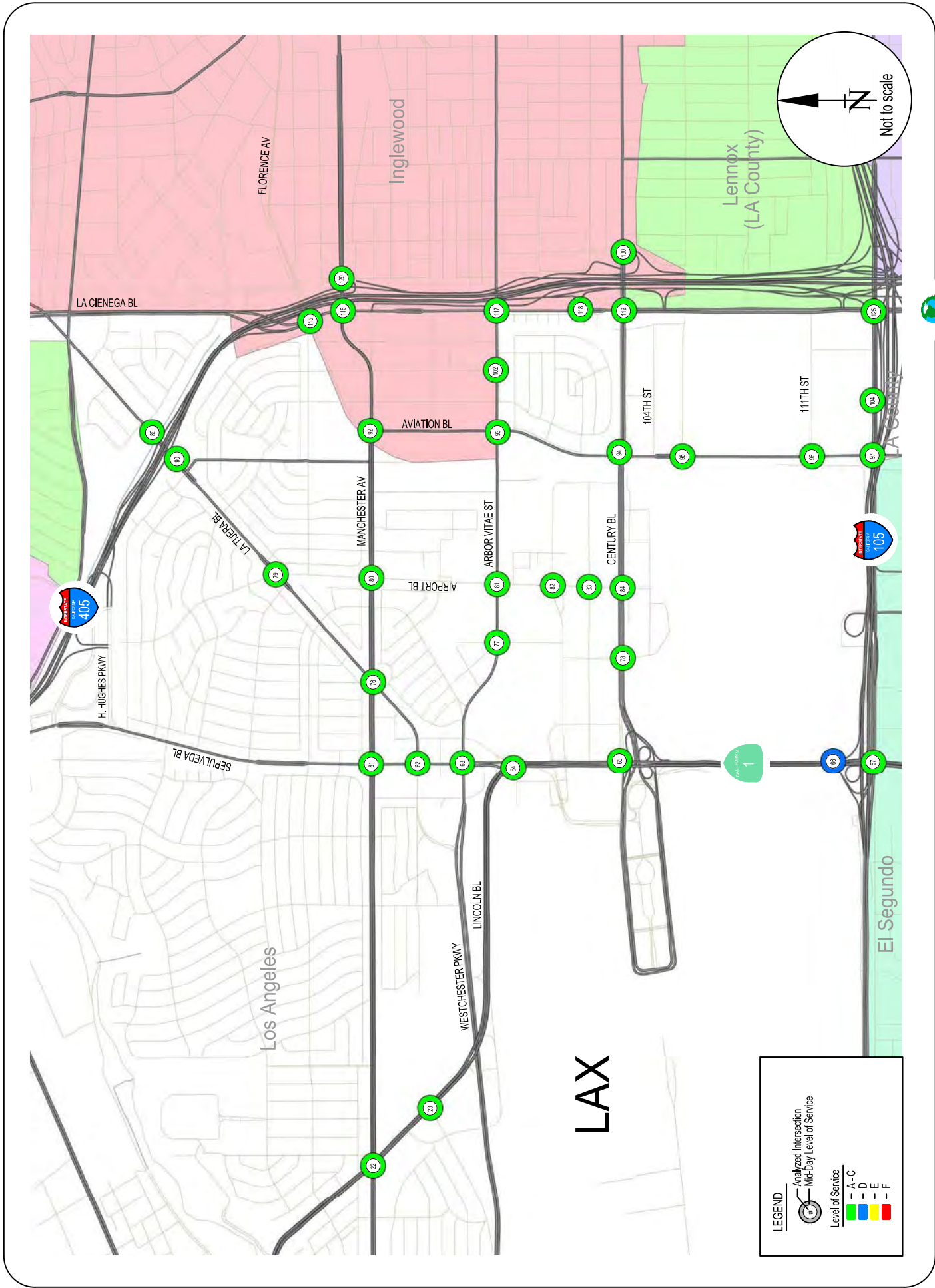
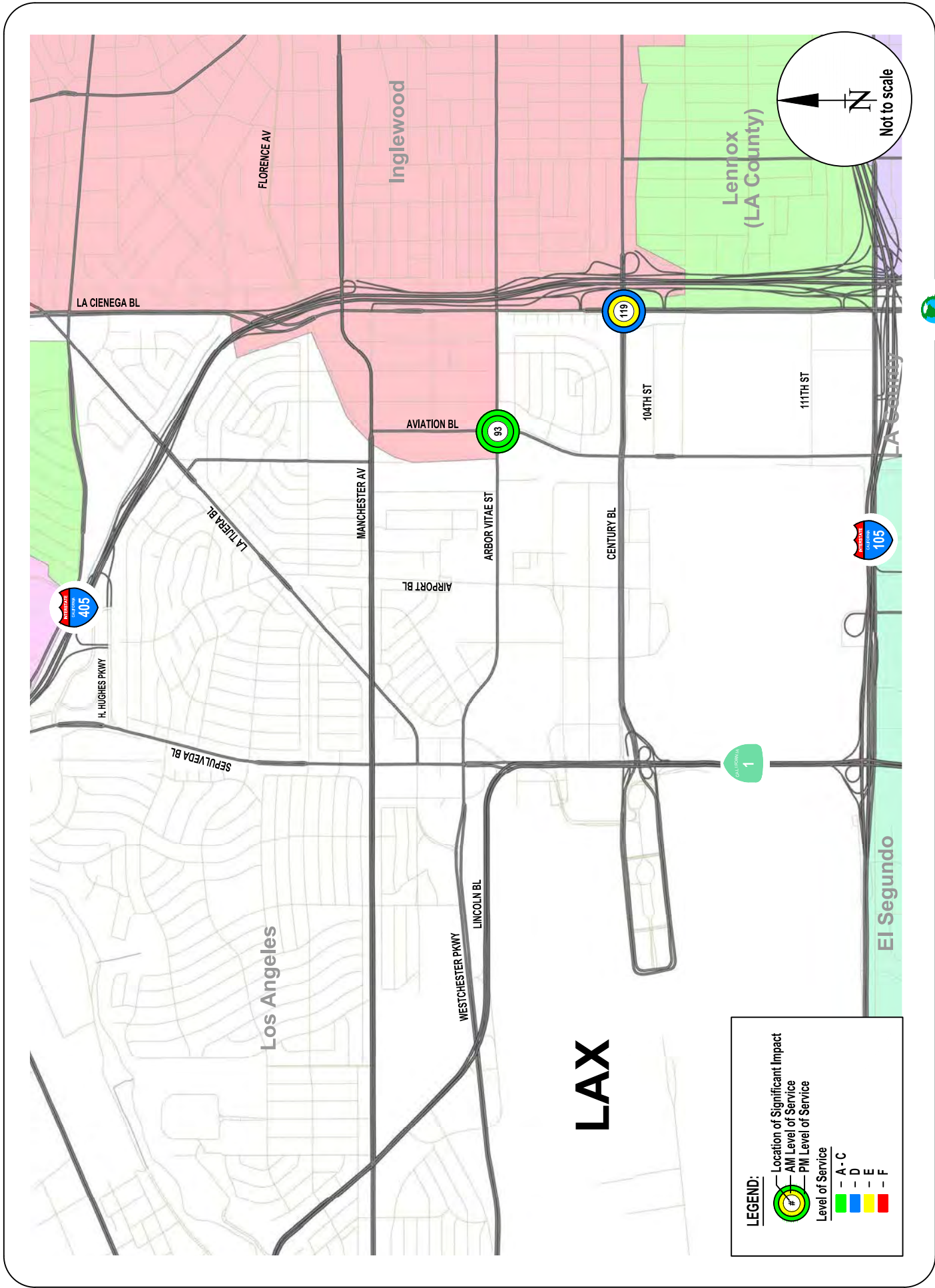
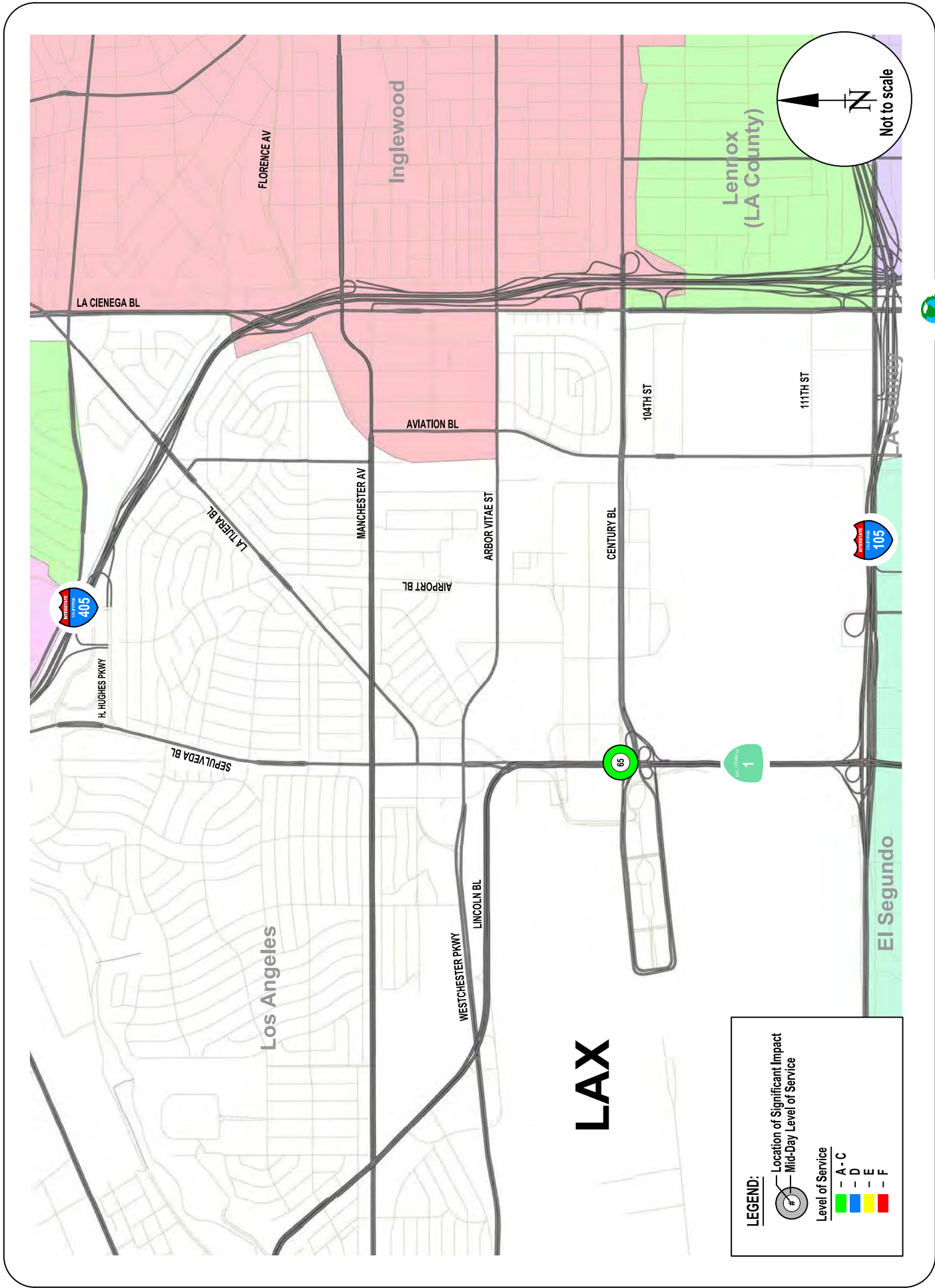


FIGURE 40  
 BASELINE (2015) WITH PROJECT CONDITIONS  
 MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 41**  
 BASELINE (2015) WITH PROJECT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - AM AND PM PEAK HOURS





**FIGURE 42**  
**BASELINE (2015) WITH PROJECT CONDITIONS**  
**LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - MID-DAY PEAK HOUR**

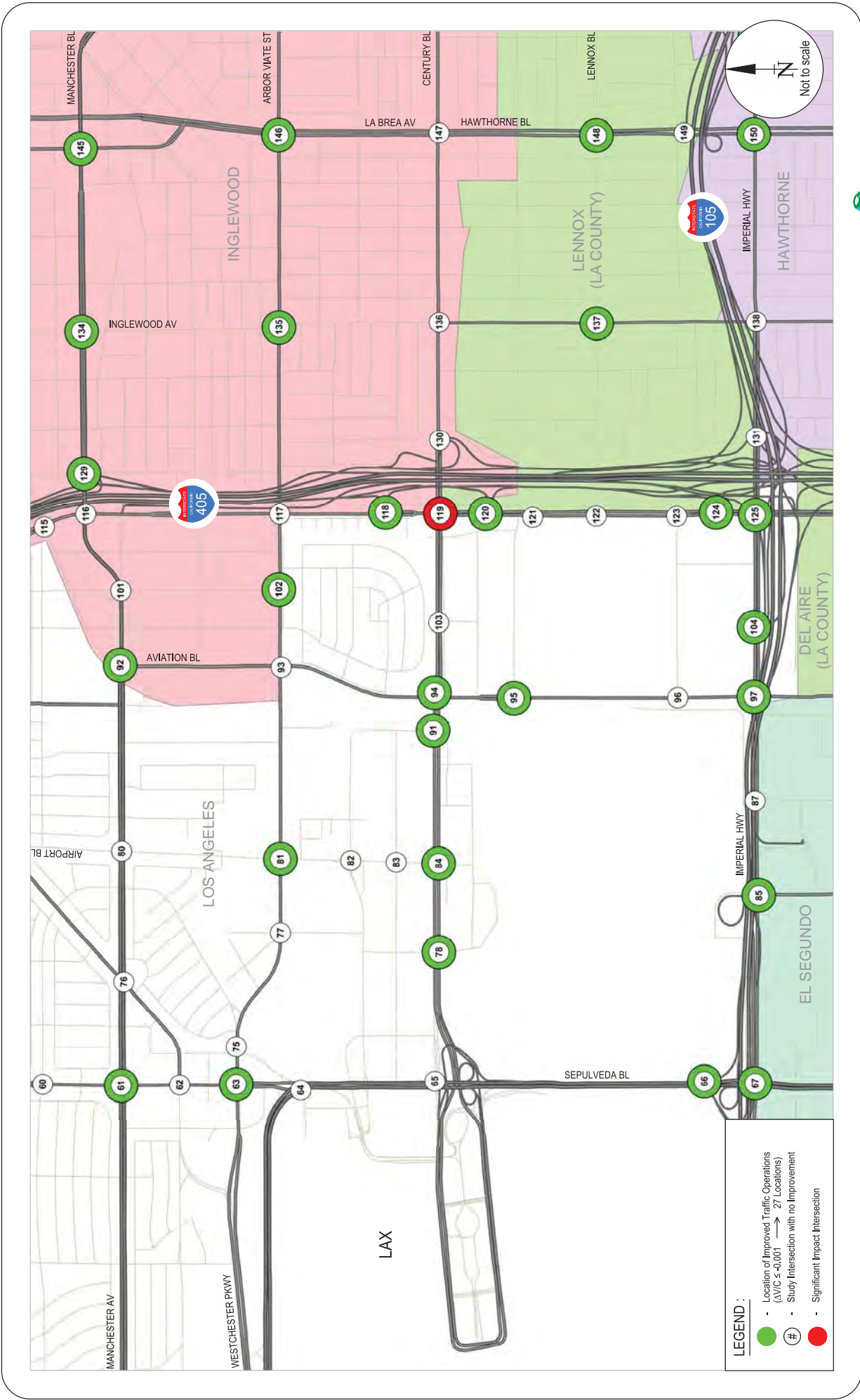


FIGURE 43A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 BASELINE (2015) WITH PROJECT CONDITIONS - AM PEAK HOUR

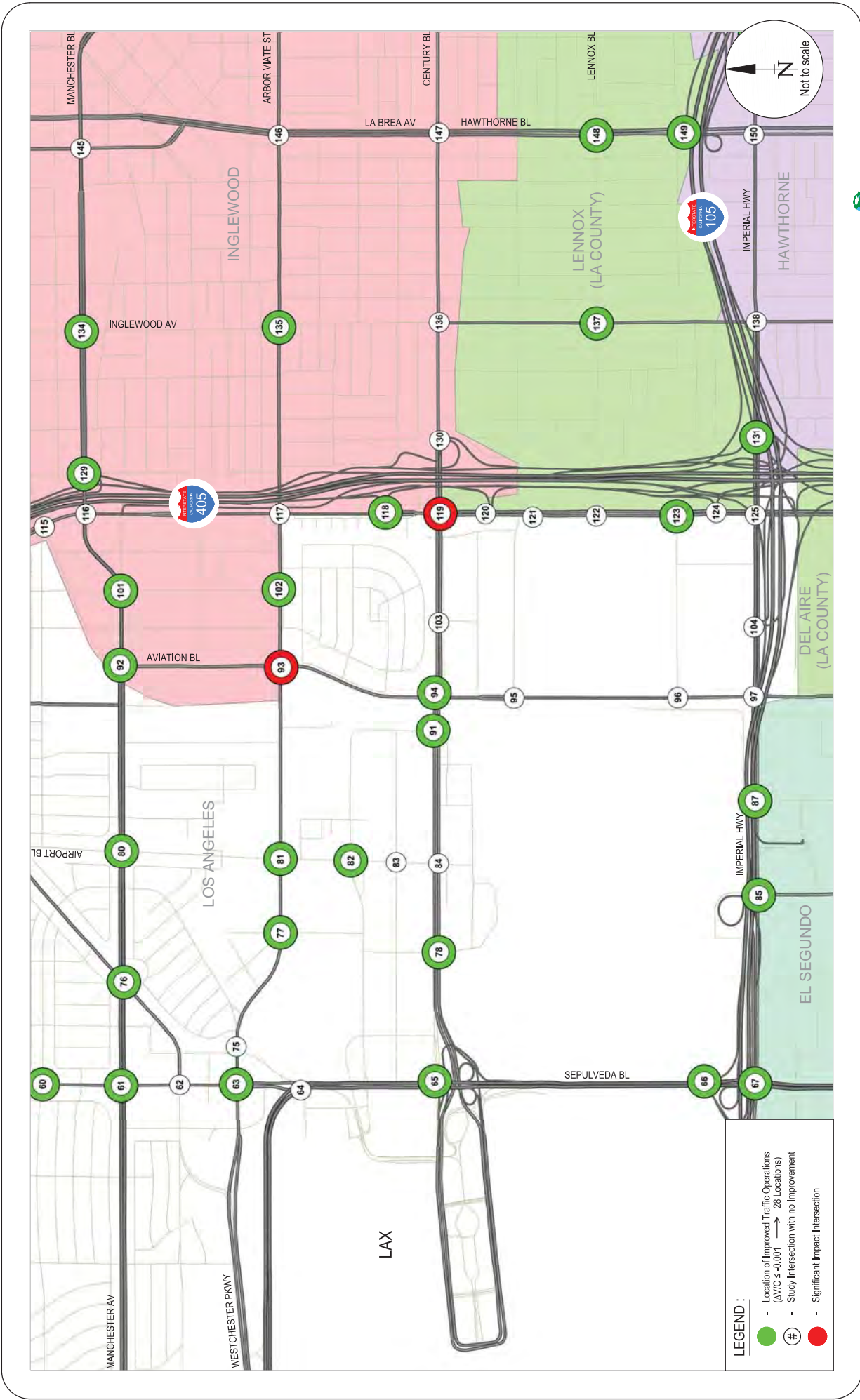


FIGURE 43B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 BASELINE (2015) WITH PROJECT CONDITIONS - PM PEAK HOUR

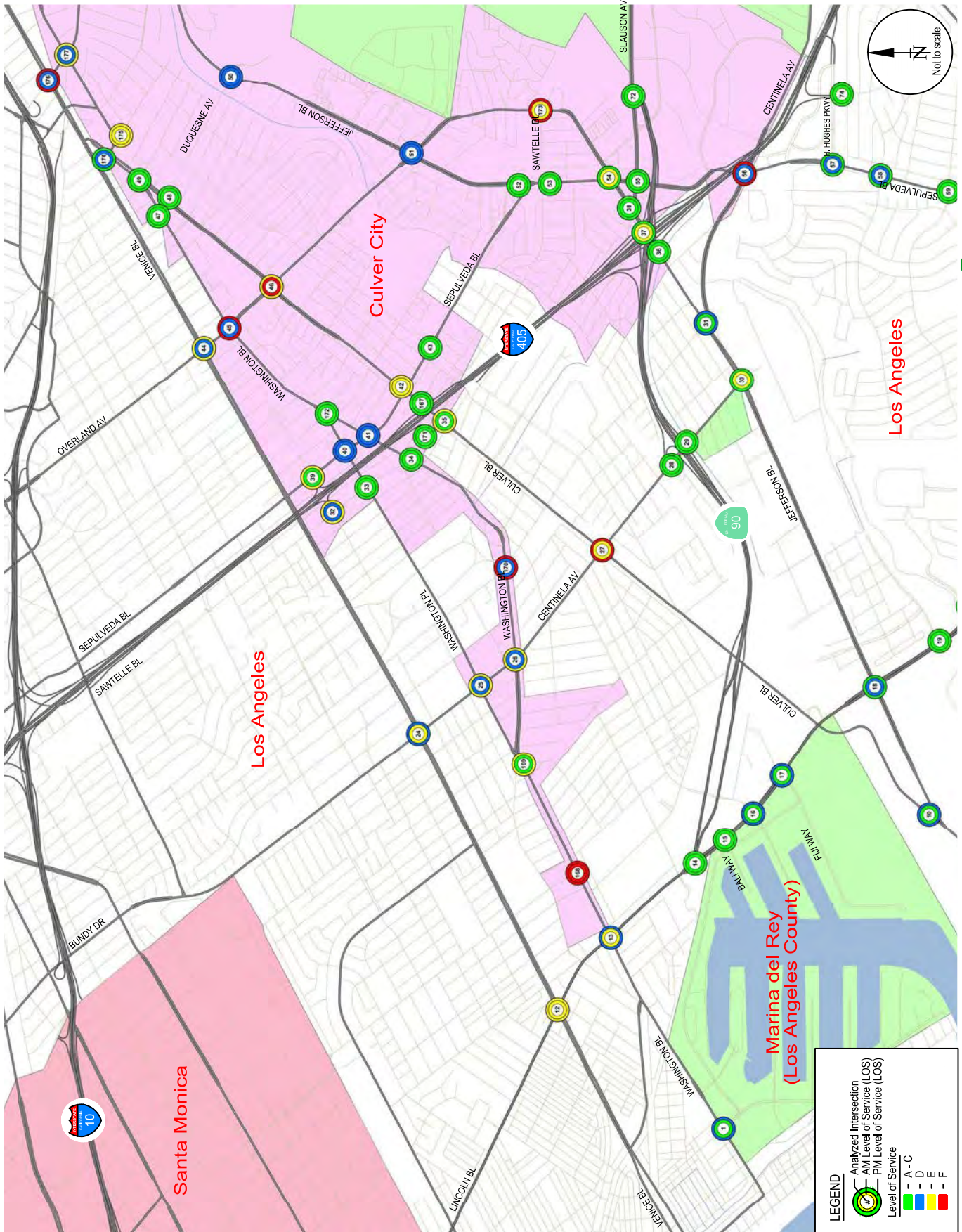
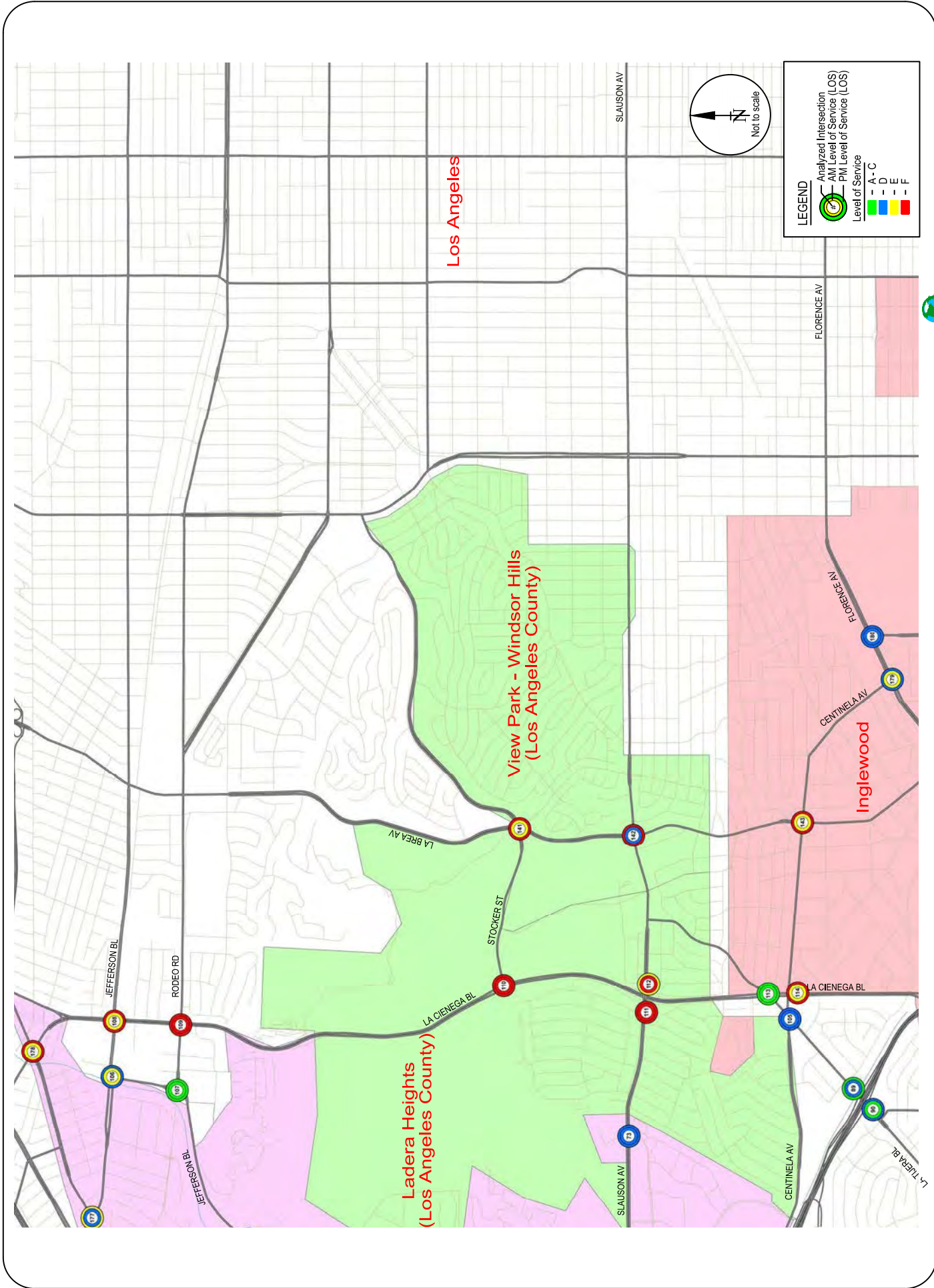


FIGURE 44A  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 44B**  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

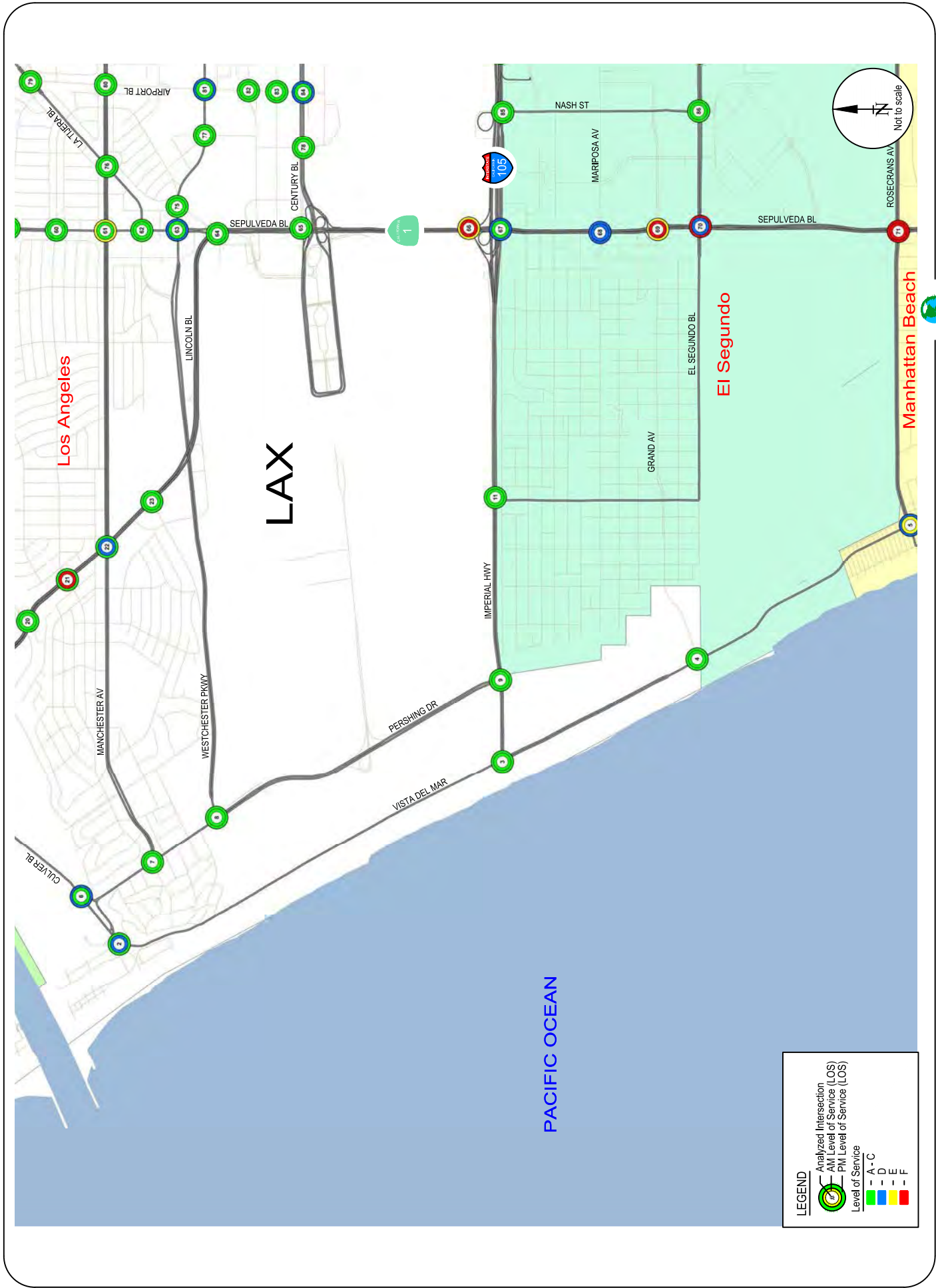
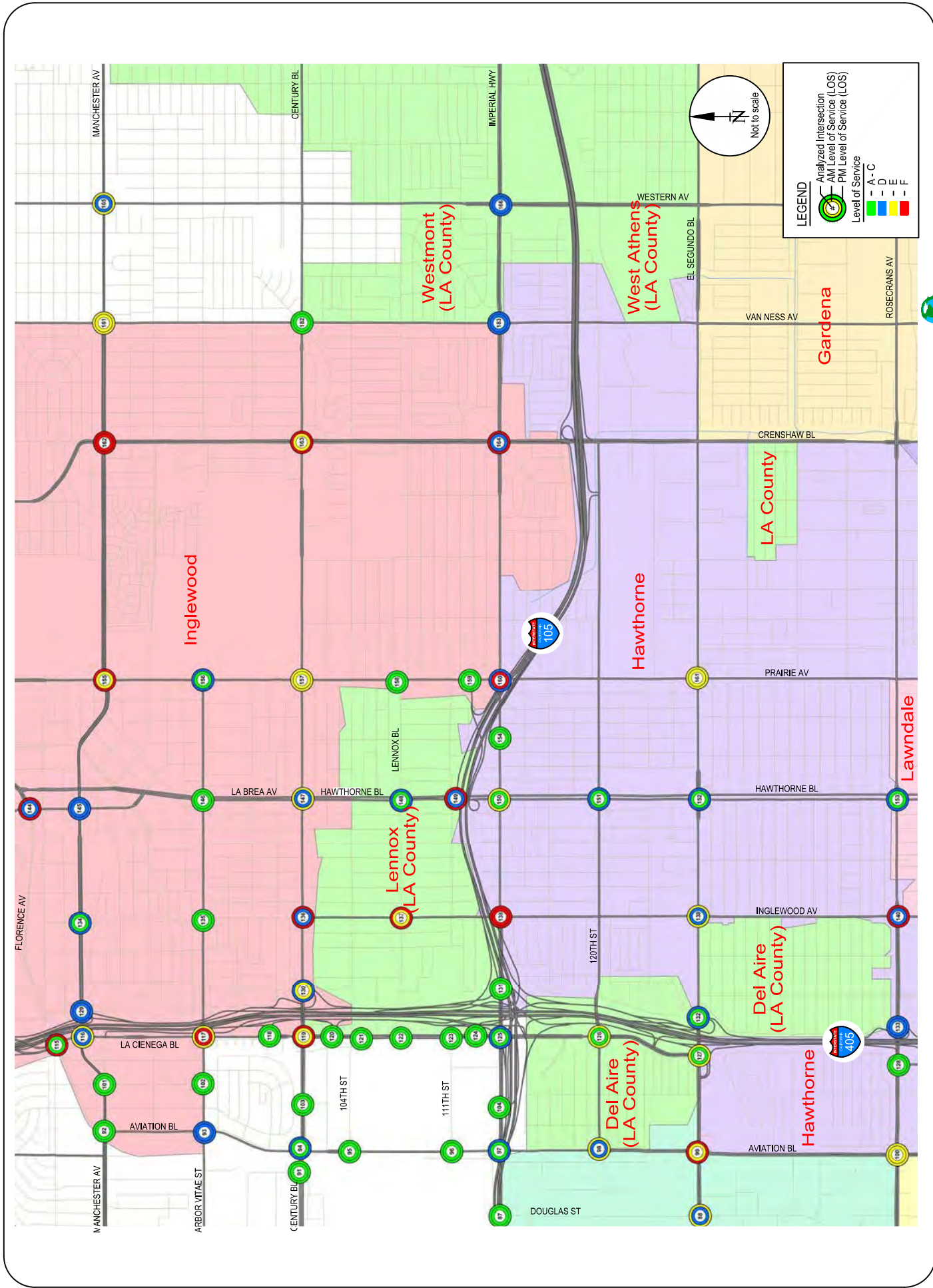


FIGURE 44C  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)





**FIGURE 44D**  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

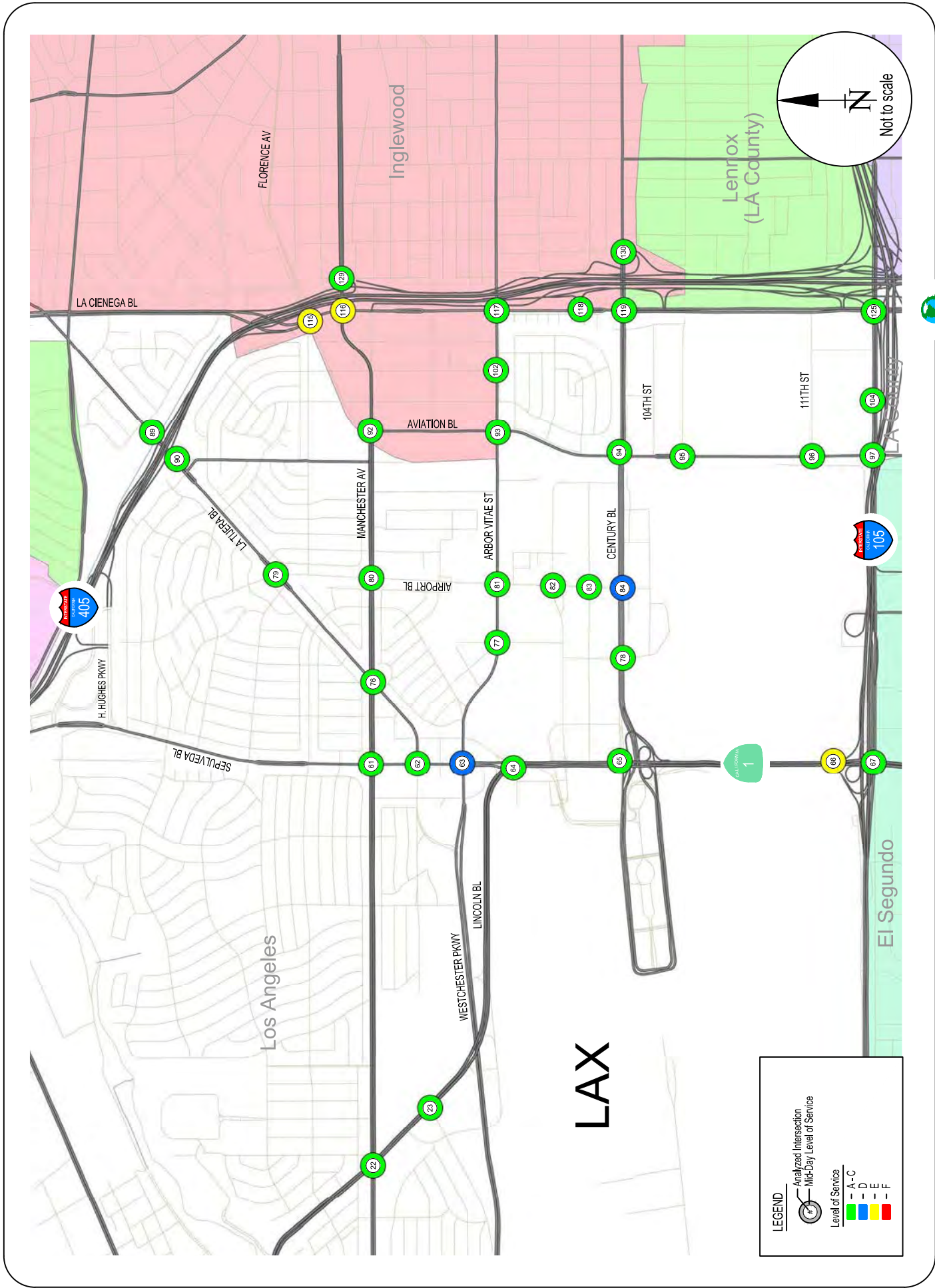


FIGURE 45  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)



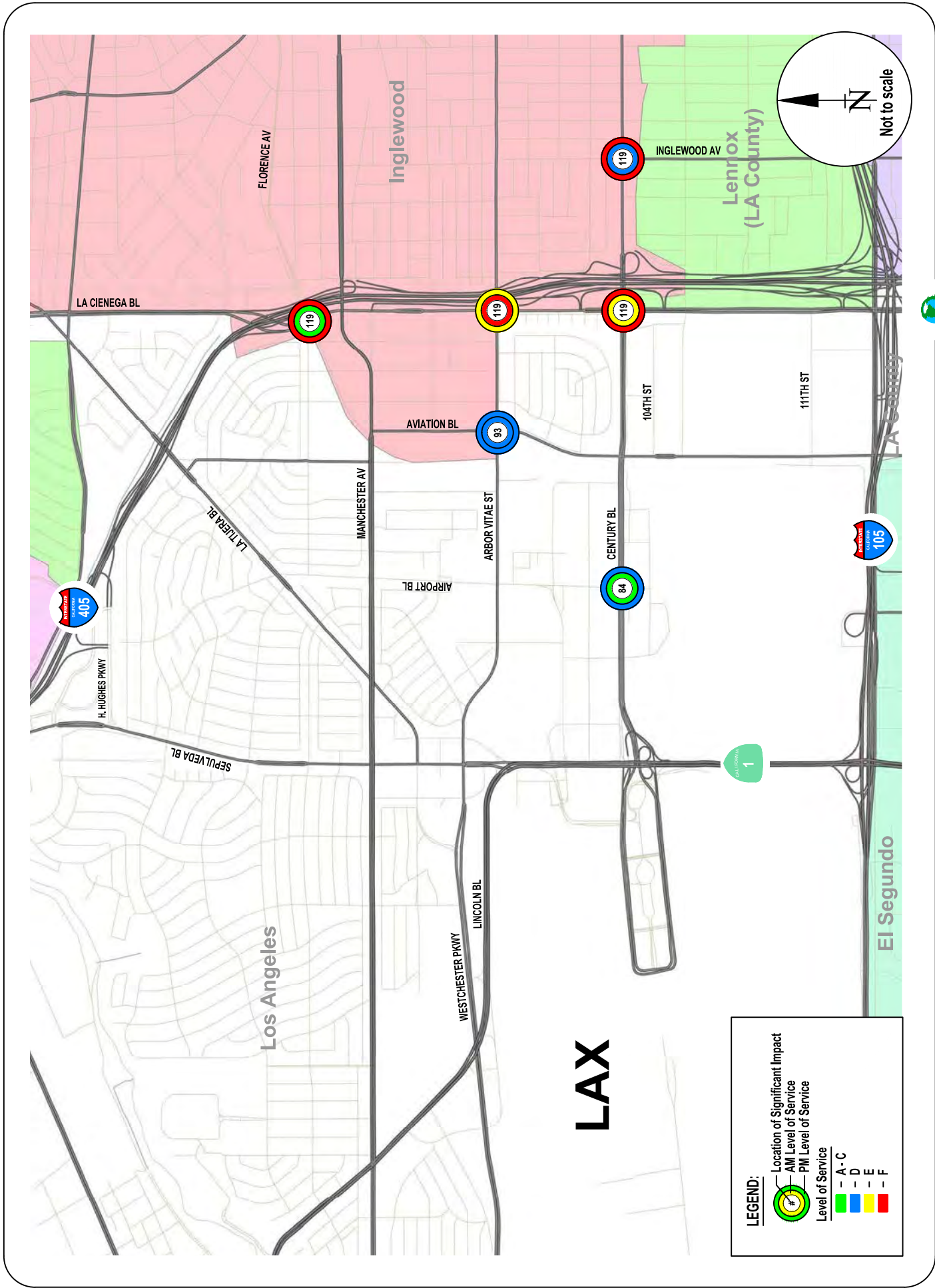
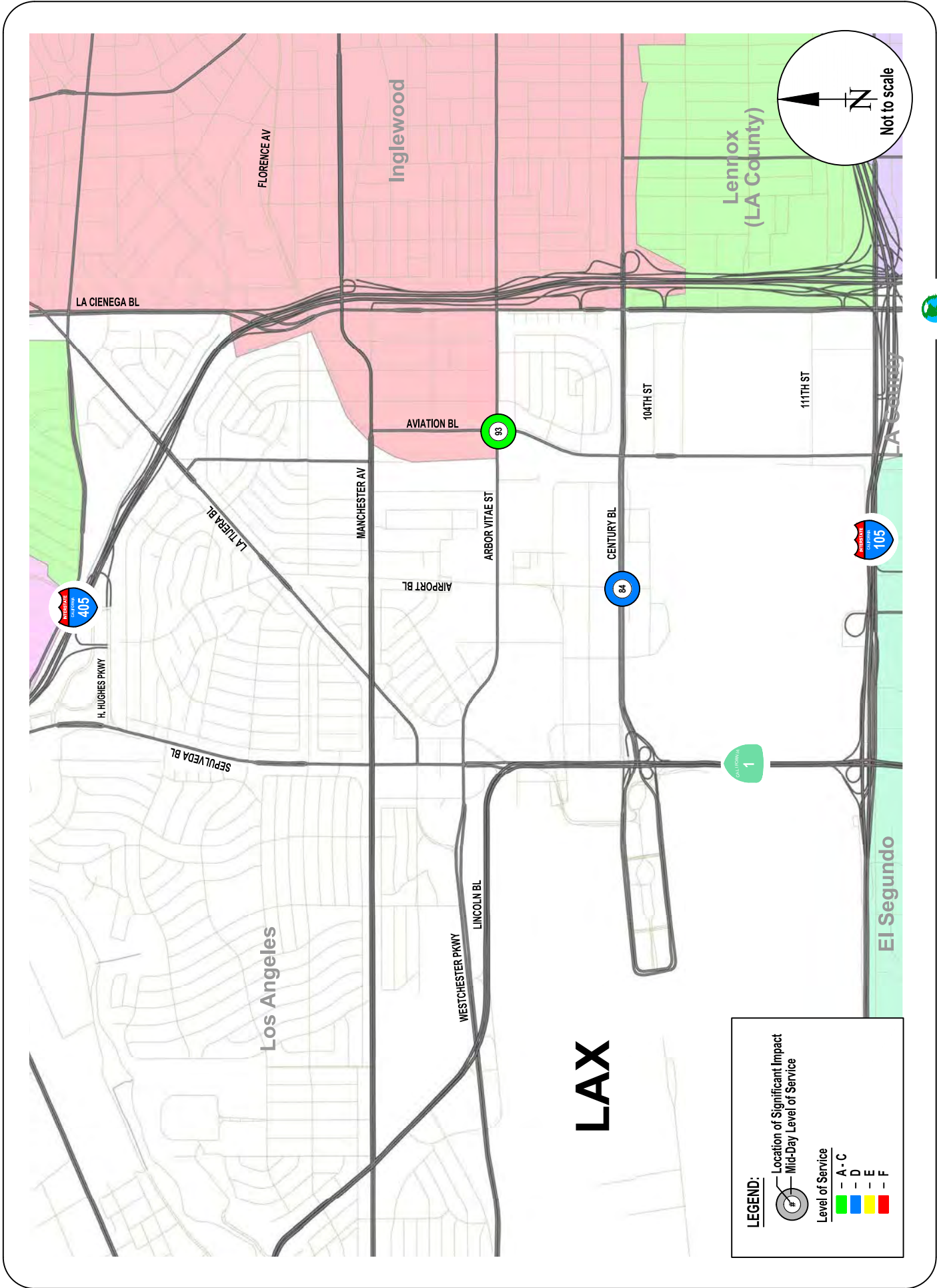


FIGURE 46  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - AM AND PM PEAK HOURS



**FIGURE 47**  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - MID-DAY PEAK HOUR





FIGURE 48A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - AM PEAK HOUR



FIGURE 48B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - PM PEAK HOUR

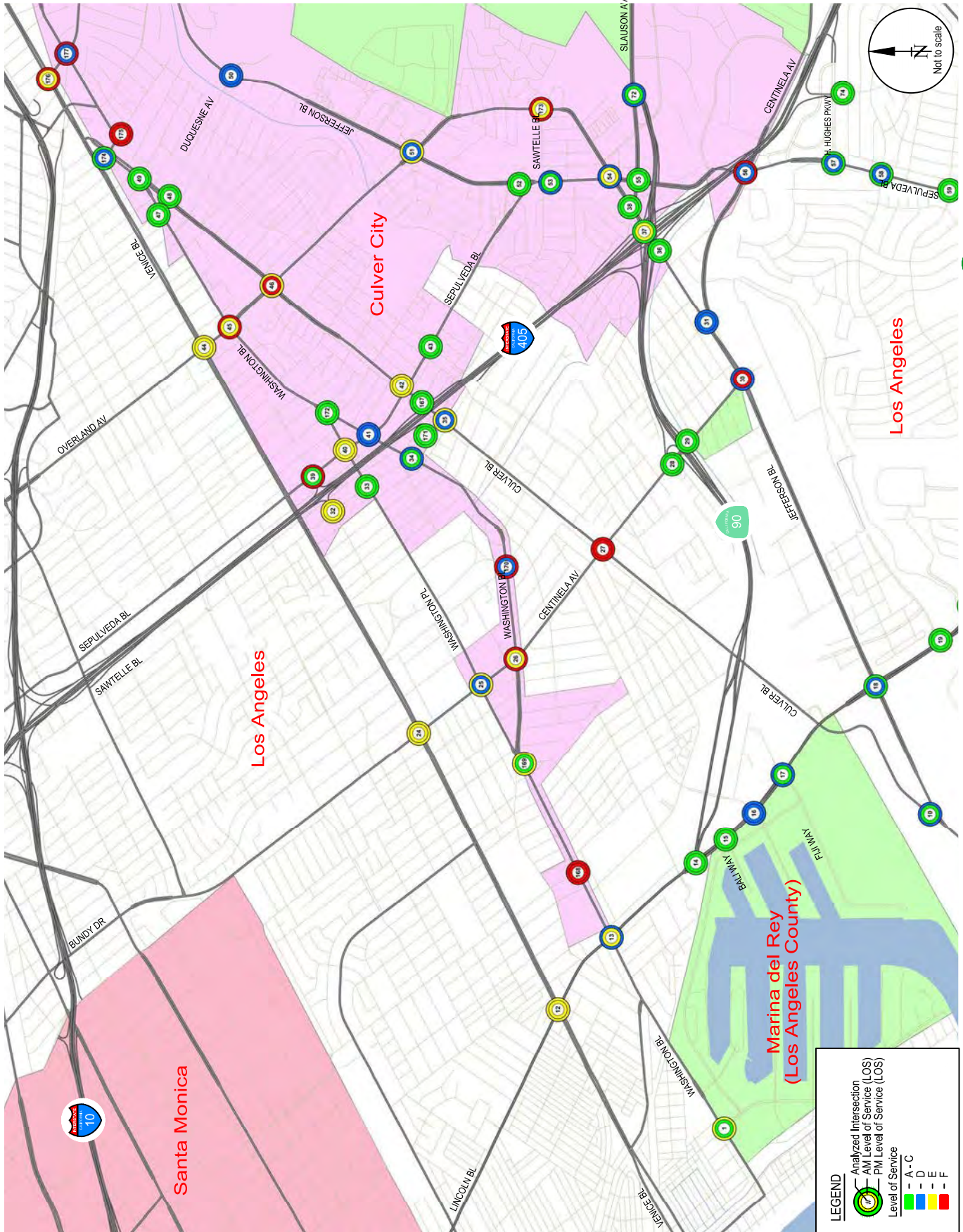


FIGURE 49A  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

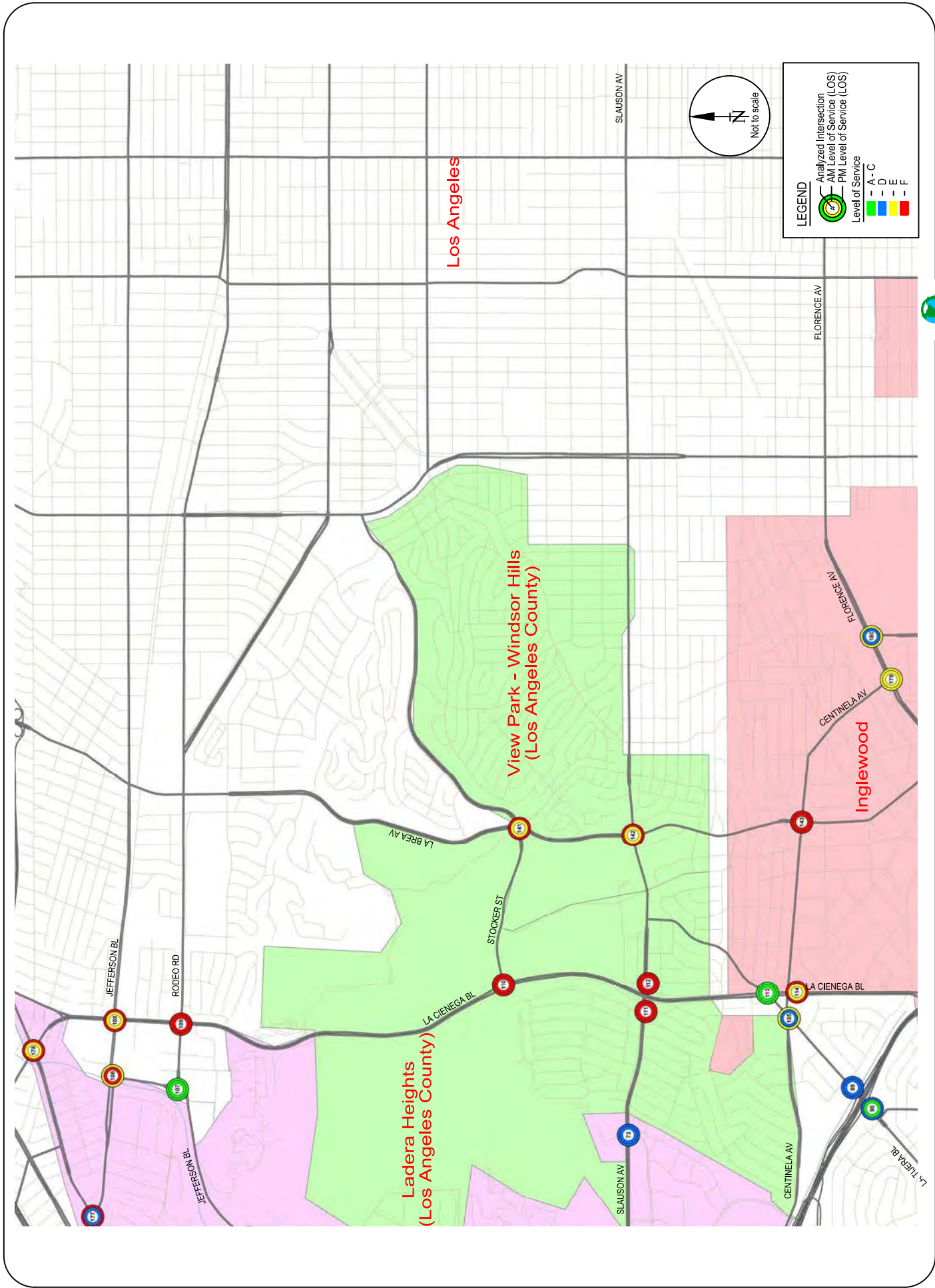


FIGURE 49B  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



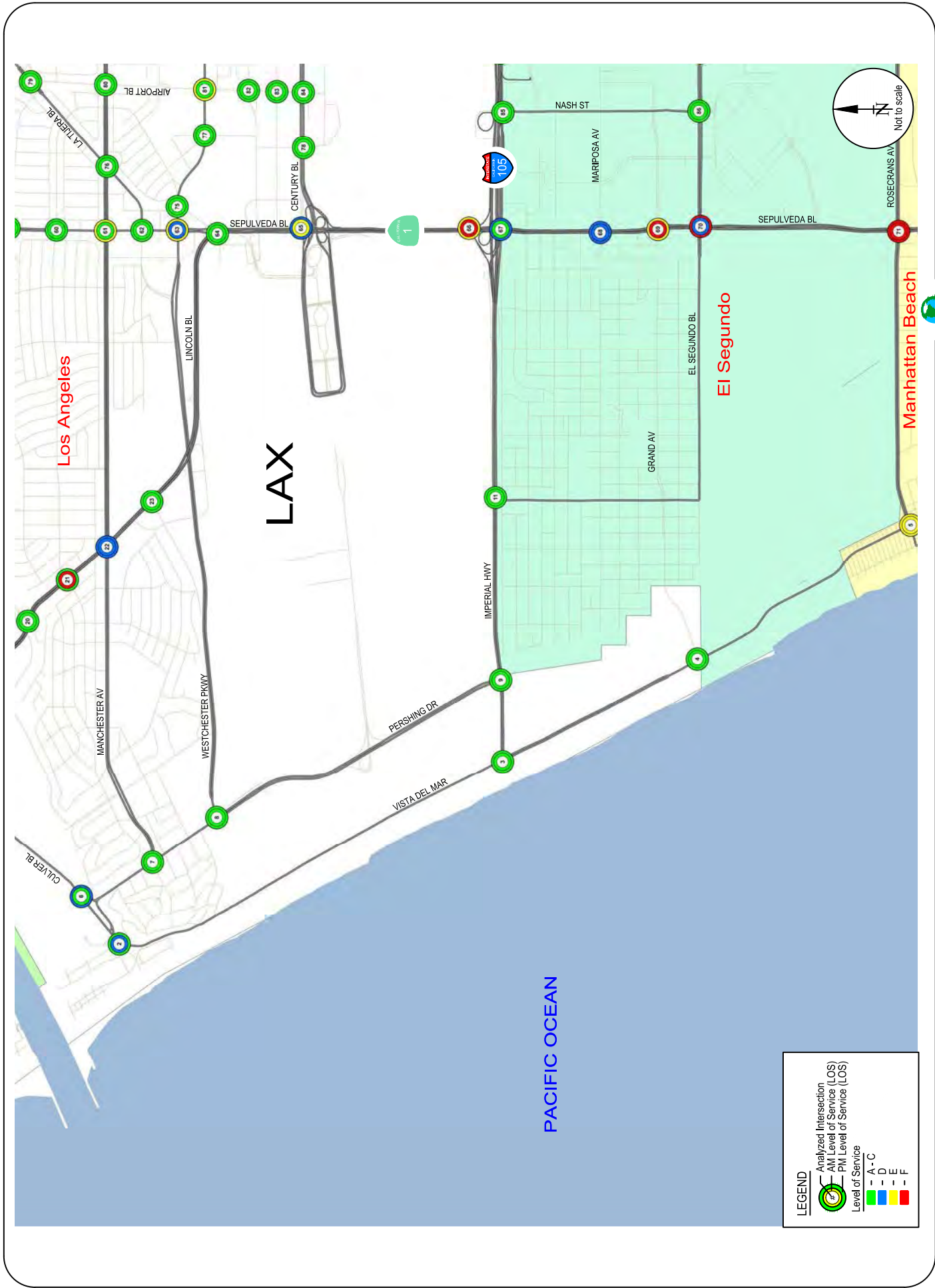


FIGURE 49C  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

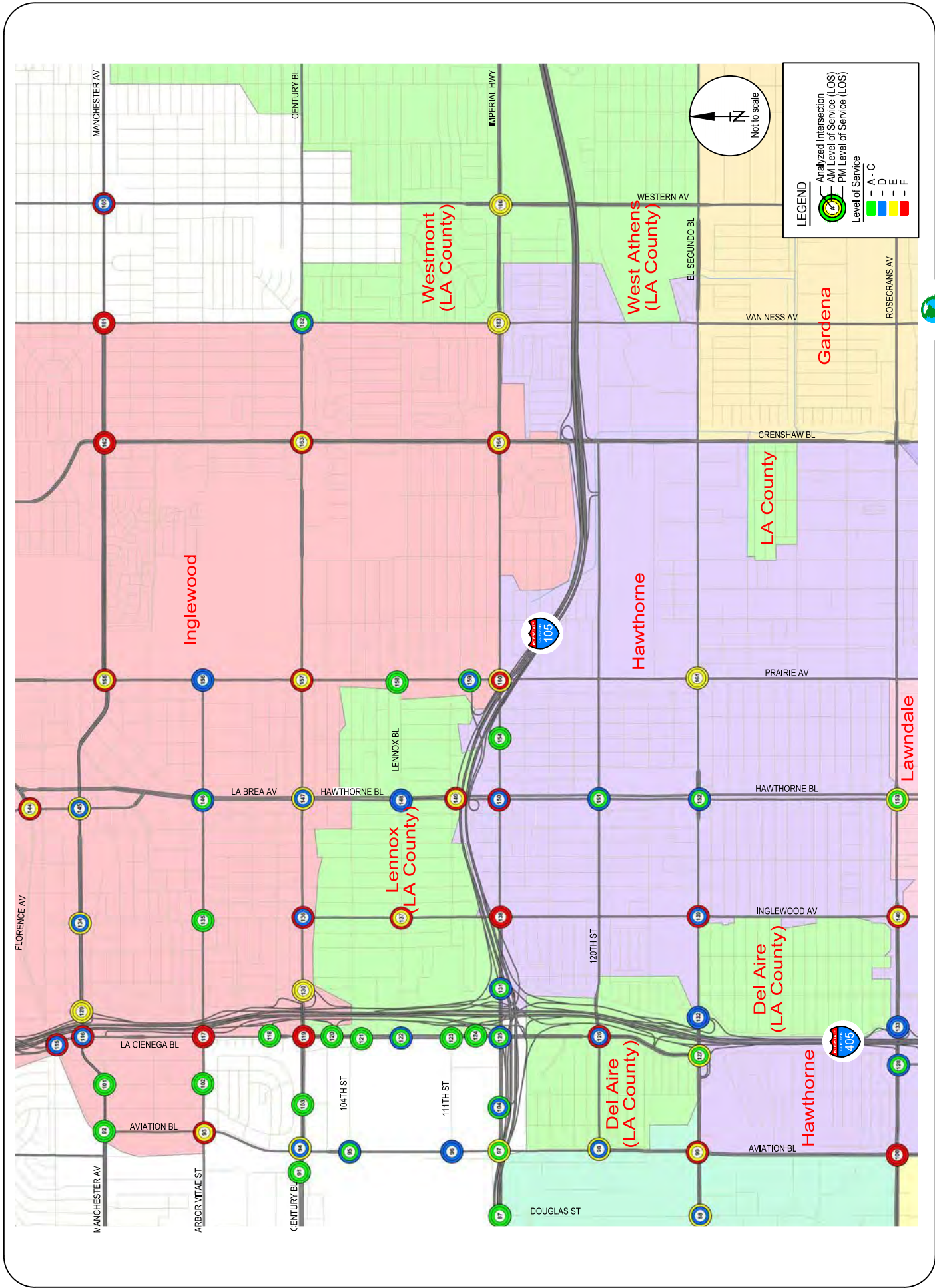


FIGURE 49D  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

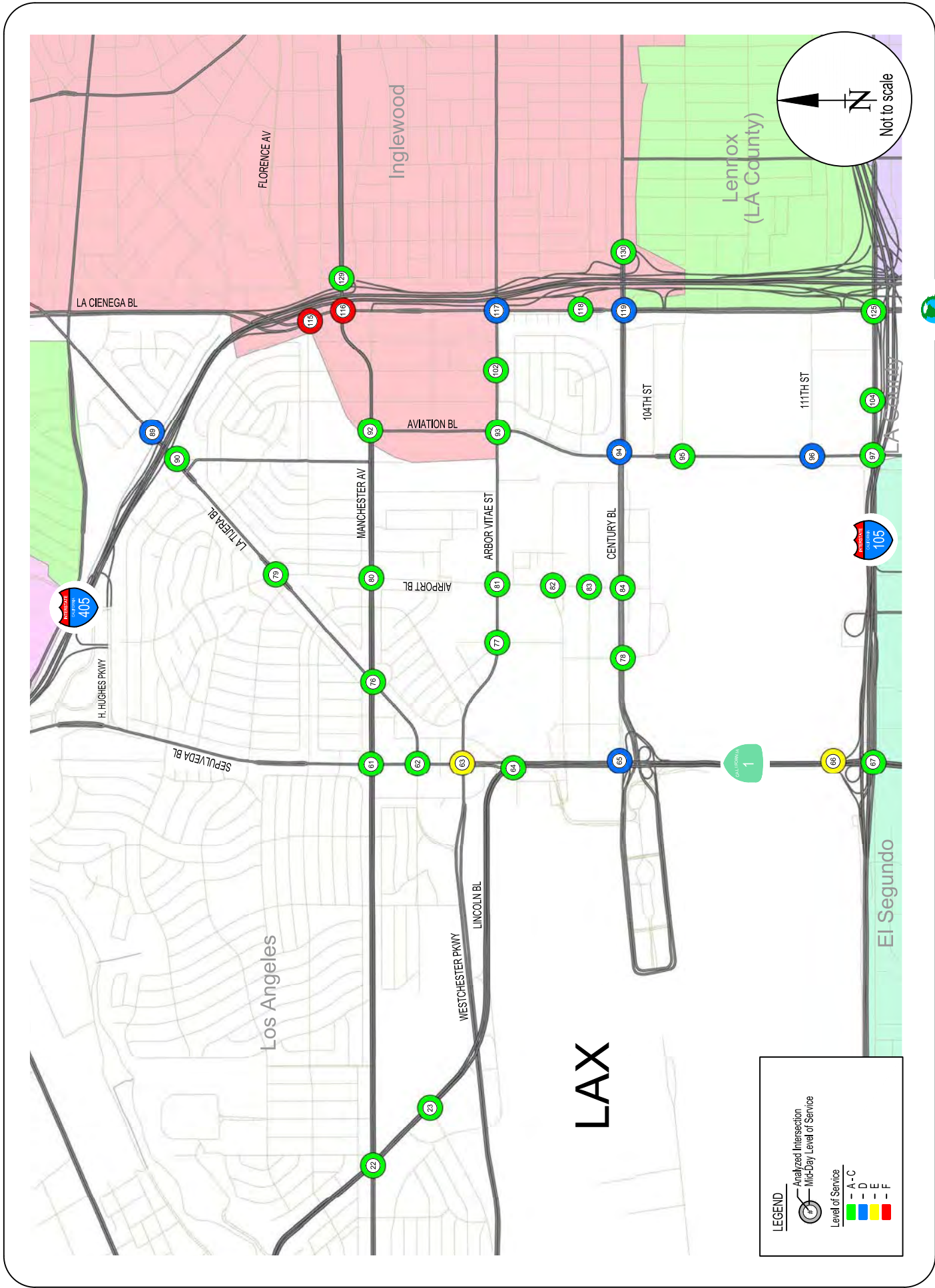


FIGURE 50  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)

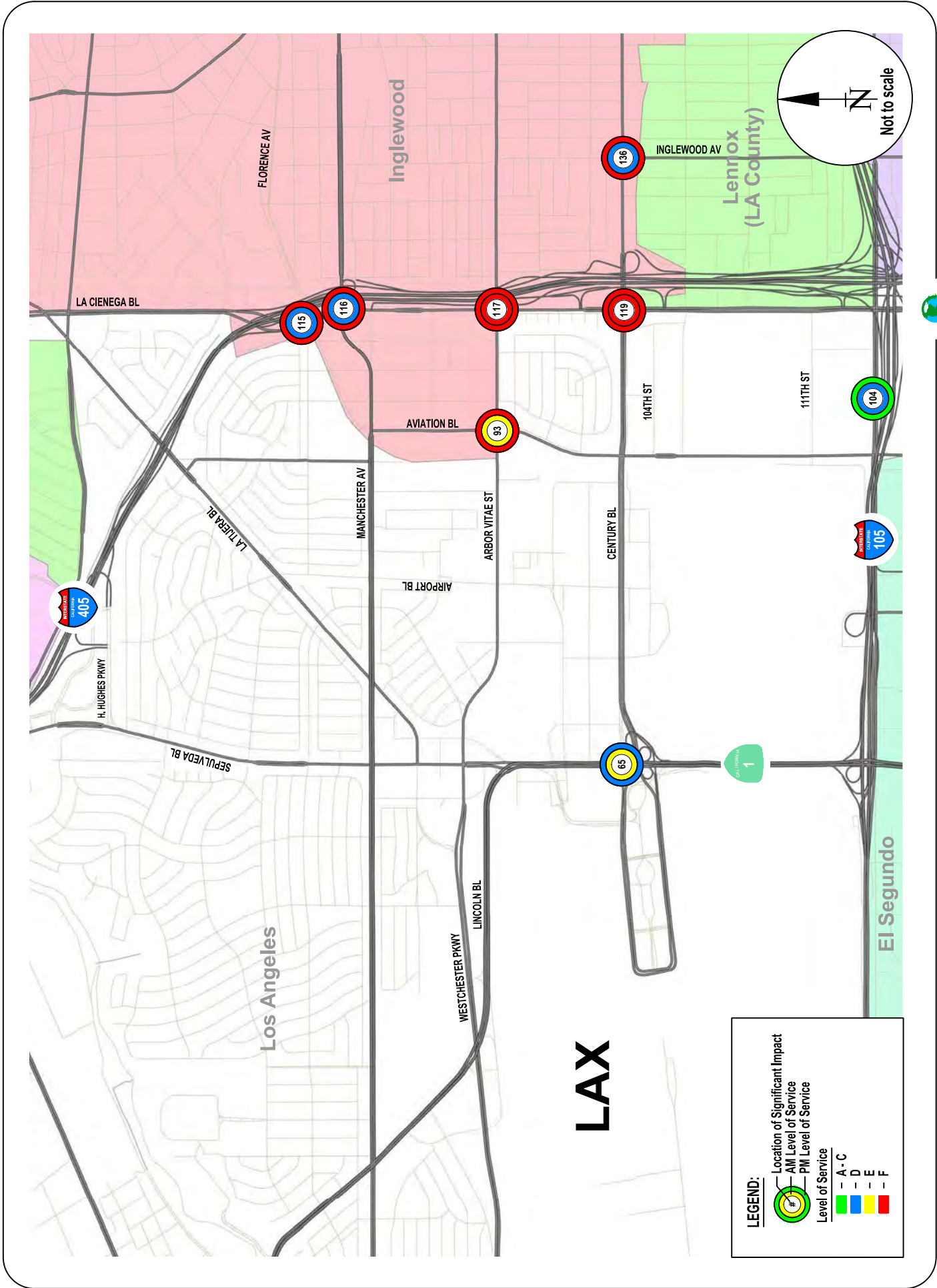


FIGURE 51 FUTURE (2035) WITH PROJECT CONDITIONS WITH SIGNIFICANT IMPACT - AM AND PM PEAK HOURS

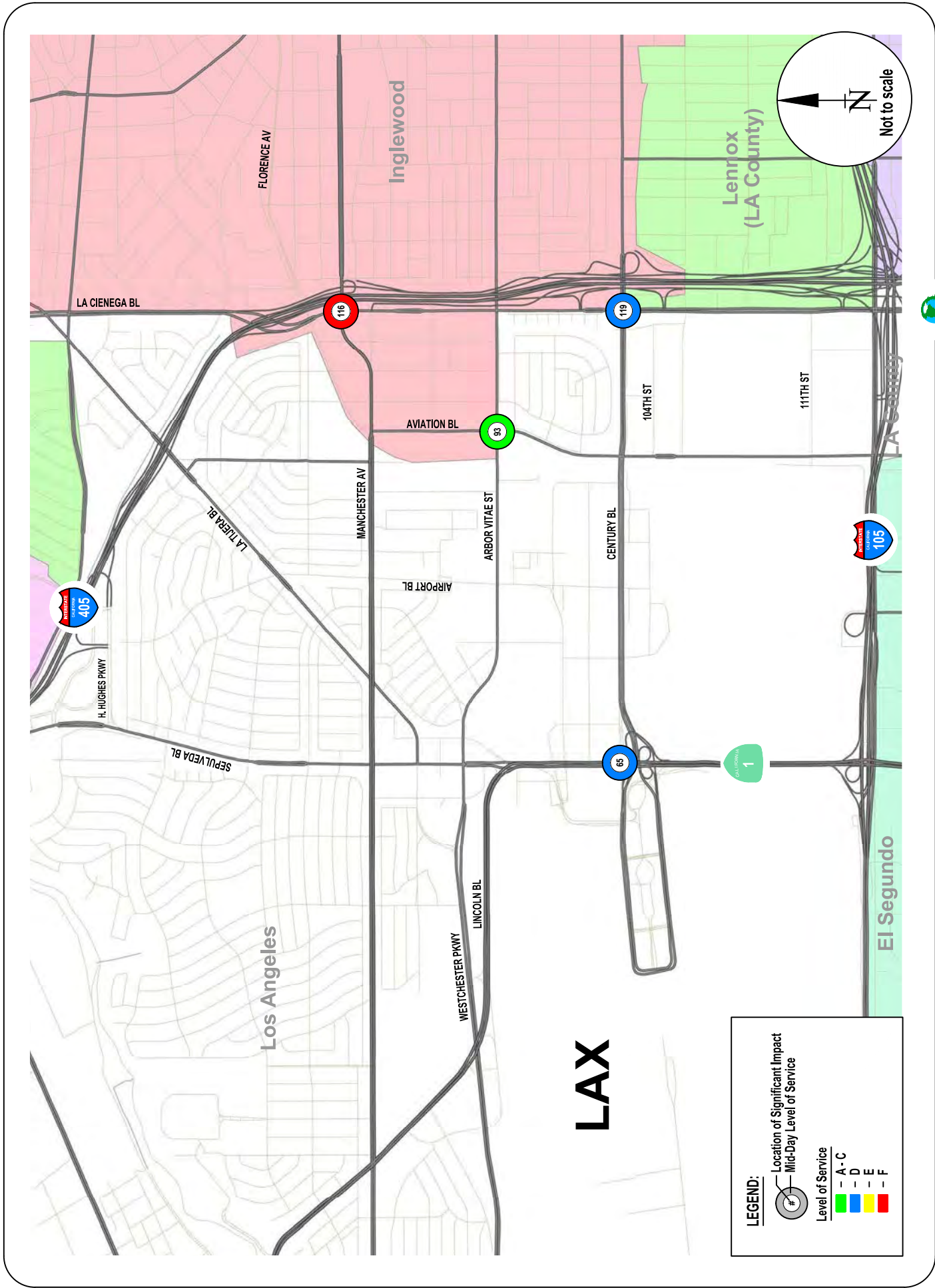


FIGURE 52  
 FUTURE (2035) WITH PROJECT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - MID-DAY PEAK HOUR



FIGURE 63A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT CONDITIONS - AM PEAK HOUR



FIGURE G3B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT CONDITIONS - PM PEAK HOUR



**FIGURE 54A**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**



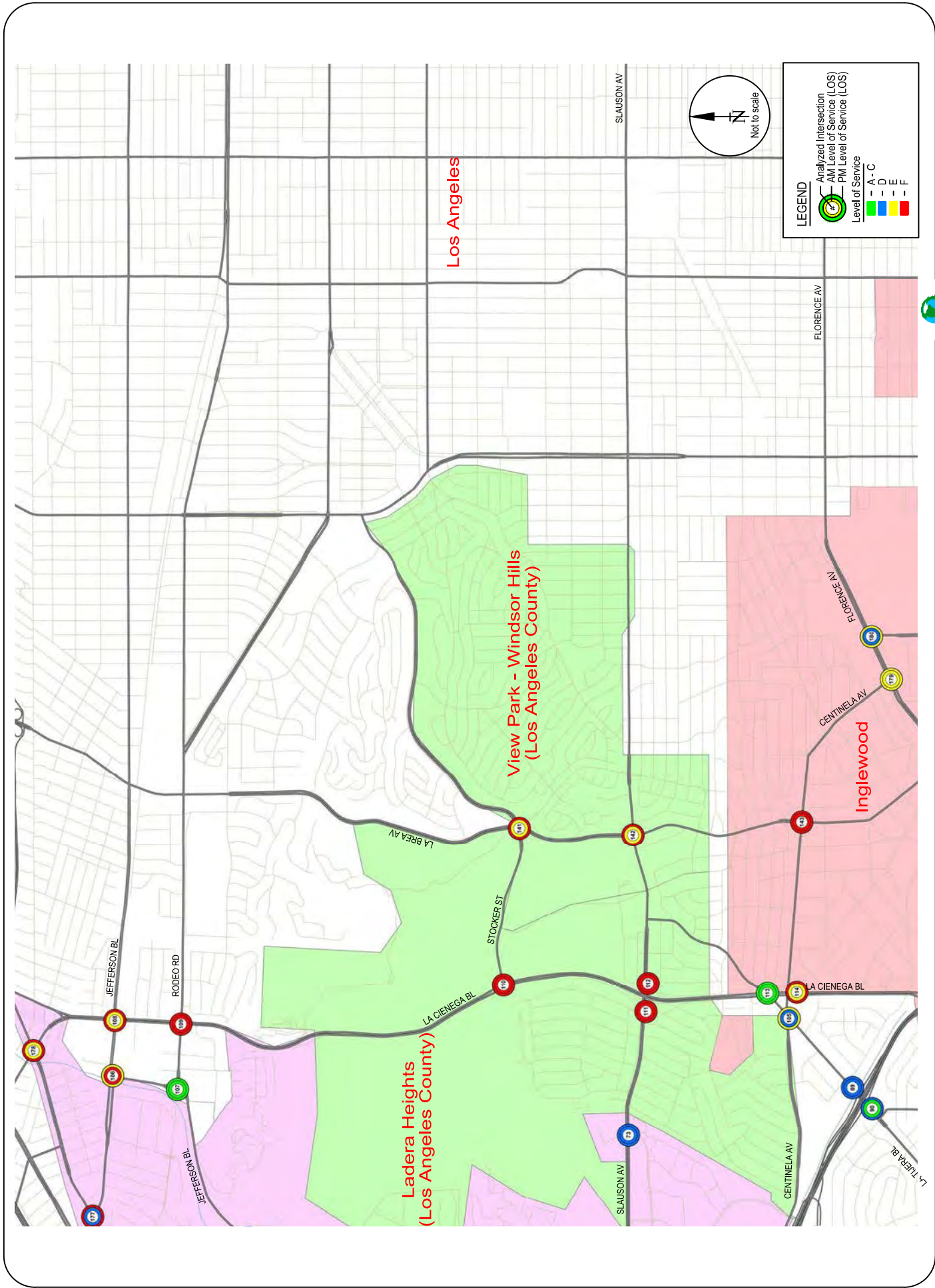


FIGURE 54B  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

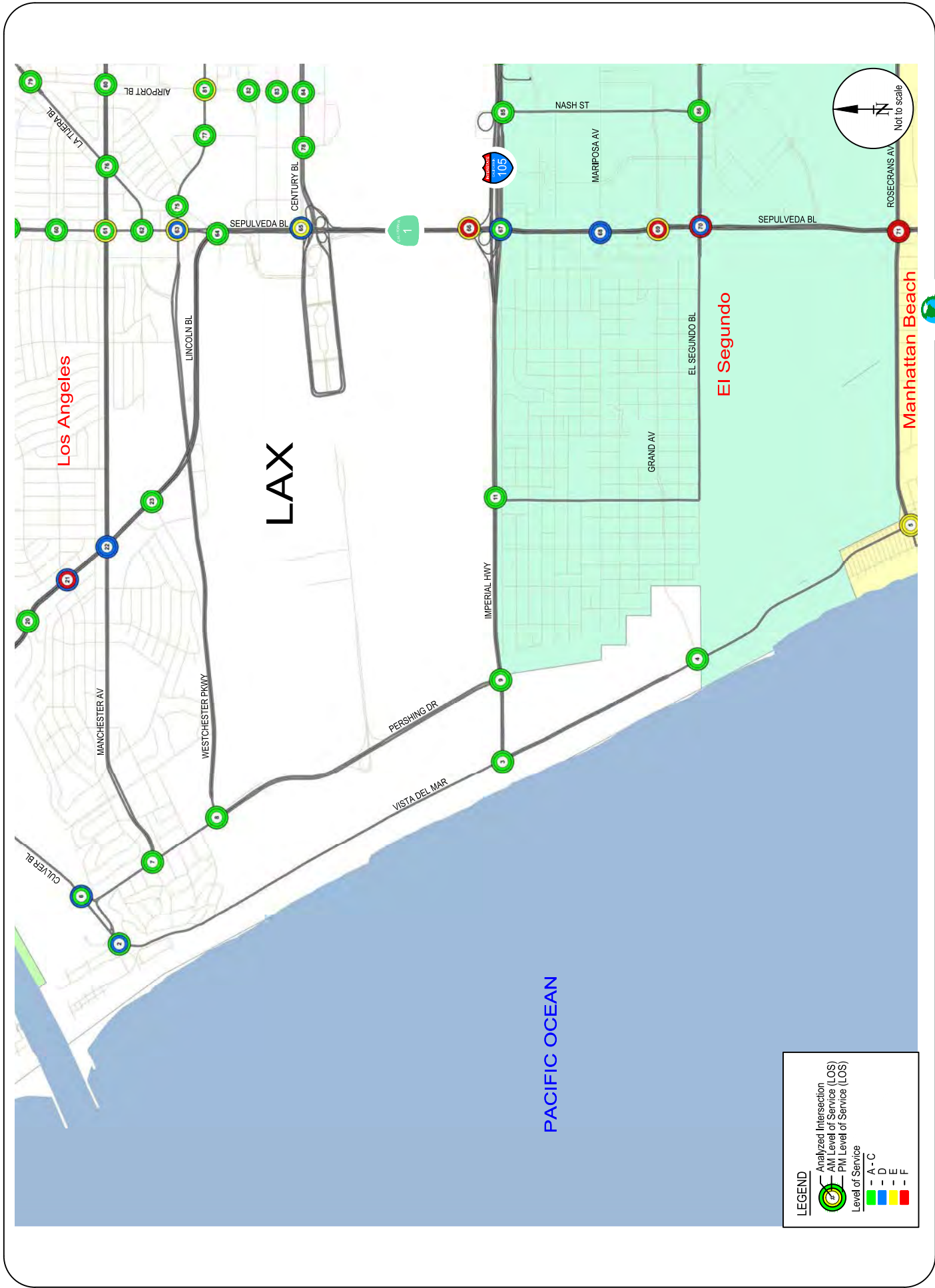
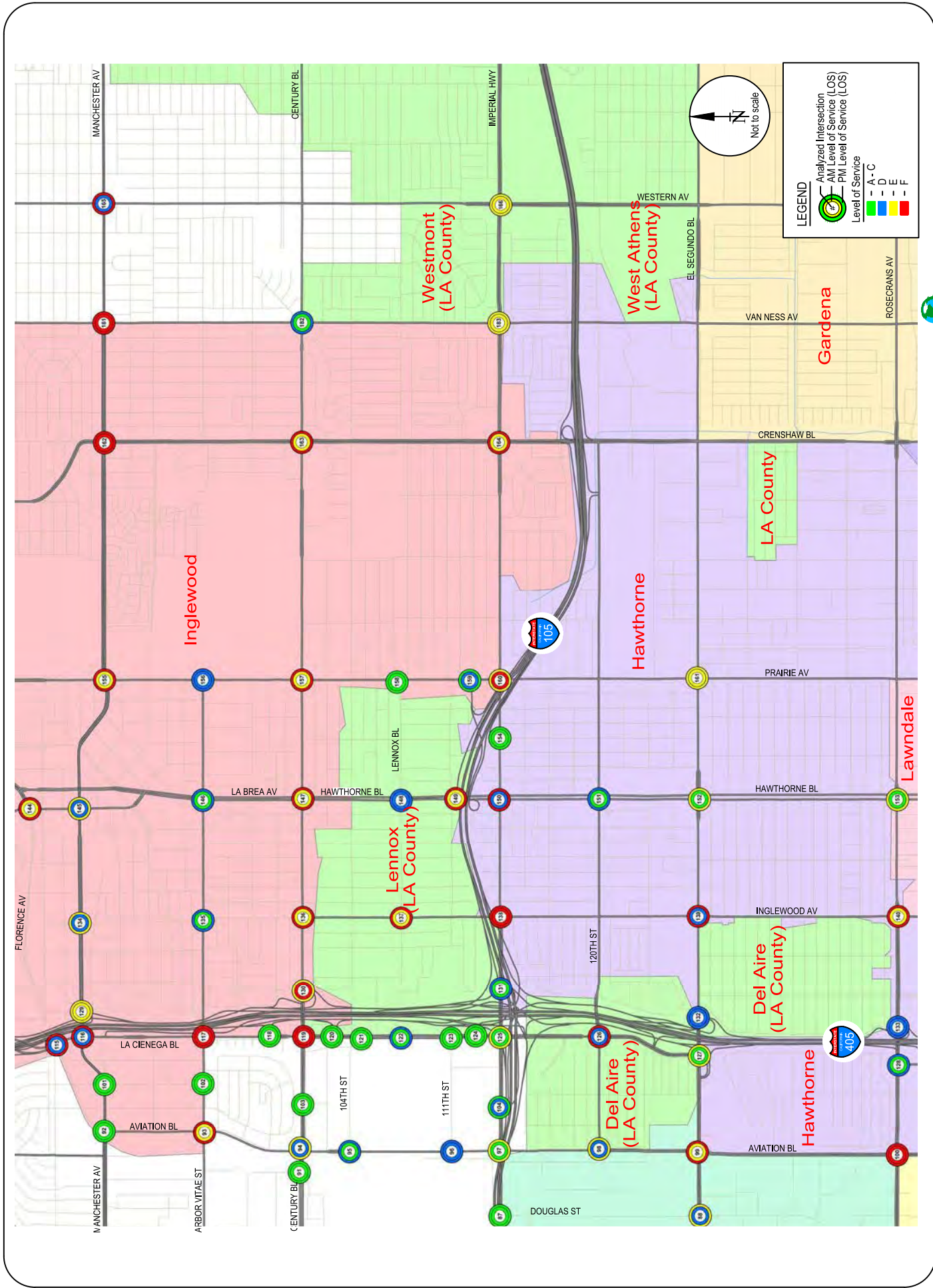
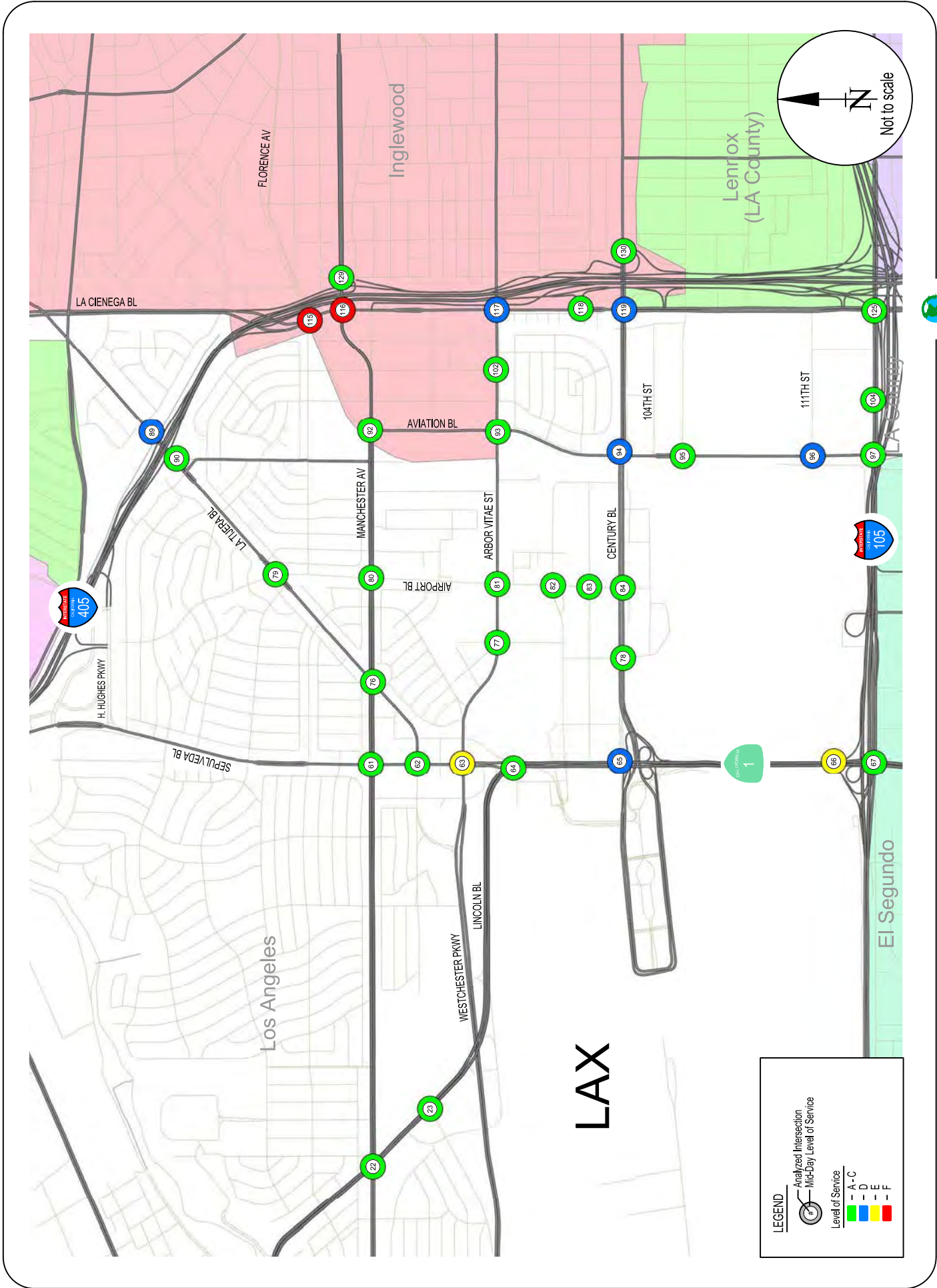


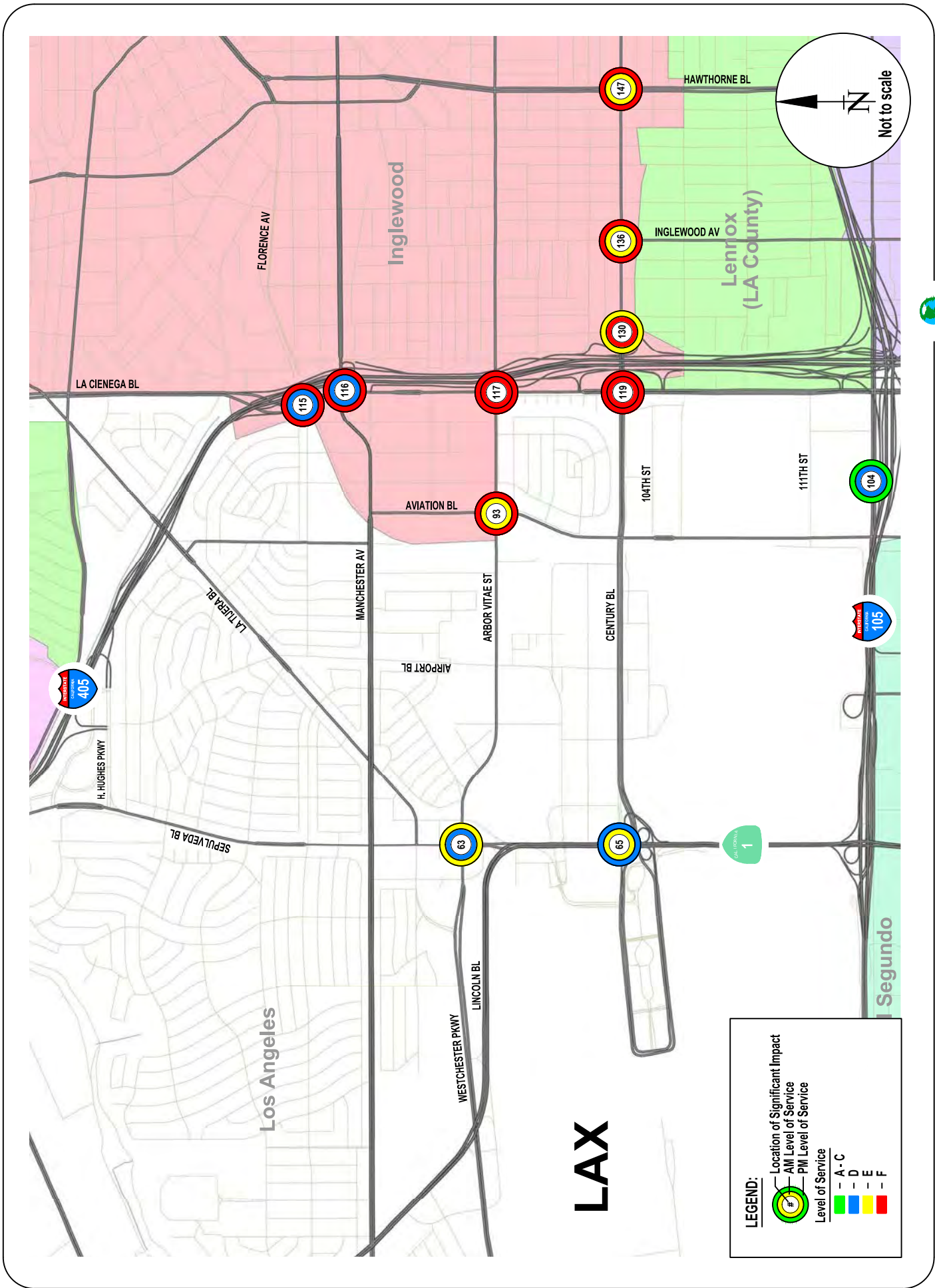
FIGURE 54C  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 54D**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**



**FIGURE 55**  
**FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**  
**MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)**



**FIGURE 56**  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - AM AND PM PEAK HOURS



FIGURE 57  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS  
 LOCATION OF INTERSECTIONS WITH SIGNIFICANT IMPACT - MID-DAY PEAK HOUR

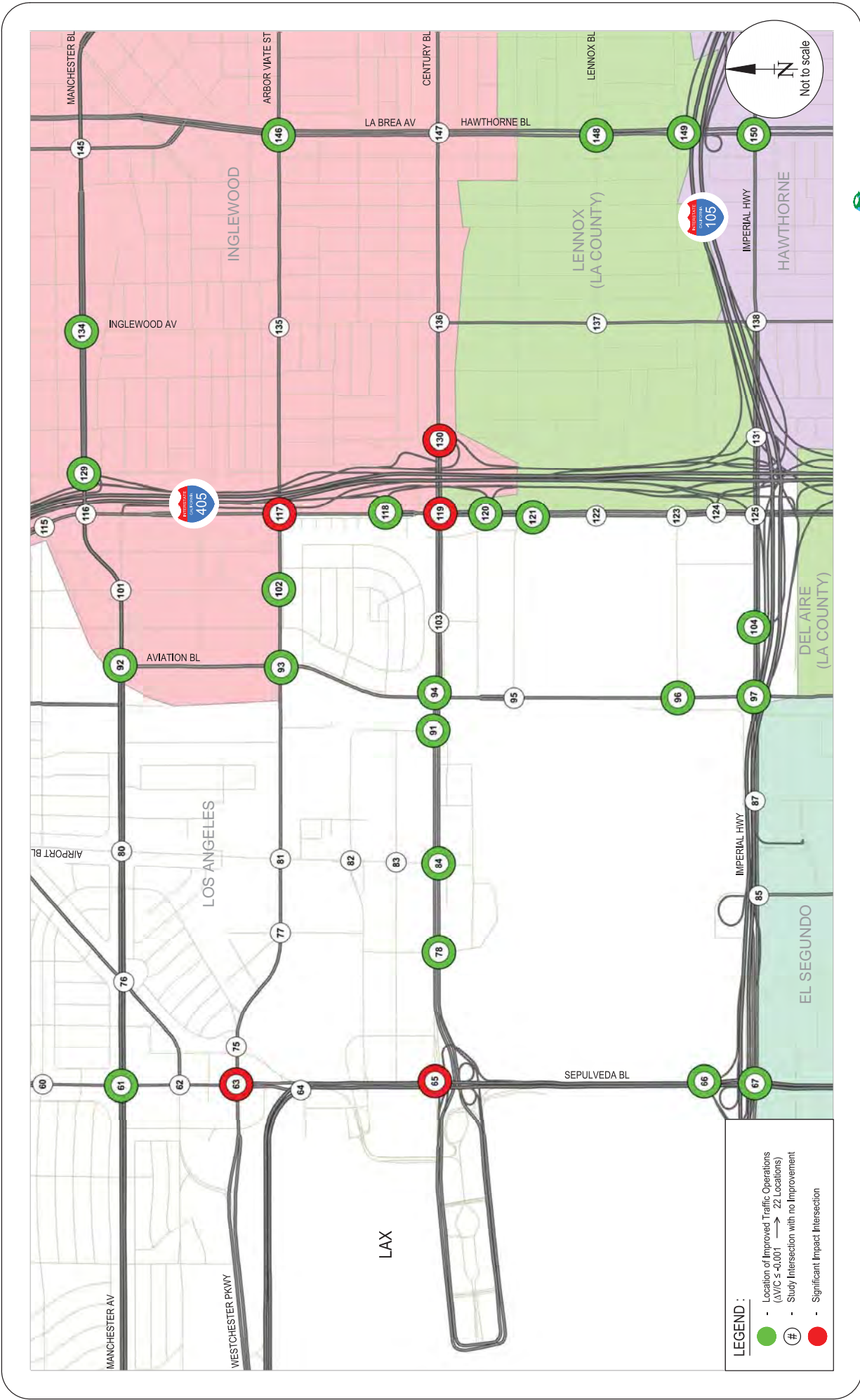


FIGURE 68A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - AM PEAK HOUR



FIGURE 68B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS - PM PEAK HOUR



## **VI. TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM**

The LAMP Project would fundamentally change the way passengers and employees access LAX, enhance passenger experience, reduce airport area congestion and improve airport area air quality. The LAMP project and operating system provides a new set of facilities and new operational protocols. The physical elements of LAMP include the CONRAC and ITFs that organize and consolidate various rental car agency trips spread out around the airport as well as the various commercial modes such as hotel shuttles, parking shuttles, shared ride vans, Flyaway buses, charter buses, paid ride modes, etc., that currently access the Central Terminal Area (CTA). By including a modern transportation operating system (e.g., specific policies programs and protocols for how access at LAX will function), the LAMP project would organize multiple access modes in the Intermodal Transportation Facilities (ITFs) to provide ground transportation choices for passengers and employees – with passenger pick-up and drop-off operations by mode, coupled with dynamically priced parking – along the observed path of travelers to the airport and connected to and from the CTA with a fast time-certain automated people mover system. The result of the combined facilities and supporting operating protocols would be reduced complexity and congestion of ground transportation operations within the airport CTA and along the associated roadway interface system.

The LAMP Project would also provide opportunity to transform multi-modal regional transit connectivity to LAX and its environs via its APM connection to the LAX-Crenshaw Line regional light-rail (currently under construction), as well as the planned regional bus transfer facility being planned at the proposed Metro Airport Metro Connector (AMC) Station. The fast, reliable and convenient APM would link CONRAC, the ITFs, the passenger terminals, on-airport facilities and adjacent commercial uses directly to the region via the rail and bus public transit options located at this Metro AMC station.

Also a part of the LAMP Project, a comprehensive roadway access system would be implemented to serve the CONRAC and ITFs and to provide direct access to the existing regional freeway and arterial roadway system. Due to the consolidation and redistribution of current travel modes to these multiple multi-modal facilities, certain arterial intersections adjacent to LAMP facilities would be significantly impacted in the future conditions. Primarily, intersections along La Cienega Boulevard and Century Boulevard adjacent to these facilities have been identified to be significantly impacted.

The mitigation analysis presented in this Chapter has been prepared as part of the Traffic Impact Analysis for the Project. The proposed Project has been forecast to create significant impacts at intersections as described earlier.. This mitigation analysis has been prepared to address these traffic impacts. The various guidelines, methods, and assumptions mandated by LADOT and other jurisdictions, wherever applicable, have been used in the preparation of this analysis. The mitigation program for the Project includes the following major components:

1. Implementation of a site-wide Transportation Demand Management (TDM) program for LAX and associated facilities to provide a variety of additional transportation access choices in order to promote non-auto travel, particularly for LAX employees.
2. Signal system improvements, including signal controller upgrades and installation of CCTV cameras at key intersections within the Study Area.
3. Specific intersection improvements, including physical mitigations and signal system and phasing enhancements.

## **TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM**

The TDM plan outlined below provides a set of strategies for the Project that would provide employees more transportation access choices to/from LAX and thus encourage reduced vehicular traffic on the street and freeway system during the most congested time periods of the day. The Project would develop and implement a TDM Program that include some or all of the following strategies:

- Participation in an existing or formation of a new Transportation Management Association (TMA) including;
  - Development and implementation of an LAX-area Employee Mobility Choice Program that will include an expanded Guaranteed Ride Home program (an on-demand vehicle or ride in case of an emergency or other personal/business needs)<sup>1</sup>;
  - Continued and enhanced implementation of rideshare/carpool/vanpool promotion and support;
  - Implementation of both a physical and virtual (e.g., online) Transportation Information Center including education and information on alternative transportation modes and on-site transit stops and kiosks;
- Continued and enhanced implementation of an incentivized transit pass program (i.e. Bus Passes, EZ Pass, TAP cards, FlyAway pass, etc.) for employees.

### **Transportation Management Association (TMA)**

Current employment levels within the boundaries of LAX exceed 48,000 people. As such, LAX can be considered a major employment center on its own. Indeed, compared to Century City, LAX businesses and agencies employ 20% more employees. Thus, either a stand-alone TMA (i.e., serving LAX-based employees) or an area-wide TMA (i.e., serving LAX-based, Gateway to LAX-based employees, Culver City based employees, El Segundo-based employees, Inglewood-based employees, Westchester-based employees, etc.) is recommended as part of the Project. The goal of the TMA is to develop, implement and promote employee mobility choice and access

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<sup>1</sup> This program serves as a critical “safety net” for employees not driving a vehicle to/from work as it provides a vehicle or a ride to customers in the event of an emergency or just a need for a vehicle or ride for business or personal reasons.

programs for home-to-work trips within LAX and, as applicable and appropriate, within the surrounding environs. Specific components of a TMA would include:

- LAX-area Employee Mobility Choice Programs, including, but not limited to:
  - Public transit pass incentive programs;
  - Incentivized “direct connect” employee bus/shuttle programs based on GIS-data validated employee residential clusters<sup>3</sup>;
  - Expansion of LAWA’s existing employee vanpool/carpool programs
- Web-based rideshare matching
- Web-based and administrative support for formation of vanpools and/or carpools
- “Anytime” mobility/emergency rides home, with web/mobile-based access to a vehicle or a ride service
- Preferential load/unload or parking location for High Occupancy Vehicles (HOV)
- Physical and virtual Transportation Information Center (TIC)

### ***LAX-Area Employee Mobility Choice Program***

The proposed Project would provide more robust mobility choices for LAX-area employees other than driving alone. The immediately adjacent Gateway Los Angeles Airport Business District – located within the boundaries of Century Boulevard, La Cienega Boulevard, 96<sup>th</sup> Street and Sepulveda Boulevard and directly adjacent to LAX-area employee boundaries – employs an additional 12,500+ employees. It has been determined by Geographic Information Systems (GIS) mapping that approximately 25% of the current employees within these two employment areas live within 5 miles of their workplace. Additionally, many of these employee vehicle trips occur along the travel corridors where certain intersections are significantly impacted by the LAMP Project. As such, based on the trip generation data collected as part of this TIA study, it is reasonable to project that moving employees from a “drive alone” mode to an economically attractive Employee Mobility Choice option (i.e., shuttle, bus, rideshare, transit, etc.) would result in reduced congestion, reduced greenhouse gas emissions, and improved air quality both within the LAMP TIA study area and within residential communities within which LAX-area employees reside.

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<sup>3</sup> Employee shuttle/bus services providing web-based “reserve-a-seat” service at a discounted price compared with the cost of parking and driving to/from work.

Specifically, an LAX-area Employee Mobility Choice Program would include some or all of the following mitigation measures:

- Based on GIS-generated geographic and demographic data, a set of potential “pilot” mobility programs to serve residential clusters of employees located within close proximity to LAX and, potentially, within disadvantaged communities (e.g., Inglewood, Hawthorne, Lennox, etc.). These programs could involve provision of shuttles of varying sizes based on work times, demand and geography. Shuttles would provide service within a three block area of employees’ homes and with work drop-offs/pick-ups within close proximity to employee workplaces. This program would be free round-trip service during the pilot period. Given the economic burden of driving for some LAX-area employees, the economic/quality of life benefits of such a service is likely to result in a good number of area employees utilizing these services.
- Depending upon the success of the “pilot” mobility programs and their potential to provide both economic/environmental benefits to employees and their residential communities – as well as the data-based tracking of the success of said pilot programs, these Employee Mobility Choice services could be enhanced to include additional employee population along with technological advances such as on-demand features, Wi-Fi capabilities and other amenities. This enhanced service could be made available for a fee to the users that would be competitive to driving and parking at their destinations.
- Examination and potential refinement/redeployment of current underperforming FlyAway services to provide new service to LAX and Gateway Los Angeles Airport Business District area employees with subsidized monthly and daily fees.
- On-demand “connect to transit” program to provide LAX-area employees living within 1/2 – mile to 1-mile proximity of an existing or emerging Metro rail line station. This program could potentially offer optional mobility choices – such as direct shuttle for neighborhood transit stations/mobility hubs – that could be part of the first-mile/last-mile planning initiatives to the network of mass transit options being currently constructed in the region.
- Potential key partnership with Transportation Network Companies to provide “anytime mobility” as an emergency/augmented transportation service for those leaving cars at home to address individual transport needs that may arise in the event of an emergency or work obligation such as a meeting.

### ***Online Ride-matching and Carpool/Vanpool Program***

The TMA will start/enhance an online daily commute ride-matching service to match interested patrons with carpools and vanpools. The ride-matching services could be extended to other employers in close proximity to the Project area, and members could choose to match themselves with the area commuters or broaden their search by choosing “All Regional Commuters.”

The TMA website will also provide links to the local transit service and information about shuttle service, train service and other mass transit options.

### ***Preferential Load/Unload Areas or Parking Locations for HOV***

Preferential load/unload areas or parking locations involves designation of the most convenient locations in employment areas for HOV such as carpools and vanpools. Having preferential facilities can encourage employees to use these modes of travel.

### ***Physical & Virtual Transportation Information Center (TIC)***

A TIC is traditionally a centrally-located commuter information center where the Project employees and patrons can obtain information regarding commute programs, and individuals can obtain real-time transit information for planning travel without using an automobile. A TIC will provide information about transit schedules, commute planning, rideshare, telecommuting, bicycle and pedestrian plans, and the guaranteed ride home program.

In addition to these above strategies, the Project's APM system will be designed to functionally integrate with the proposed Airport Metro Connector light rail station and its adjoining bus and bicycle transit center.

### **Guaranteed Ride Home (GRH)**

GRH is typically a Commute Trip Reduction (CTR) service managed by the Transportation Management Association. A GRH policy should specify the following:

- **Eligibility**: The program would cover all employees participating in the carpool/vanpool program or using transit to/from the project.
- **Trips eligible for the program**: The program could be limited to appointments or employee or family member emergencies.
- **Procedures for using the GRH service**: The TNC rides could be arranged during regular business hours by the TMA. After regular business hours, the individual could arrange for the transportation themselves and be reimbursed. In order to qualify for a free ride, the individual must be registered with the program, be using an alternative mode of transportation rather than driving alone to the site on the day they need a ride, and have a covered, verifiable need (accident, injury, sudden and unexpected illness, etc.).

### **Incentivized Transit Passes**

The proposed Project could provide all eligible employees access to potentially subsidized monthly transit passes (EZ Transit TAP card, bus passes or a modified universal card for use with multiple operators) giving them access to all transit lines.

### **Trip Reduction from the TDM Program**

The TDM plan outlined above has the potential to provide mitigation of significant transportation impacts resulting from the LAMP program. Many of the key elements of the various TDM elements would be implemented as a pilot program to test their effectiveness and expanded/evolved to improve performance in the future based on the observed results. Therefore, conservatively, a 5% mitigation credit from the TDM Program has been taken on airport employee trips in this study including CTA employees, cargo area employees and west aircraft maintenance area employees.

Table 30 provides a summary of estimated effects in terms of trip reduction by TDM strategies considered for the Project during the peak hours. As shown in Table 30, the proposed TDM program is expected to achieve a trip reduction of 107 trips during the morning peak hour, 118 trips during the midday peak hour and 116 trips in the evening PM peak hour under Baseline conditions. Under Future (2024) conditions, the proposed TDM program is expected to achieve a trip reduction of 124 trips during the morning peak hour, 136 trips during the midday peak hour and 134 trips in the evening PM peak. Under Future (2035) conditions, the proposed TDM program is expected to achieve a trip reduction of 144 trips during the morning peak hour, 158 trips during the midday peak hour and 159 trips in the evening PM peak.

### **SPECIFIC INTERSECTION IMPROVEMENTS**

Intersection improvements designed to alleviate the significant impacts of the Project consist of the following: Signal system and phasing enhancements and physical improvements such as minor widening. Conceptual drawings showing details of the proposed physical improvement options overlaid on an aerial photomap base are provided in Appendix K.

### **Signal System Corridor Improvements - Intelligent Transportation System (ITS)**

Intersection improvements designed to alleviate the significant impacts of the Project consist of signal system enhancements including financial contribution toward the design and implementation of Intelligent Transportation System (ITS) improvements along two key travel corridors within the City of Inglewood – Century Boulevard and La Cienega Boulevard. Signal system enhancements include provision of additional/upgraded equipment and/or providing connections to existing traffic control systems.

The proposed ITS signal system would enhance the City of Inglewood's current framework. This system has been tested and implemented along major travel corridors in numerous major metropolitan areas including the City of Los Angeles, County of Los Angeles and others. This enhanced traffic control system would include a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. Along with improved traffic signal coordination throughout the network, it would automatically adjust and optimize traffic signal timing in response to traffic demands on the entire signal network in order to reduce the number of stops while minimizing the amount of delay.

This system would be a fully responsive, real-time system. In order for that to be achieved, it must be provided with sufficient data to be effective and to make appropriate decisions regarding signal timing. Therefore, ITS would require additional vehicle sensors; computer hardware and networking; and potentially an upgrade to the communication system. The ideal system design would have vehicle sensors on all approaches to all intersections in the sub-system. With the pertinent traffic data (number of vehicles) obtained from these sensors placed in advance of the intersections, the signal timing is adjusted to accommodate the prevailing conditions. Studies have shown that the expected benefit to traffic flow resulting from implementation of such a system is an improvement in the capacity of intersections in the corridor by 10%.

This traffic mitigation calls for the installation of new ITS equipment along two key travel corridors within the Study Area. As part of this mitigation for Future (2024) and Future (2035) conditions, the Project would implement a signal system upgrade along the La Cienega Boulevard and Century Boulevard corridors within the City of Inglewood by upgrading the signal controller and other signal equipment. La Cienega Boulevard corridor improvement includes intersections between La Tijera Boulevard to the north to Century Boulevard to the south. Century Boulevard



corridor improvement includes all signalized intersections between La Cienega Boulevard on the west to Van Ness Avenue on the east. These improvements would improve operations and provide mitigations at following locations:

- La Cienega Boulevard & Florence Avenue
- La Cienega Boulevard & Manchester Boulevard
- La Cienega Boulevard & Arbor Vitae Street
- I-405 Freeway Northbound Ramps & Century Boulevard
- Inglewood Avenue & Century Boulevard
- La Brea Avenue/Hawthorne Boulevard & Century Boulevard

### **Signal System Corridor Improvements - Closed Circuit TV (CCTV) Camera and Changeable Message Signs (CMS) Installation**

An integral part of the real-time operation of the traffic signal timings is the strategic placement of CCTV cameras at key intersections. This provides the local transportation agency with the ability to monitor traffic operations and quickly respond to incidents that delay vehicles and transit service. The City of Los Angeles has determined that the upgrade of the signal controllers and installation of the CCTV cameras would increase intersection capacity by 1% (a 0.01 improvement in V/C ratio). As part of the mitigation program for Future (2035) conditions, the Project would install CCTV cameras at the locations identified below:

- Sepulveda Boulevard & Manchester Avenue
- Sepulveda Boulevard & La Tijera Boulevard
- Sepulveda Boulevard & Westchester Parkway
- Sepulveda Boulevard & Lincoln Boulevard
- Sepulveda Boulevard & Century Boulevard
- Sepulveda Boulevard & I-105 Freeway Ramps
- Sepulveda Boulevard & Imperial Highway

Additionally, to provide real-time traffic information as well as predictive time information to the users, the Project will provide funding towards implementation of Changeable Message Signs (CMS) along key access corridors to LAX and its facilities.

## **Physical Improvements**

The proposed physical improvements include:

- Roadway Corridor Improvements
- Intersection Improvements

A brief discussion of each of these improvements is provided below.

### ***Roadway Corridor Improvements:***

The following roadway corridor improvements are provided below:

- **I-405 Northbound Auxiliary Lane** – This improvement would involve adding an auxiliary lane along northbound I-405 between El Segundo Boulevard on-ramp and the Imperial Highway off-ramp. This improvement would require widening the I-405 northbound roadway between the limits noted above including potentially widening the bridge over 120<sup>th</sup> Street.
- **Imperial Highway off-ramp** – This improvement would involve widening the off-ramp to two lanes at the exit from the I-405 northbound lanes and carrying the widening to the ramp junction at Imperial Highway to provide two left-turn lanes and a separate right-turn lane.
- **La Cienega Boulevard** – This improvement would involve reconstructing the median along certain stretches of La Cienega Boulevard to allow for a third northbound travel lane between Imperial Highway and Century Boulevard during the peak periods, by restricting parking on the east side of the street. Some parking restrictions currently exist and the proposed improvement would allow for three through lanes in both directions along La Cienega Boulevard during the peak time periods.

Conceptual exhibits showing the above are included in Appendix K.

These potential improvements would help reduce traffic and consequently improve traffic operations at key intersections along major parallel north-south roadways, specifically Aviation Boulevard, Sepulveda Boulevard and La Brea-Hawthorne Boulevard. Additionally, traffic conditions along Century Boulevard east of La Cienega Boulevard including the I-405 NB on – off ramps at Century Boulevard would also be improved with the proposed northbound access improvement. These corridor improvements are applicable to and have been evaluated in both Future (2024) and Future (2035) conditions with Project and Mitigation Measures.

Widening and/or other improvements to the roadways and intersections would be designed to meet the requirements of LADOT, City of Los Angeles Bureau of Engineering, LACDPW, Caltrans, and/or City of Inglewood, based on the jurisdiction responsible for the improvement.

***Intersection Improvements:***

Intersection improvements are discussion in the following section:

**Baseline 2015 with Project Intersection Improvements**

- Sepulveda Boulevard & Century Boulevard

This improvement would provide a third westbound left-turn lane. As part of the Project, new connections would be provided between westbound Century Boulevard to northbound Sepulveda Boulevard via new 'A' Street and 96<sup>th</sup> Street. This will result in reducing the number of westbound right-turning vehicles at Sepulveda Boulevard & Century Boulevard and eliminating the need for a second westbound right-turn lane. The proposed improvement would restripe the westbound right-turn lane into a third left-turn. The westbound approach would have three left-turn lanes and one right-turn lane. The westbound through movement from Century Boulevard into the airport (via the existing "Little" Century Boulevard) would be eliminated. Implementation of these improvements would fully mitigate the significant impact at this location.

- Aviation Boulevard & Arbor Vitae Street

This improvement would align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and provide the installation of a signal at the intersection of Isis Avenue/Concourse Way & Arbor Vitae Street. The provision of a traffic signal at this location would allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard & Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way would not be permitted. Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Century Boulevard

The improvement includes restriping the intersection to provide northbound and southbound dual left-turn lanes and a separate westbound right-turn lane. The northbound approach would be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach would be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane would be restriped to a right-turn lane only. The westbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

## **Future (2024) with Phase 1 Project Intersection Improvements**

- **Airport Boulevard & Century Boulevard**

The improvement would provide a signal modification to include a southbound right-turn overlap arrow, allowing right-turning vehicles to proceed at the same time the eastbound left-turn turn arrow is green. This improvement would require the prohibition of 'U'-turns in the eastbound direction. Implementation of this improvement would fully mitigate the significant impact at this location. If the prohibition of eastbound U-turns is not approved by LADOT, then this intersection would remain significantly impacted.

- **Aviation Boulevard & Arbor Vitae Street**

This improvement would align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and provide the installation of a signal at the intersection of Isis Avenue/Concourse Way & Arbor Vitae Street. The provision of a traffic signal at this location would allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard & Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way would not be permitted. Implementation of this improvement would fully mitigate the significant impact at this location.

- **La Cienega Boulevard & Florence Avenue**

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- **La Cienega Boulevard & Arbor Vitae Street**

The improvement includes contribution to design and implementation of signal system improvement. The signal system improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- **La Cienega Boulevard & Century Boulevard**

The improvement includes restriping the intersection to provide northbound and southbound dual left-turn lanes and a separate westbound right-turn lane. The northbound approach would be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach would be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane would be restriped to a right-turn lane only. The westbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- Inglewood Avenue & Century Boulevard

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

**Future (2035) with Project Intersection Improvements**

- Sepulveda Boulevard & Century Boulevard

This improvement would provide a third westbound left-turn lane. As part of the Project, new connections would be provided between westbound Century Boulevard to northbound Sepulveda Boulevard via new 'A' Street and 96<sup>th</sup> Street. This will result in reducing the number of westbound right-turning vehicles at Sepulveda Boulevard & Century Boulevard and eliminating the need for a second westbound right-turn lane. The proposed improvement would restripe the westbound right-turn lane into a third left-turn. The westbound approach would have three left-turn lanes and one right-turn lane. The westbound through movement from Century Boulevard into the airport (via the existing "Little" Century Boulevard) would be eliminated. Implementation of these improvements would fully mitigate the significant impact at this location.

- Aviation Boulevard & Arbor Vitae Street

This improvement would align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and provide the installation of a signal at the intersection of Isis Avenue/Concourse Way & Arbor Vitae Street. The provision of a traffic signal at this location would allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard & Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way would not be permitted. Implementation of this improvement would fully mitigate the significant impact at this location.

- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway

This design modification for the new 'C' Street being proposed between 111<sup>th</sup> Street and Imperial Highway would provide a separate right-turn lane on the southbound approach to Imperial Highway. Implementation of this right-turn lane would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Florence Avenue

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Manchester Boulevard

Option 1: The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

Option 2: The improvement includes a separate northbound right-turn lane. In order to accommodate the northbound right-turn lane, it would require widening the east side of La Cienega Boulevard. The northbound approach would have a left-turn lane, shared left-through through lane, a through lane and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Arbor Vitae Street

The improvement includes a second eastbound left-turn lane and contribution to design and implementation of signal system improvement. The eastbound approach would be restriped to have one left-turn lane, a shared left-through lane, one through lane and a separate right-turn lane. The signal system improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of these improvements would only partially mitigate the significant impact at this location. Therefore, this impact would remain significant and unavoidable.

- La Cienega Boulevard & Century Boulevard

The improvement includes restriping the intersection to provide northbound and southbound dual left-turn lanes and a separate westbound right-turn lane. The northbound approach would be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach would be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane would be restriped to a right-turn lane only. The westbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- Inglewood Avenue & Century Boulevard

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

### **Future (2035) with Project and Potential Future Related Development Intersection Improvements**

- Sepulveda Boulevard & Westchester Parkway

Option 1: The improvement proposes installation of CCTV cameras along the Sepulveda Boulevard intersections between Manchester Avenue and Imperial Highway including this

impacted intersection. This improvement would increase the intersection capacity by a total of 1% (a 0.01 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

Option 2: This improvement would provide a separate westbound right-turn lane by restriping the eastbound and westbound lanes within the existing right-of-way. The Westchester Parkway westbound approach would have a left-turn lane, two through lanes, and a right-turn lane. In order to accommodate this improvement, the curb lanes on both approaches and on the eastbound departure would be reduced. This improvement would result in the loss 4 parking spaces on the north side of the street east of Sepulveda Boulevard and 5 spaces on the south side of the street west of Sepulveda Boulevard. Implementation of this improvement would fully mitigate the significant impact at this location.

- Sepulveda Boulevard & Century Boulevard

This improvement would provide a third westbound left-turn lane. As part of the Project, new connections would be provided between westbound Century Boulevard to northbound Sepulveda Boulevard via new 'A' Street and 96<sup>th</sup> Street. This will result in reducing the number of westbound right-turning vehicles at Sepulveda Boulevard & Century Boulevard and eliminating the need for a second westbound right-turn lane. The proposed improvement would restripe the westbound right-turn lane into a third left-turn. The westbound approach would have three left-turn lanes and one right-turn lane. The westbound through movement from Century Boulevard into the airport (via the existing "Little" Century Boulevard) would be eliminated. Implementation of these improvements would fully mitigate the significant impact at this location.

- Aviation Boulevard & Arbor Vitae Street

This improvement would align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and provide the installation of a signal at the intersection of Isis Avenue/Concourse Way & Arbor Vitae Street. The provision of a traffic signal at this location would allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard & Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way would not be permitted. Implementation of this improvement would fully mitigate the significant impact at this location.

- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway

This design modification for the new 'C' Street being proposed between 111<sup>th</sup> Street and Imperial Highway would provide a separate right-turn lane on the southbound approach to Imperial Highway. Implementation of this right-turn lane would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Florence Avenue

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10%

(a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Manchester Boulevard

Option 1: The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

Option 2: The improvement includes a separate northbound right-turn lane. In order to accommodate the northbound right-turn lane, it would require widening the east side of La Cienega Boulevard. The northbound approach would have a left-turn lane, shared left-through through lane, a through lane and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Arbor Vitae Street

The improvement includes a second eastbound left-turn lane and contribution to design and implementation of signal system improvement. The eastbound approach would be restriped to have one left-turn lane, a shared left-through lane, one through lane and a separate right-turn lane. The signal system improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of these improvements would not fully mitigate the significant impact at this location.

- La Cienega Boulevard & Century Boulevard

The improvement includes restriping the intersection to provide northbound and southbound dual left-turn lanes and a separate westbound right-turn lane. The northbound approach would be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach would be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane would be restriped to a right-turn lane only. The westbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- I-405 Freeway Northbound Ramps & Century Boulevard

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- Inglewood Avenue & Century Boulevard

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of



10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- La Brea Avenue/Hawthorne Boulevard & Century Boulevard

The improvement includes providing contribution to the City of Inglewood that will implement the following: Add a second left-turn lane on the eastbound and westbound approaches. In order accommodate the additional left-turn lanes, it would require widening of Century Boulevard. The eastbound and westbound approaches would have dual left-turn lanes, two through lanes and a shared through-right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

## **INTERSECTION OPERATING CONDITIONS – BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES**

The trip credits for the TDM program were applied to the Project TAZs using forecasted traffic patterns based on the City of Los Angeles Travel Demand Model. Figures 59A-E illustrate the Baseline (2015) with Project and Mitigation Measures traffic volumes, for the morning and evening peak hours, accounting for trip reduction from the TDM program. The mid-day peak hour traffic volumes are shown in Figure 60.

The Baseline (2015) with Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Baseline Year 2015 following development of the Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place. Figure 61 illustrates the proposed physical, signal system and phasing enhancement, system-wide signal upgrade, and transit improvements. The results of the implementation of the mitigation program are discussed below.

The study intersections were analyzed and the projected Baseline (2015) with Project and Mitigation Measures intersection operating conditions for the morning and evening peak hours are shown in Table 31A. Figures 62A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Baseline with Project and Mitigation Measures conditions. The intersection lane configurations and detailed LOS worksheets are provided in Appendices A and L, respectively.

As shown in Table 31A, approximately 88% of the intersections (160 of 183) during the morning peak hour and 84% of the intersections (154 of 183) during the evening peak hour are expected to

operate at LOS D or better. Approximately 8% of the intersections (15 of 183) in the morning peak hour and 12% of the intersections (21 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 4% of the intersections (8 of the 183) during both the morning and evening peak hours are projected to operate at LOS F conditions.

### **Baseline (2015) with Project and Mitigation Measures - Mid-Day Peak Hour Intersection Operations**

The projected Baseline (2015) with Project and Mitigation Measures intersection operating conditions for the mid-day peak hour are shown in Table 32. Figure 63 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Baseline (2015) with Project and Mitigation conditions. As shown in Table 32, all 36 of the study intersections during the mid-day peak hour are expected to operate at LOS D or better.

### **Intersection Impacts – with Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Based on the significant criteria established by the various jurisdictions within the study area, as indicated in Tables 31A and 32, the recommended improvements would fully mitigate the project-related impacts under Baseline (2015) with the proposed Project. No residual significant impacts would remain due to the proposed Project. Table 33 provides a summary of the traffic conditions at the impacted locations with and without mitigation measures.

### **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 31B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Existing (2015) Baseline conditions and Baseline (2015) with Project and Mitigation Measure conditions.

Table 31B indicates, in the existing year 2015 baseline conditions, within this area of influence, 53 intersections during AM peak hour and 49 intersections during PM peak hour are operating at LOS A-D; while 2 and 6 intersections are operating at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was determined to be 0.61 and 0.64 during AM and PM peak hours, respectively.

As shown in Table 31B, in the year 2015 baseline with LAMP Project and associated mitigation conditions, 51 intersections during the AM peak hour and 50 intersections during the PM peak hour were projected to operate at LOS A-D; while the number of locations projected to operate at congested LOS E/F was 4 and 5 during AM and PM peak hours, respectively. The corresponding average V/C ratio was 0.61 and 0.62 during the AM and PM peak hours, respectively. With the Proposed LAMP Project and associated mitigation measures, the system-wide operations would be better during the more congested PM peak hours and many of the congested locations would be improved during both the AM and PM peak hours. Intersection operations would be improved at 30 intersections during the AM peak hour and 35 intersections during the PM peak hour compared to existing 2015 conditions. Figures 64A-B illustrate the locations with improved intersection operations under Baseline (2015) with Project and Mitigation Measures conditions.

#### **INTERSECTION OPERATING CONDITIONS – FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES**

Future (2024) with Project forecasted traffic volumes with the proposed mitigation measures are based on the City of Los Angeles Travel Demand Model employing the methodology described in Chapters IV and V and applying the network changes to reflect the improvements. Additionally, the trip credits for the TDM program were applied to the Project TAZs using forecasted traffic patterns based on the City of Los Angeles Travel Demand Model. Figures 65A-E illustrate the Future (2024) with Phase 1 Project and Mitigation Measures traffic volumes, for the morning and evening peak hours. The mid-day peak hour traffic volumes are shown in Figure 66.

The Future (2024) with Phase 1 Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2024 following development of the Phase 1 Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place. Figure 67 illustrates the proposed physical, signal system and phasing enhancement, system-wide signal upgrade, and transit improvements. The results of the implementation of the mitigation program are discussed below.

The projected Future (2024) with Phase 1 Project and Mitigation Measures intersection operating conditions for the morning and evening peak hours are shown in Table 34A. Figures 68A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak

hours under the Future (2024) with Phase 1 Project and Mitigation Measures conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and M, respectively.

As shown in Table 34A, approximately 80% of the intersections (146 of 183) during the morning peak hour and 70% of the intersections (128 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 13% of the intersections (24 of 183) in the morning peak hour and 15% of the intersections (27 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 7% of the intersections (13 of 183) during the morning peak hour and 15% of the intersections (28 of 183) in the evening peak hour are projected to operate at LOS F conditions.

#### **Future (2024) with Phase 1 Project and Mitigation Measures - Mid-Day Peak Hour Intersection Operations**

The projected Future (2024) with Phase 1 Project intersection operating conditions for the mid-day peak hour are shown in Table 35. Figure 69 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2024) with Phase 1 Project and Mitigation Measures conditions. As shown in Table 35, 35 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while one intersection is projected to operate at LOS E.

#### **Intersection Impacts – with Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Based on the significant criteria established by the various jurisdictions within the study area, as indicated in Tables 34A and 35, the recommended improvements would fully mitigate the project-related impacts under Future (2024) with the Proposed Phase 1 Project. No residual significant impacts would remain due to the Phase 1 Project. Table 36 provides a summary of the traffic conditions at the impacted locations with and without mitigation measures.

#### **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 34B summarizes the morning and evening peak hour intersection operating conditions at the 55

intersections within the area of influence under Future (2024) without Project conditions and Future (2024) with Phase 1 Project and Mitigation Measure conditions.

Table 34B indicates, in the future year 2024 baseline conditions, within this area of influence, 49 intersections during AM peak hour and 41 intersections during PM peak hour were projected to operate at LOS A-D; while 6 and 14 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.67 and 0.76 during AM and PM peak hours, respectively.

As shown in Table 34B, with the implementation of the proposed mitigation measures associated with LAMP Phase 1 Project under 2024 conditions, 51 and 49 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while the number of locations projected to operate at congested LOS E/F was 4 and 6 during AM and PM peak hours, respectively. The corresponding average V/C ratios were 0.65 and 0.73 during AM and PM peak hours, respectively. It can be observed that with the Proposed Phase 1 Project and associated mitigation measures, the system-wide operations would be better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 35 intersections during the AM peak hour and 36 intersections during the PM peak hour compared to future year 2024 baseline conditions. Figures 70A-B illustrate the locations with improved intersection operations under Future (2024) with Phase 1 Project and Mitigation Measures conditions.

## **INTERSECTION OPERATING CONDITIONS – FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES**

Future (2035) with Project forecasted traffic volumes with the proposed mitigation measures are based on the City of Los Angeles Travel Demand Model employing the methodology described in Chapters IV and V and applying the network changes to reflect the improvements. Additionally, the trip credits for the TDM program were applied to the Project TAZs using forecasted traffic patterns based on the City of Los Angeles Travel Demand Model. Figures 71A-E illustrate the Future (2035) with Project and Mitigation Measures traffic volumes, for the morning and evening peak hours. The mid-day peak hour traffic volumes are shown in Figure 72.

The Future (2035) with Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2035

following development of the Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place. Figure 73 illustrates the proposed physical, signal system and phasing enhancement, system-wide signal upgrade, and transit improvements. The results of the implementation of the mitigation program are discussed below.

The projected Future (2035) with Project and Mitigation Measures intersection operating conditions for the morning and evening peak hours are shown in Table 37A. Figures 74A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2035) with Project and Mitigation Measures conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and N, respectively.

As shown in Table 37A, approximately 72% of the intersections (131 of 183) during the morning peak hour and 57% of the intersections (104 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 17% of the intersections (31 of 183) in the morning peak hour and 21% of the intersections (38 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 11% of the intersections (21 of 183) during the morning peak hour and 22% of the intersections (41 of 183) in the evening peak hour are projected to operate at LOS F conditions.

#### **Future (2035) with Project and Mitigation Measures - Mid-Day Peak Hour Intersection Operations**

The projected Future (2035) with Project and Mitigation Measures intersection operating conditions for the mid-day peak hour is shown in Table 38. Figure 75 graphically illustrates the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2035) with Project conditions. As shown in Table 38, 34 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Two of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E.

#### **Intersection Impacts – with Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Based on the significant criteria established by the various jurisdictions within the study area, as indicated in the Tables 37A and

38, the recommended improvements would fully mitigate the project-related impacts under Future (2035) with the proposed Project at seven of the eight significantly impacted intersections. A residual significant impact would remain at the intersection of La Cienega Boulevard/Arbor Vitae Street during the morning and evening peak hours. Table 39 provides a summary of the traffic conditions at the impacted locations with and without mitigation measures.

### **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 37B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Future (2035) without Project conditions and Future (2035) with Project and Mitigation Measure conditions.

As indicated in Table 37B, in the future year 2035 baseline conditions, within this area of influence, 44 intersections during AM peak hour and 36 intersections during PM peak hour were projected to operate at LOS A-D; while 11 and 19 intersections were projected to operate at LOS E/F during AM and PM peak hours, respectively. The average V/C ratio of all locations within the area of influence was projected to be 0.72 and 0.82 during AM and PM peak hours, respectively.

As shown in Table 37B, with the implementation of the proposed mitigation measures associated with LAMP Project under 2035 conditions, 49 and 38 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while the number of locations projected to operate at congested LOS E/F was 6 and 17 during AM and PM peak hours, respectively. The corresponding average V/C ratios were 0.70 and 0.78 during AM and PM peak hours, respectively. With the Proposed LAMP Project and associated mitigation measures, the system-wide operations would operate better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 34 intersections during the AM peak hour and 42 intersections during the PM peak hour compared to future year 2035 baseline conditions. Figures 76A-B illustrate the locations with improved intersection operations under Future (2035) with Project and Mitigation Measures conditions.

## **INTERSECTION OPERATING CONDITIONS – FUTURE (2035) WITH PROJECT, POTENTIAL FUTURE RELATED DEVELOPMENT AND MITIGATION MEASURES**

Future (2035) with Project and Potential Future Related Development forecasted traffic volumes with the proposed mitigation measures are based on the City of Los Angeles Travel Demand Model employing the methodology described in Chapters IV and V and applying the network changes to reflect the improvements. Additionally, the trip credits for the TDM program were applied to the Project TAZs using forecasted traffic patterns based on the City of Los Angeles Travel Demand Model. Figures 77A-E illustrate the Future (2035) with Project, Potential Related Development and Mitigation Measures traffic volumes, for the morning and evening peak hours. The mid-day peak hour traffic volumes are shown in Figure 78.

The Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2035 following development of the Project and potential future related development with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place. Figure 79 illustrates the proposed physical, signal system and phasing enhancement, system-wide signal upgrade, and transit improvements. The results of the implementation of the mitigation program are discussed below.

The projected Future (2035) with Project, Potential Future Related Development and Mitigation Measures intersection operating conditions for the morning and evening peak hours are shown in Table 40A. Figures 80A-D graphically illustrate the LOS at the analyzed intersections for the morning and evening peak hours under the Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions. Future intersection lane configurations and detailed LOS worksheets are provided in Appendices A and O, respectively.

As shown in Table 40A, approximately 71% of the intersections (130 of 183) during the morning peak hour and 55% of the intersections (101 of 183) during the evening peak hour are expected to operate at LOS D or better. Approximately 18% of the intersections (32 of 183) in the morning peak hour and approximately 22% of the intersections (41 of 183) in the evening peak hour are projected to operate at LOS E. Approximately 11% of the intersections (21 of 183) during the morning peak hour and approximately 22% of the intersections (41 of 183) in the evening peak hour are projected to operate at LOS F conditions.



### **Future (2035) with Project, Potential Future Related Development and Mitigation Measures - Mid-Day Peak Hour Intersection Operations**

The projected Future (2035) with Project, Potential Future Related Development and Mitigation Measures intersection operating conditions for the mid-day peak hour are shown in Table 41. Figure 84 graphically illustrate the LOS at the 36 analyzed intersections for the mid-day peak hour under the Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions. As shown in Table 41, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better. Four of the 36 study intersections in the mid-day peak hour are projected to operate at LOS E.

### **Intersection Impacts – with Mitigation Measures**

Traffic impact analysis was conducted for the 183 study intersections based on significant impact criteria from the various jurisdictions as detailed in Chapter I. Based on the significant criteria established by the various jurisdictions within the study area, as indicated in the Tables 40A and 41, the recommended improvements would fully mitigate the project-related impacts under Future (2035) with the proposed Project and Potential Future Related Development at 10 of the 11 significantly impacted intersection. A residual significant impact would remain at the intersection of La Cienega Boulevard/Arbor Vitae Street during the morning and evening peak hours. Table 42 provides a summary of the traffic conditions at the impacted locations with and without mitigation measures.

### **Discussion of Analyses**

An assessment of the 55 analyzed intersections within an area of influence was conducted. Table 40B summarizes the morning and evening peak hour intersection operating conditions at the 55 intersections within the area of influence under Future (2035) without Project conditions and Future (2035) with Project, Potential Future Related Development and Mitigation Measure conditions.

Table 40B indicates, with the implementation of the proposed mitigation measures associated with LAMP Project and potential future related development under 2035 conditions, 48 and 36 intersections within the area of influence were projected to operate at LOS A-D during AM and PM peak hours, respectively; while the number of locations projected to operate at congested LOS E/F was 7 and 19 during AM and PM peak hours, respectively. The corresponding average V/C

ratios were projected to be 0.71 and 0.79 during AM and PM peak hours, respectively. With the Proposed LAMP Project and potential future related development including all associated mitigation measures, the system-wide operations would be better during both the AM and PM peak hours and many of the congested locations would be improved. Intersection operations would be improved at 32 intersections during the AM peak hour and 35 intersections during the PM peak hour compared to future year 2035 baseline conditions. Figures 82A-B illustrate the locations with improved intersection operations under Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions.

**TABLE 30  
PROPOSED PROJECT TDM PROGRAM TRIP REDUCTION**

Baseline (2015) with Project Conditions	AM Peak Hour			MD Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
CTA Employees	27	6	33	23	14	37	12	23	35
West Area Maintenance Employees	18	8	26	13	17	30	5	13	18
Cargo Employees	29	19	48	28	23	51	26	37	63
<b>Total TDM Trip Reduction</b>	<b>74</b>	<b>33</b>	<b>107</b>	<b>64</b>	<b>54</b>	<b>118</b>	<b>43</b>	<b>73</b>	<b>116</b>
<b>Future (2024) with Project Conditions</b>									
CTA Employees	31	6	37	26	16	42	14	26	40
West Area Maintenance Employees	20	10	30	15	19	34	6	14	20
Cargo Employees	34	23	57	33	27	60	31	43	74
<b>Total TDM Trip Reduction</b>	<b>85</b>	<b>39</b>	<b>124</b>	<b>74</b>	<b>62</b>	<b>136</b>	<b>51</b>	<b>83</b>	<b>134</b>
<b>Future (2035) with Project Conditions [a]</b>									
CTA Employees	35	9	44	30	18	48	16	32	48
West Area Maintenance Employees	24	10	34	17	22	39	7	16	23
Cargo Employees	40	26	66	39	32	71	37	51	88
<b>Total TDM Trip Reduction</b>	<b>99</b>	<b>45</b>	<b>144</b>	<b>86</b>	<b>72</b>	<b>158</b>	<b>60</b>	<b>99</b>	<b>159</b>

[a] Same TDM trip reduction applied to Future (2035) with Project and Related Development Conditions

**TABLE 31A  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.574	A	0.570	A	-0.004	No
		PM	0.675	B	0.675	B	0.000	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.782	C	0.772	C	-0.010	No
		PM	0.653	B	0.640	B	-0.013	No
3	Vista del Mar & Imperial Highway	AM	0.496	A	0.491	A	-0.005	No
		PM	0.493	A	0.480	A	-0.013	No
4	Vista del Mar & Grand Avenue	AM	0.638	B	0.631	B	-0.007	No
		PM	0.478	A	0.470	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.906	E	0.895	D	-0.011	No
		PM	0.774	C	0.760	C	-0.014	No
6	Nicholson Street & Culver Boulevard	AM	0.652	B	0.645	B	-0.007	No
		PM	0.798	C	0.800	D	0.002	No
7	Pershing Drive & Manchester Avenue	AM	0.409	A	0.410	A	0.001	No
		PM	0.427	A	0.429	A	0.002	No
8	Pershing Drive & Westchester Parkway	AM	0.429	A	0.426	A	-0.003	No
		PM	0.259	A	0.254	A	-0.005	No
9	Pershing Drive & Imperial Highway	AM	0.520	A	0.510	A	-0.010	No
		PM	0.400	A	0.386	A	-0.014	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.727	C	0.726	C	-0.001	No
		PM	0.810	D	0.802	D	-0.008	No
11	Main Street & Imperial Highway	AM	0.693	B	0.688	B	-0.005	No
		PM	0.608	B	0.607	B	-0.001	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.871	D	0.872	D	0.001	No
		PM	0.840	D	0.839	D	-0.001	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.837	D	0.832	D	-0.005	No
		PM	0.783	C	0.784	C	0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.665	B	0.658	B	-0.007	No
		PM	0.608	B	0.608	B	0.000	No
15	Lincoln Boulevard & Bali Way	AM	0.509	A	0.513	A	0.004	No
		PM	0.552	A	0.553	A	0.001	No
16	Lincoln Boulevard & Mindanao Way	AM	0.710	C	0.709	C	-0.001	No
		PM	0.781	C	0.782	C	0.001	No
17	Lincoln Boulevard & Fiji Way	AM	0.628	B	0.628	B	0.000	No
		PM	0.720	C	0.723	C	0.003	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.840	D	0.843	D	0.003	No
		PM	0.639	B	0.640	B	0.001	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.544	A	0.548	A	0.004	No
		PM	0.360	A	0.364	A	0.004	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.689	B	0.692	B	0.003	No
		PM	0.579	A	0.583	A	0.004	No
21	Lincoln Boulevard & 83rd Street	AM	1.027	F	1.031	F	0.004	No
		PM	0.613	B	0.613	B	0.000	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.856	D	0.858	D	0.002	No
		PM	0.669	B	0.669	B	0.000	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.405	A	0.414	A	0.009	No
		PM	0.421	A	0.438	A	0.017	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.928	E	0.930	E	0.002	No
		PM	0.804	D	0.805	D	0.001	No
25	Centinela Avenue & Washington Place	AM	0.794	C	0.795	C	0.001	No
		PM	0.875	D	0.876	D	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.804	D	0.805	D	0.001	No
		PM	0.900	D	0.901	E	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.884	D	0.886	D	0.002	No
		PM	0.991	E	0.992	E	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.467	A	0.468	A	0.001	No
		PM	0.447	A	0.447	A	0.000	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.494	A	0.492	A	-0.002	No
		PM	0.424	A	0.424	A	0.000	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.737	C	0.733	C	-0.004	No
		PM	0.685	B	0.683	B	-0.002	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.700	B	0.704	C	0.004	No
		PM	0.632	B	0.636	B	0.004	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.768	C	0.768	C	0.000	No
		PM	0.827	D	0.828	D	0.001	No
33	Sawtelle Boulevard & Washington Place	AM	0.573	A	0.573	A	0.000	No
		PM	0.620	B	0.620	B	0.000	No

**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.647	B	0.649	B	0.002	No
		PM	0.680	B	0.681	B	0.001	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.747	C	0.748	C	0.001	No
		PM	0.862	D	0.863	D	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.590	A	0.589	A	-0.001	No
		PM	0.528	A	0.528	A	0.000	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.913	E	0.912	E	-0.001	No
		PM	0.770	C	0.773	C	0.003	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.438	A	0.438	A	0.000	No
		PM	0.445	A	0.445	A	0.000	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.693	B	0.693	B	0.000	No
		PM	0.899	D	0.899	D	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.839	D	0.841	D	0.002	No
		PM	0.823	D	0.823	D	0.000	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.759	C	0.758	C	-0.001	No
		PM	0.786	C	0.786	C	0.000	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.908	E	0.908	E	0.000	No
		PM	0.867	D	0.868	D	0.001	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.691	B	0.691	B	0.000	No
		PM	0.675	B	0.676	B	0.001	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.841	D	0.841	D	0.000	No
		PM	0.819	D	0.819	D	0.000	No
45	Overland Avenue & Washington Boulevard	AM	0.796	C	0.797	C	0.001	No
		PM	0.953	E	0.953	E	0.000	No
46	Overland Avenue & Culver Boulevard	AM	0.983	E	0.984	E	0.001	No
		PM	0.913	E	0.913	E	0.000	No
47	Duquesne Avenue & Washington Boulevard	AM	0.568	A	0.568	A	0.000	No
		PM	0.691	B	0.691	B	0.000	No
48	Duquesne Avenue & Culver Boulevard	AM	0.636	B	0.637	B	0.001	No
		PM	0.657	B	0.657	B	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.650	B	0.650	B	0.000	No
		PM	0.641	B	0.641	B	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.806	D	0.806	D	0.000	No
		PM	0.770	C	0.770	C	0.000	No
51	Overland Avenue & Jefferson Boulevard	AM	0.824	D	0.825	D	0.001	No
		PM	0.830	D	0.830	D	0.000	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.604	B	0.605	B	0.001	No
		PM	0.605	B	0.605	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.685	B	0.685	B	0.000	No
		PM	0.717	C	0.718	C	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.899	D	0.898	D	-0.001	No
		PM	0.685	B	0.686	B	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.726	C	0.729	C	0.003	No
		PM	0.610	B	0.613	B	0.003	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.767	C	0.760	C	-0.007	No
		PM	0.981	E	0.986	E	0.005	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.767	C	0.762	C	-0.005	No
		PM	0.633	B	0.644	B	0.011	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.913	E	0.920	E	0.007	No
		PM	0.567	A	0.557	A	-0.010	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.687	B	0.717	C	0.030	No
		PM	0.443	A	0.449	A	0.006	No
60	Sepulveda Boulevard & 83rd Street	AM	0.537	A	0.551	A	0.014	No
		PM	0.401	A	0.393	A	-0.008	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.715	C	0.707	C	-0.008	No
		PM	0.808	D	0.787	C	-0.021	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.656	B	0.677	B	0.021	No
		PM	0.712	C	0.721	C	0.009	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.735	C	0.726	C	-0.009	No
		PM	0.784	C	0.777	C	-0.007	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.601	B	0.361	A	-0.240	No
		PM	0.620	B	0.281	A	-0.339	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.754	C	0.763	C	0.009	No
		PM	0.689	B	0.643	B	-0.046	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.078	F	1.034	F	-0.044	No
		PM	0.901	E	0.871	D	-0.030	No

**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.774	C	0.718	C	-0.056	No
		PM	1.089	F	1.056	F	-0.033	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.748	C	0.745	C	-0.003	No
		PM	0.782	C	0.785	C	0.003	No
69	Sepulveda Boulevard & Grand Avenue	AM	0.820	D	0.822	D	0.002	No
		PM	0.875	D	0.879	D	0.004	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.815	D	0.817	D	0.002	No
		PM	0.967	E	0.967	E	0.000	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	0.937	E	0.937	E	0.000	No
		PM	1.001	F	1.003	F	0.002	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.736	C	0.735	C	-0.001	No
		PM	0.734	C	0.734	C	0.000	No
73	Buckingham Parkway & Slauson Avenue	AM	0.806	D	0.803	D	-0.003	No
		PM	0.726	C	0.724	C	-0.002	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.428	A	0.421	A	-0.007	No
		PM	0.214	A	0.210	A	-0.004	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.407	A	0.431	A	0.024	No
		PM	0.602	B	0.615	B	0.013	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.508	A	0.524	A	0.016	No
		PM	0.504	A	0.501	A	-0.003	No
77	Jenny Avenue & Westchester Parkway	AM	0.197	A	0.301	A	0.104	No
		PM	0.330	A	0.290	A	-0.040	No
78	Avion Drive & Century Boulevard	AM	0.381	A	0.341	A	-0.040	No
		PM	0.292	A	0.225	A	-0.067	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.442	A	0.472	A	0.030	No
		PM	0.475	A	0.527	A	0.052	No
80	Airport Boulevard & Manchester Avenue	AM	0.573	A	0.611	B	0.038	No
		PM	0.699	B	0.635	B	-0.064	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.661	B	0.622	B	-0.039	No
		PM	0.763	C	0.657	B	-0.106	No
82	Airport Boulevard & 96th Street	AM	0.279	A	0.331	A	0.052	No
		PM	0.376	A	0.372	A	-0.004	No
83	Airport Boulevard & 98th Street	AM	0.374	A	0.506	A	0.132	No
		PM	0.467	A	0.687	B	0.220	No
84	Airport Boulevard & Century Boulevard	AM	0.565	A	0.501	A	-0.064	No
		PM	0.459	A	0.475	A	0.016	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.414	A	0.403	A	-0.011	No
		PM	0.350	A	0.258	A	-0.092	No
86	Nash Street & El Segundo Boulevard	AM	0.551	A	0.545	A	-0.006	No
		PM	0.579	A	0.560	A	-0.019	No
87	Douglas Street & Imperial Highway	AM	0.346	A	0.349	A	0.003	No
		PM	0.579	A	0.578	A	-0.001	No
88	Douglas Street & El Segundo Boulevard	AM	0.736	C	0.731	C	-0.005	No
		PM	0.854	D	0.840	D	-0.014	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.804	D	0.753	C	-0.051	No
		PM	0.773	C	0.771	C	-0.002	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.740	C	0.735	C	-0.005	No
		PM	0.754	C	0.718	C	-0.036	No
91	Bellanca Avenue & Century Boulevard	AM	0.471	A	0.305	A	-0.166	No
		PM	0.437	A	0.269	A	-0.168	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.697	B	0.631	B	-0.066	No
		PM	0.629	B	0.536	A	-0.093	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.802	D	0.718	C	-0.084	No
		PM	0.720	C	0.653	B	-0.067	No
94	Aviation Boulevard & Century Boulevard	AM	0.730	C	0.637	B	-0.093	No
		PM	0.729	C	0.668	B	-0.061	No
95	Aviation Boulevard & 104th Street	AM	0.520	A	0.509	A	-0.011	No
		PM	0.507	A	0.577	A	0.070	No
96	Aviation Boulevard & 111th Street	AM	0.475	A	0.647	B	0.172	No
		PM	0.459	A	0.632	B	0.173	No
97	Aviation Boulevard & Imperial Highway	AM	0.576	A	0.536	A	-0.040	No
		PM	0.736	C	0.759	C	0.023	No
98	Aviation Boulevard & West 120th Street	AM	0.856	D	0.833	D	-0.023	No
		PM	0.728	C	0.709	C	-0.019	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.863	D	0.854	D	-0.009	No
		PM	0.955	E	0.949	E	-0.006	No

**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	0.946	E	0.943	E	-0.003	No
		PM	0.920	E	0.916	E	-0.004	No
101	Hindry Avenue & Manchester Boulevard	AM	0.640	B	0.657	B	0.017	No
		PM	0.593	A	0.567	A	-0.026	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	19.0 s	C	0.513	A	-0.118	No
		PM	14.6 s	B	0.395	A	-0.174	No
103	Concourse Way & Century Boulevard	AM	0.249	A	0.611	B	0.362	No
		PM	0.323	A	0.536	A	0.213	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.622	B	0.568	A	-0.054	No
		PM	0.531	A	0.560	A	0.029	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.794	C	0.775	C	-0.019	No
		PM	0.749	C	0.736	C	-0.013	No
106	Jefferson Boulevard & National Boulevard	AM	0.824	D	0.824	D	0.000	No
		PM	0.620	B	0.618	B	-0.002	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.586	A	0.586	A	0.000	No
		PM	0.629	B	0.626	B	-0.003	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.912	E	0.915	E	0.003	No
		PM	0.931	E	0.931	E	0.000	No
109	La Cienega Boulevard & Rodeo Road	AM	1.163	F	1.161	F	-0.002	No
		PM	1.061	F	1.061	F	0.000	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.080	F	1.074	F	-0.006	No
		PM	1.089	F	1.087	F	-0.002	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.197	F	1.193	F	-0.004	No
		PM	1.072	F	1.065	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.043	F	1.039	F	-0.004	No
		PM	0.855	D	0.848	D	-0.007	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.603	B	0.605	B	0.002	No
		PM	0.646	B	0.648	B	0.002	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.930	E	0.923	E	-0.007	No
		PM	1.040	F	1.029	F	-0.011	No
115	La Cienega Boulevard & Florence Avenue	AM	0.715	C	0.726	C	0.011	No
		PM	0.952	E	0.988	E	0.036	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.705	C	0.710	C	0.005	No
		PM	0.718	C	0.780	C	0.062	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.740	C	0.915	E	0.175	No
		PM	0.711	C	0.776	C	0.065	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.742	C	0.674	B	-0.068	No
		PM	0.610	B	0.482	A	-0.128	No
119	La Cienega Boulevard & Century Boulevard	AM	0.891	D	0.860	D	-0.031	No
		PM	0.823	D	0.655	B	-0.168	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.352	A	0.304	A	-0.048	No
		PM	0.267	A	0.284	A	0.017	No
121	La Cienega Boulevard & 104th Street	AM	0.309	A	0.322	A	0.013	No
		PM	0.300	A	0.299	A	-0.001	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.447	A	0.466	A	0.019	No
		PM	0.576	A	0.596	A	0.020	No
123	La Cienega Boulevard & 111th Street	AM	0.276	A	0.300	A	0.024	No
		PM	0.233	A	0.209	A	-0.024	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.442	A	0.431	A	-0.011	No
		PM	0.275	A	0.281	A	0.006	No
125	La Cienega Boulevard & Imperial Highway	AM	0.406	A	0.404	A	-0.002	No
		PM	0.648	B	0.653	B	0.005	No
126	La Cienega Boulevard & West 120th Street	AM	0.644	B	0.639	B	-0.005	No
		PM	0.841	D	0.841	D	0.000	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.616	B	0.622	B	0.006	No
		PM	0.814	D	0.818	D	0.004	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.649	B	0.644	B	-0.005	No
		PM	0.716	C	0.705	C	-0.011	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.842	D	0.819	D	-0.023	No
		PM	0.707	C	0.674	B	-0.033	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.879	D	0.912	E	0.033	No
		PM	0.715	C	0.723	C	0.008	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.618	B	0.634	B	0.016	No
		PM	0.852	D	0.845	D	-0.007	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.705	C	0.709	C	0.004	No
		PM	0.726	C	0.727	C	0.001	No

**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.882	D	0.885	D	0.003	No
		PM	0.834	D	0.825	D	-0.009	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.731	C	0.722	C	-0.009	No
		PM	0.740	C	0.734	C	-0.006	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.642	B	0.639	B	-0.003	No
		PM	0.703	C	0.668	B	-0.035	No
136	Inglewood Avenue & Century Boulevard	AM	0.784	C	0.801	D	0.017	No
		PM	0.877	D	0.894	D	0.017	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.828	D	0.820	D	-0.008	No
		PM	0.915	E	0.913	E	-0.002	No
138	Inglewood Avenue & Imperial Highway	AM	0.945	E	0.947	E	0.002	No
		PM	1.021	F	1.022	F	0.001	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.776	C	0.780	C	0.004	No
		PM	0.900	D	0.903	E	0.003	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.826	D	0.824	D	-0.002	No
		PM	0.983	E	0.981	E	-0.002	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.872	D	0.866	D	-0.006	No
		PM	0.987	E	0.981	E	-0.006	No
142	La Brea Avenue & Slauson Avenue	AM	0.777	C	0.772	C	-0.005	No
		PM	0.877	D	0.870	D	-0.007	No
143	La Brea Avenue & Centinela Avenue	AM	0.896	D	0.893	D	-0.003	No
		PM	0.940	E	0.931	E	-0.009	No
144	La Brea Avenue & Florence Avenue	AM	0.813	D	0.788	C	-0.025	No
		PM	0.857	D	0.839	D	-0.018	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.792	C	0.789	C	-0.003	No
		PM	0.746	C	0.749	C	0.003	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.553	A	0.551	A	-0.002	No
		PM	0.690	B	0.689	B	-0.001	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.757	C	0.781	C	0.024	No
		PM	0.778	C	0.775	C	-0.003	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.689	B	0.678	B	-0.011	No
		PM	0.761	C	0.750	C	-0.011	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.843	D	0.849	D	0.006	No
		PM	0.982	E	0.972	E	-0.010	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.697	B	0.686	B	-0.011	No
		PM	0.851	D	0.850	D	-0.001	No
151	Hawthorne Boulevard & 120th Street	AM	0.570	A	0.568	A	-0.002	No
		PM	0.711	C	0.715	C	0.004	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.644	B	0.648	B	0.004	No
		PM	0.765	C	0.769	C	0.004	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.667	B	0.667	B	0.000	No
		PM	0.817	D	0.814	D	-0.003	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.652	B	0.643	B	-0.009	No
		PM	0.770	C	0.726	C	-0.044	No
155	Prairie Avenue & Manchester Boulevard	AM	0.908	E	0.901	E	-0.007	No
		PM	0.909	E	0.902	E	-0.007	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.614	B	0.618	B	0.004	No
		PM	0.641	B	0.644	B	0.003	No
157	Prairie Avenue & Century Boulevard	AM	0.816	D	0.814	D	-0.002	No
		PM	0.837	D	0.833	D	-0.004	No
158	Prairie Avenue & Lennox Boulevard	AM	0.593	A	0.589	A	-0.004	No
		PM	0.586	A	0.583	A	-0.003	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.703	C	0.705	C	0.002	No
		PM	0.697	B	0.714	C	0.017	No
160	Prairie Avenue & Imperial Highway	AM	1.194	F	1.190	F	-0.004	No
		PM	0.812	D	0.815	D	0.003	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.850	D	0.850	D	0.000	No
		PM	0.854	D	0.853	D	-0.001	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	0.946	E	0.942	E	-0.004	No
		PM	0.992	E	0.993	E	0.001	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.770	C	0.762	C	-0.008	No
		PM	0.856	D	0.852	D	-0.004	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.773	C	0.775	C	0.002	No
		PM	0.851	D	0.847	D	-0.004	No
165	Western Avenue & Manchester Avenue	AM	0.802	D	0.800	C	-0.002	No
		PM	0.833	D	0.834	D	0.001	No



**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM PM	0.818 0.798	D C	0.820 0.795	D C	0.002 -0.003	No No
167	I-405 Northbound Ramps & Culver Boulevard	AM PM	0.741 0.663	C B	0.741 0.663	C B	0.000 0.000	No No
168	Walgrove Avenue & Washington Boulevard [3]	AM PM	*** ***	F F	*** ***	F F	0.003 0.001	No No
169	Washington Boulevard & Washington Place at Wade Street	AM PM	0.688 0.866	B D	0.693 0.866	B D	0.005 0.000	No No
170	Inglewood Boulevard & Washington Boulevard	AM PM	0.784 0.940	C E	0.785 0.941	C E	0.001 0.001	No No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM PM	0.408 0.477	A A	0.410 0.477	A A	0.002 0.000	No No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM PM	0.556 0.621	A B	0.556 0.621	A B	0.000 0.000	No No
173	Overland Avenue & Sawtelle Boulevard [4]	AM PM	35.2 s 49.5 s	E E	34.9 s 49.5 s	D E	0.000 0.000	No No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM PM	0.691 0.617	B B	0.691 0.617	B B	0.000 0.000	No No
175	Ince Boulevard & Washington Boulevard	AM PM	0.849 0.805	D D	0.849 0.805	D D	0.000 0.000	No No
176	National Boulevard & Venice Boulevard	AM PM	0.699 0.783	B C	0.700 0.783	B C	0.001 0.000	No No
177	National Boulevard & Washington Boulevard	AM PM	0.666 0.808	B D	0.666 0.808	B D	0.000 0.000	No No
178	La Cienega Boulevard & Washington Boulevard	AM PM	0.872 0.882	D D	0.872 0.882	D D	0.000 0.000	No No
179	Centinela Avenue & Florence Avenue	AM PM	0.866 0.745	D C	0.863 0.741	D C	-0.003 -0.004	No No
180	Prairie Avenue & Florence Avenue	AM PM	0.776 0.798	C C	0.768 0.801	C D	-0.008 0.003	No No
181	Van Ness Avenue & Manchester Avenue	AM PM	0.916 0.914	E E	0.917 0.913	E E	0.001 -0.001	No No
182	Van Ness Avenue & Century Boulevard	AM PM	0.638 0.649	B B	0.638 0.647	B B	0.000 -0.002	No No
183	Van Ness Avenue & Imperial Highway	AM PM	0.788 0.806	C D	0.788 0.805	C D	0.000 -0.001	No No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 31A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	45	42
B	39	40
C	42	35
D	34	37
E	15	21
F	8	8
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	0	0
TOTAL INDIVIDUAL INTERSECTION IMPACTS	0	

**TABLE 31B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.537	A	0.551	A	0.014	No
		PM	0.401	A	0.393	A	-0.008	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.715	C	0.707	C	-0.008	No
		PM	0.808	D	0.787	C	-0.021	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.656	B	0.677	B	0.021	No
		PM	0.712	C	0.721	C	0.009	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.735	C	0.726	C	-0.009	No
		PM	0.784	C	0.777	C	-0.007	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.601	B	0.361	A	-0.240	No
		PM	0.620	B	0.281	A	-0.339	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.754	C	0.763	C	0.009	No
		PM	0.689	B	0.643	B	-0.046	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.078	F	1.034	F	-0.044	No
		PM	0.901	E	0.871	D	-0.030	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.774	C	0.718	C	-0.056	No
		PM	1.089	F	1.056	F	-0.033	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.407	A	0.431	A	0.024	No
		PM	0.602	B	0.615	B	0.013	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.508	A	0.524	A	0.016	No
		PM	0.504	A	0.501	A	-0.003	No
77	Jenny Avenue & Westchester Parkway	AM	0.197	A	0.301	A	0.104	No
		PM	0.330	A	0.290	A	-0.040	No
78	Avion Drive & Century Boulevard	AM	0.381	A	0.341	A	-0.040	No
		PM	0.292	A	0.225	A	-0.067	No
80	Airport Boulevard & Manchester Avenue	AM	0.573	A	0.611	B	0.038	No
		PM	0.699	B	0.635	B	-0.064	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.661	B	0.622	B	-0.039	No
		PM	0.763	C	0.657	B	-0.106	No
82	Airport Boulevard & 96th Street	AM	0.279	A	0.331	A	0.052	No
		PM	0.376	A	0.372	A	-0.004	No
83	Airport Boulevard & 98th Street	AM	0.374	A	0.506	A	0.132	No
		PM	0.467	A	0.687	B	0.220	No
84	Airport Boulevard & Century Boulevard	AM	0.565	A	0.501	A	-0.064	No
		PM	0.459	A	0.475	A	0.016	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.414	A	0.403	A	-0.011	No
		PM	0.350	A	0.258	A	-0.092	No
87	Douglas Street & Imperial Highway	AM	0.346	A	0.349	A	0.003	No
		PM	0.579	A	0.578	A	-0.001	No
91	Bellanca Avenue & Century Boulevard	AM	0.471	A	0.305	A	-0.166	No
		PM	0.437	A	0.269	A	-0.168	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.697	B	0.631	B	-0.066	No
		PM	0.629	B	0.536	A	-0.093	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.802	D	0.718	C	-0.084	No
		PM	0.720	C	0.653	B	-0.067	No
94	Aviation Boulevard & Century Boulevard	AM	0.730	C	0.637	B	-0.093	No
		PM	0.729	C	0.668	B	-0.061	No
95	Aviation Boulevard & 104th Street	AM	0.520	A	0.509	A	-0.011	No
		PM	0.507	A	0.577	A	0.070	No
96	Aviation Boulevard & 111th Street	AM	0.475	A	0.647	B	0.172	No
		PM	0.459	A	0.632	B	0.173	No
97	Aviation Boulevard & Imperial Highway	AM	0.576	A	0.536	A	-0.040	No
		PM	0.736	C	0.759	C	0.023	No
101	Hindry Avenue & Manchester Boulevard	AM	0.640	B	0.657	B	0.017	No
		PM	0.593	A	0.567	A	-0.026	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	19.0 s	C	0.513	A	-0.118	No
		PM	14.6 s	B	0.395	A	-0.174	No
103	Concourse Way & Century Boulevard	AM	0.249	A	0.611	B	0.362	No
		PM	0.323	A	0.536	A	0.213	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.622	B	0.568	A	-0.054	No
		PM	0.531	A	0.560	A	0.029	No
115	La Cienega Boulevard & Florence Avenue	AM	0.715	C	0.726	C	0.011	No
		PM	0.952	E	0.988	E	0.036	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.705	C	0.710	C	0.005	No
		PM	0.718	C	0.780	C	0.062	No

**TABLE 31B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.740	C	0.915	E	0.175	No
		PM	0.711	C	0.776	C	0.065	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.742	C	0.674	B	-0.068	No
		PM	0.610	B	0.482	A	-0.128	No
119	La Cienega Boulevard & Century Boulevard	AM	0.891	D	0.860	D	-0.031	No
		PM	0.823	D	0.655	B	-0.168	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.352	A	0.304	A	-0.048	No
		PM	0.267	A	0.284	A	0.017	No
121	La Cienega Boulevard & 104th Street	AM	0.309	A	0.322	A	0.013	No
		PM	0.300	A	0.299	A	-0.001	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.447	A	0.466	A	0.019	No
		PM	0.576	A	0.596	A	0.020	No
123	La Cienega Boulevard & 111th Street	AM	0.276	A	0.300	A	0.024	No
		PM	0.233	A	0.209	A	-0.024	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.442	A	0.431	A	-0.011	No
		PM	0.275	A	0.281	A	0.006	No
125	La Cienega Boulevard & Imperial Highway	AM	0.406	A	0.404	A	-0.002	No
		PM	0.648	B	0.653	B	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.842	D	0.819	D	-0.023	No
		PM	0.707	C	0.674	B	-0.033	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.879	D	0.912	E	0.033	No
		PM	0.715	C	0.723	C	0.008	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.618	B	0.634	B	0.016	No
		PM	0.852	D	0.845	D	-0.007	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.731	C	0.722	C	-0.009	No
		PM	0.740	C	0.734	C	-0.006	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.642	B	0.639	B	-0.003	No
		PM	0.703	C	0.668	B	-0.035	No
136	Inglewood Avenue & Century Boulevard	AM	0.784	C	0.801	D	0.017	No
		PM	0.877	D	0.894	D	0.017	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.828	D	0.820	D	-0.008	No
		PM	0.915	E	0.913	E	-0.002	No
138	Inglewood Avenue & Imperial Highway	AM	0.945	E	0.947	E	0.002	No
		PM	1.021	F	1.022	F	0.001	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.792	C	0.789	C	-0.003	No
		PM	0.746	C	0.749	C	0.003	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.553	A	0.551	A	-0.002	No
		PM	0.690	B	0.689	B	-0.001	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.757	C	0.781	C	0.024	No
		PM	0.778	C	0.775	C	-0.003	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.689	B	0.678	B	-0.011	No
		PM	0.761	C	0.750	C	-0.011	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.843	D	0.849	D	0.006	No
		PM	0.982	E	0.972	E	-0.010	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.697	B	0.686	B	-0.011	No
		PM	0.851	D	0.850	D	-0.001	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

**TABLE 32  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	LOS Method	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			MD PEAK HOUR		MD PEAK HOUR		CHANGE IN V/C	SIGNIFICANT IMPACT
			V/C OR DELAY	LOS	V/C	LOS		
22	Lincoln Boulevard & Manchester Avenue [1]	CMA	0.545	A	0.536	A	-0.009	No
23	Lincoln Boulevard & La Tijera Boulevard	CMA	0.278	A	0.303	A	0.025	No
61	Sepulveda Boulevard & Manchester Avenue	CMA	0.597	A	0.584	A	-0.013	No
62	Sepulveda Boulevard & La Tijera Boulevard	CMA	0.639	B	0.648	B	0.009	No
63	Sepulveda Boulevard & Westchester Parkway	CMA	0.748	C	0.749	C	0.001	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	CMA	0.478	A	0.476	A	-0.002	No
65	Sepulveda Boulevard & Century Boulevard	CMA	0.594	A	0.695	B	0.101	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	CMA	0.921	E	0.871	D	-0.050	No
67	Sepulveda Boulevard & Imperial Highway	CMA	0.684	B	0.654	B	-0.030	No
76	La Tijera Boulevard & Manchester Avenue	CMA	0.524	A	0.540	A	0.016	No
77	Jenny Avenue & Westchester Parkway	CMA	0.232	A	0.329	A	0.097	No
78	Avion Drive & Century Boulevard	CMA	0.320	A	0.245	A	-0.075	No
79	La Tijera Boulevard & Airport Boulevard	CMA	0.349	A	0.308	A	-0.041	No
80	Airport Boulevard & Manchester Avenue	CMA	0.633	B	0.523	A	-0.110	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	CMA	0.587	A	0.481	A	-0.106	No
82	Airport Boulevard & 96th Street	CMA	0.332	A	0.320	A	-0.012	No
83	Airport Boulevard & 98th Street	CMA	0.397	A	0.600	A	0.203	No
84	Airport Boulevard & Century Boulevard	CMA	0.451	A	0.395	A	-0.056	No
89	I-405 Northbound Ramps & La Tijera Boulevard	CMA	0.706	C	0.675	B	-0.031	No
90	I-405 Southbound Ramps & La Tijera Boulevard	CMA	0.588	A	0.584	A	-0.004	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	ICU	0.583	A	0.548	A	-0.035	No
93	Aviation Boulevard & Arbor Vitae Street	CMA	0.521	A	0.395	A	-0.126	No
94	Aviation Boulevard & Century Boulevard	CMA	0.554	A	0.498	A	-0.056	No
95	Aviation Boulevard & 104th Street	CMA	0.388	A	0.401	A	0.013	No
96	Aviation Boulevard & 111th Street	CMA	0.327	A	0.495	A	0.168	No
97	Aviation Boulevard & Imperial Highway	CMA	0.517	A	0.429	A	-0.088	No
102	Hindry Avenue & Arbor Vitae Street [2]	CMA	13.2 s	B	0.297	A	-0.053	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	CMA	0.275	A	0.337	A	0.062	No
115	La Cienega Boulevard & Florence Avenue	ICU	0.722	C	0.751	C	0.029	No
116	La Cienega Boulevard & Manchester Boulevard	ICU	0.672	B	0.773	C	0.101	No
117	La Cienega Boulevard & Arbor Vitae Street	ICU	0.562	A	0.661	B	0.099	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	CMA	0.494	A	0.528	A	0.034	No
119	La Cienega Boulevard & Century Boulevard	CMA	0.511	A	0.513	A	0.002	No
125	La Cienega Boulevard & Imperial Highway	CMA	0.176	A	0.169	A	-0.007	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	ICU	0.655	B	0.638	B	-0.017	No
130	I-405 Northbound Ramps & Century Boulevard	ICU	0.584	A	0.592	A	0.008	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				
LOS	MD Peak Hour	LOS	MD Peak Hour	NUMBER OF IMPACTS
A	26	A	26	Yes 0
B	6	B	6	No 36
C	3	C	3	
D	0	D	1	
E	1	E	0	
F	0	F	0	
TOTAL	36		36	

**TABLE 33  
SUMMARY OF TRAFFIC CONDITIONS AT IMPACTED LOCATIONS - BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS				BASELINE (2015) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
65	Sepulveda Boulevard & Century Boulevard	AM	0.754	C	0.787	C	0.033	No	0.763	C	0.009	No
		MD	0.594	A	0.721	C	0.127	Yes	0.695	B	0.101	No
		PM	0.689	B	0.665	B	-0.024	No	0.643	B	-0.046	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.802	D	0.808	D	0.006	No	0.718	C	-0.084	No
		MD	0.521	A	0.531	A	0.010	No	0.395	A	-0.126	No
		PM	0.720	C	0.800	C	0.080	Yes	0.653	B	-0.067	No
119	La Cienega Boulevard & Century Boulevard	AM	0.891	D	0.925	E	0.034	Yes	0.860	D	-0.031	No
		MD	0.511	A	0.542	A	0.031	No	0.513	A	0.002	No
		PM	0.823	D	0.864	D	0.041	Yes	0.655	B	-0.168	No

**TABLE 34A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.649	B	0.645	B	-0.004	No
		PM	0.831	D	0.826	D	-0.005	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.822	D	0.813	D	-0.009	No
		PM	0.750	C	0.736	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.539	A	0.528	A	-0.011	No
		PM	0.543	A	0.533	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.689	B	0.682	B	-0.007	No
		PM	0.548	A	0.539	A	-0.009	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.956	E	0.949	E	-0.007	No
		PM	0.890	D	0.876	D	-0.014	No
6	Nicholson Street & Culver Boulevard	AM	0.734	C	0.722	C	-0.012	No
		PM	0.863	D	0.855	D	-0.008	No
7	Pershing Drive & Manchester Avenue	AM	0.453	A	0.448	A	-0.005	No
		PM	0.497	A	0.496	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.459	A	0.454	A	-0.005	No
		PM	0.313	A	0.305	A	-0.008	No
9	Pershing Drive & Imperial Highway	AM	0.528	A	0.515	A	-0.013	No
		PM	0.460	A	0.441	A	-0.019	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.763	C	0.759	C	-0.004	No
		PM	0.895	D	0.885	D	-0.010	No
11	Main Street & Imperial Highway	AM	0.685	B	0.684	B	-0.001	No
		PM	0.619	B	0.621	B	0.002	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.931	E	0.934	E	0.003	No
		PM	0.915	E	0.911	E	-0.004	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.914	E	-0.001	No
		PM	0.863	D	0.864	D	0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.666	B	0.669	B	0.003	No
		PM	0.667	B	0.664	B	-0.003	No
15	Lincoln Boulevard & Bali Way	AM	0.578	A	0.578	A	0.000	No
		PM	0.619	B	0.619	B	0.000	No
16	Lincoln Boulevard & Mindanao Way	AM	0.773	C	0.774	C	0.001	No
		PM	0.849	D	0.857	D	0.008	No
17	Lincoln Boulevard & Fiji Way	AM	0.672	B	0.670	B	-0.002	No
		PM	0.791	C	0.800	D	0.009	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.838	D	0.839	D	0.001	No
		PM	0.700	B	0.699	B	-0.001	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.636	B	0.639	B	0.003	No
		PM	0.517	A	0.519	A	0.002	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.722	C	0.728	C	0.006	No
		PM	0.646	B	0.662	B	0.016	No
21	Lincoln Boulevard & 83rd Street	AM	1.043	F	1.049	F	0.006	No
		PM	0.742	C	0.747	C	0.005	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.859	D	0.866	D	0.007	No
		PM	0.781	C	0.776	C	-0.005	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.414	A	0.427	A	0.013	No
		PM	0.429	A	0.467	A	0.038	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.961	E	0.961	E	0.000	No
		PM	0.891	D	0.891	D	0.000	No
25	Centinela Avenue & Washington Place	AM	0.835	D	0.836	D	0.001	No
		PM	0.957	E	0.957	E	0.000	No
26	Centinela Avenue & Washington Boulevard	AM	0.888	D	0.889	D	0.001	No
		PM	0.989	E	0.990	E	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.955	E	0.956	E	0.001	No
		PM	1.080	F	1.081	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.552	A	0.553	A	0.001	No
		PM	0.501	A	0.501	A	0.000	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.695	B	0.691	B	-0.004	No
		PM	0.487	A	0.490	A	0.003	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.930	E	0.928	E	-0.002	No
		PM	0.791	C	0.774	C	-0.017	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.788	C	0.791	C	0.003	No
		PM	0.819	D	0.826	D	0.007	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.860	D	0.861	D	0.001	No
		PM	0.940	E	0.940	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.615	B	0.618	B	0.003	No
		PM	0.688	B	0.691	B	0.003	No

**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.683	B	0.683	B	0.000	No
		PM	0.773	C	0.773	C	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.774	C	0.776	C	0.002	No
		PM	0.938	E	0.939	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.674	B	0.671	B	-0.003	No
		PM	0.583	A	0.582	A	-0.001	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.968	E	0.969	E	0.001	No
		PM	0.786	C	0.788	C	0.002	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.477	A	0.478	A	0.001	No
		PM	0.509	A	0.508	A	-0.001	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.755	C	0.755	C	0.000	No
		PM	0.981	E	0.981	E	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.899	D	0.900	D	0.001	No
		PM	0.882	D	0.882	D	0.000	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.803	D	0.803	D	0.000	No
		PM	0.850	D	0.851	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.932	E	0.933	E	0.001	No
		PM	0.914	E	0.914	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.705	C	0.706	C	0.001	No
		PM	0.715	C	0.715	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.885	D	0.885	D	0.000	No
		PM	0.923	E	0.923	E	0.000	No
45	Overland Avenue & Washington Boulevard	AM	0.871	D	0.872	D	0.001	No
		PM	1.056	F	1.056	F	0.000	No
46	Overland Avenue & Culver Boulevard	AM	1.002	F	1.003	F	0.001	No
		PM	0.954	E	0.955	E	0.001	No
47	Duquesne Avenue & Washington Boulevard	AM	0.606	B	0.606	B	0.000	No
		PM	0.722	C	0.723	C	0.001	No
48	Duquesne Avenue & Culver Boulevard	AM	0.675	B	0.675	B	0.000	No
		PM	0.710	C	0.710	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.700	B	0.700	B	0.000	No
		PM	0.722	C	0.722	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.859	D	0.859	D	0.000	No
		PM	0.824	D	0.824	D	0.000	No
51	Overland Avenue & Jefferson Boulevard	AM	0.828	D	0.830	D	0.002	No
		PM	0.893	D	0.894	D	0.001	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.612	B	0.612	B	0.000	No
		PM	0.635	B	0.635	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.688	B	0.689	B	0.001	No
		PM	0.784	C	0.785	C	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.902	E	0.904	E	0.002	No
		PM	0.777	C	0.776	C	-0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.719	C	0.721	C	0.002	No
		PM	0.713	C	0.713	C	0.000	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.845	D	0.841	D	-0.004	No
		PM	1.074	F	1.081	F	0.007	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.811	D	0.805	D	-0.006	No
		PM	0.687	B	0.695	B	0.008	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.819	D	0.835	D	0.016	No
		PM	0.647	B	0.647	B	0.000	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.707	C	0.743	C	0.036	No
		PM	0.529	A	0.537	A	0.008	No
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	0.581	A	0.009	No
		PM	0.504	A	0.510	A	0.006	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	0.732	C	-0.004	No
		PM	0.917	E	0.899	D	-0.018	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.591	A	0.012	No
		PM	0.677	B	0.693	B	0.016	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	0.797	C	0.029	No
		PM	0.914	E	0.878	D	-0.036	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	0.659	B	0.014	No
		PM	0.692	B	0.687	B	-0.005	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	0.730	C	-0.059	No
		PM	0.834	D	0.787	C	-0.047	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	1.038	F	-0.047	No
		PM	0.973	E	0.922	E	-0.051	No



**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	0.701	C	-0.068	No
		PM	0.910	E	0.838	D	-0.072	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.886	D	0.882	D	-0.004	No
		PM	0.835	D	0.834	D	-0.001	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.144	F	-0.002	No
		PM	0.983	E	0.988	E	0.005	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.840	D	0.843	D	0.003	No
		PM	1.036	F	1.032	F	-0.004	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.046	F	1.043	F	-0.003	No
		PM	1.055	F	1.051	F	-0.004	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.769	C	0.768	C	-0.001	No
		PM	0.791	C	0.792	C	0.001	No
73	Buckingham Parkway & Slauson Avenue	AM	0.846	D	0.844	D	-0.002	No
		PM	0.808	D	0.805	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.444	A	0.438	A	-0.006	No
		PM	0.231	A	0.221	A	-0.010	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.471	A	0.021	No
		PM	0.727	C	0.721	C	-0.006	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	0.579	A	0.017	No
		PM	0.624	B	0.599	A	-0.025	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	0.329	A	0.121	No
		PM	0.432	A	0.396	A	-0.036	No
78	Avion Drive & Century Boulevard	AM	0.436	A	0.441	A	0.005	No
		PM	0.555	A	0.506	A	-0.049	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.522	A	0.560	A	0.038	No
		PM	0.658	B	0.644	B	-0.014	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	0.637	B	0.030	No
		PM	0.750	C	0.675	B	-0.075	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.696	B	0.660	B	-0.036	No
		PM	1.032	F	0.829	D	-0.203	No
82	Airport Boulevard & 96th Street	AM	0.311	A	0.494	A	0.183	No
		PM	0.504	A	0.674	B	0.170	No
83	Airport Boulevard & 98th Street	AM	0.392	A	0.631	B	0.239	No
		PM	0.561	A	0.686	B	0.125	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.540	A	-0.071	No
		PM	0.660	B	0.681	B	0.021	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.520	A	-0.001	No
		PM	0.446	A	0.410	A	-0.036	No
86	Nash Street & El Segundo Boulevard	AM	0.635	B	0.631	B	-0.004	No
		PM	0.694	B	0.679	B	-0.015	No
87	Douglas Street & Imperial Highway	AM	0.369	A	0.403	A	0.034	No
		PM	0.706	C	0.699	B	-0.007	No
88	Douglas Street & El Segundo Boulevard	AM	0.830	D	0.826	D	-0.004	No
		PM	0.967	E	0.963	E	-0.004	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.877	D	0.811	D	-0.066	No
		PM	0.842	D	0.785	C	-0.057	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.777	C	0.772	C	-0.005	No
		PM	0.906	E	0.814	D	-0.092	No
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.382	A	-0.231	No
		PM	0.688	B	0.498	A	-0.190	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.669	B	-0.080	No
		PM	0.814	D	0.661	B	-0.153	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.813	D	-0.099	No
		PM	0.792	C	0.696	B	-0.096	No
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.746	C	-0.117	No
		PM	1.013	F	0.864	D	-0.149	No
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.581	A	-0.059	No
		PM	0.784	C	0.701	C	-0.083	No
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.664	B	-0.075	No
		PM	0.731	C	0.702	C	-0.029	No
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.581	A	-0.143	No
		PM	0.865	D	0.867	D	0.002	No
98	Aviation Boulevard & West 120th Street	AM	0.821	D	0.814	D	-0.007	No
		PM	0.920	E	0.906	E	-0.014	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.971	E	0.966	E	-0.005	No
		PM	1.063	F	1.059	F	-0.004	No

**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.001	F	0.998	E	-0.003	No
		PM	0.995	E	0.992	E	-0.003	No
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.709	C	-0.013	No
		PM	0.790	C	0.663	B	-0.127	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.659	B	-0.029	No
		PM	18.0 s	C	0.611	B	0.002	No
103	Concourse Way & Century Boulevard	AM	0.306	A	0.637	B	0.331	No
		PM	0.466	A	0.608	B	0.142	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.761	C	-0.020	No
		PM	0.679	B	0.689	B	0.010	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.857	D	0.843	D	-0.014	No
		PM	0.917	E	0.883	D	-0.034	No
106	Jefferson Boulevard & National Boulevard	AM	0.990	E	0.988	E	-0.002	No
		PM	0.872	D	0.868	D	-0.004	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.694	B	0.692	B	-0.002	No
		PM	0.763	C	0.761	C	-0.002	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.967	E	0.964	E	-0.003	No
		PM	1.016	F	1.018	F	0.002	No
109	La Cienega Boulevard & Rodeo Road	AM	1.248	F	1.245	F	-0.003	No
		PM	1.153	F	1.152	F	-0.001	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.138	F	1.135	F	-0.003	No
		PM	1.182	F	1.177	F	-0.005	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.245	F	1.241	F	-0.004	No
		PM	1.154	F	1.154	F	0.000	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.091	F	1.092	F	0.001	No
		PM	0.986	E	0.984	E	-0.002	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.611	B	0.609	B	-0.002	No
		PM	0.720	C	0.711	C	-0.009	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.970	E	0.962	E	-0.008	No
		PM	1.115	F	1.104	F	-0.011	No
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.695	B	-0.074	No
		PM	1.125	F	1.056	F	-0.069	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.719	C	-0.030	No
		PM	0.838	D	0.859	D	0.021	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	0.910	E	0.097	No
		PM	0.806	D	0.865	D	0.059	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.662	B	-0.121	No
		PM	0.642	B	0.556	A	-0.086	No
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.858	D	-0.072	No
		PM	0.915	E	0.923	E	0.008	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.276	A	-0.086	No
		PM	0.343	A	0.365	A	0.022	No
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.418	A	0.012	No
		PM	0.419	A	0.415	A	-0.004	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.495	A	-0.020	No
		PM	0.748	C	0.699	B	-0.049	No
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.299	A	-0.021	No
		PM	0.374	A	0.399	A	0.025	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.470	A	-0.041	No
		PM	0.393	A	0.396	A	0.003	No
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.510	A	0.044	No
		PM	0.834	D	0.829	D	-0.005	No
126	La Cienega Boulevard & West 120th Street	AM	0.814	D	0.809	D	-0.005	No
		PM	0.962	E	0.968	E	0.006	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.719	C	0.736	C	0.017	No
		PM	0.901	E	0.908	E	0.007	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.713	C	0.709	C	-0.004	No
		PM	0.794	C	0.790	C	-0.004	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No
		PM	0.845	D	0.833	D	-0.012	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.827	D	-0.125	No
		PM	0.826	D	0.728	C	-0.098	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.650	B	0.031	No
		PM	0.803	D	0.812	D	0.009	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.784	C	0.800	C	0.016	No
		PM	0.802	D	0.783	C	-0.019	No

**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.886	D	0.883	D	-0.003	No
		PM	0.880	D	0.878	D	-0.002	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No
		PM	0.850	D	0.847	D	-0.003	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.669	B	0.007	No
		PM	0.763	C	0.742	C	-0.021	No
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.732	C	-0.105	No
		PM	1.000	E	0.895	D	-0.105	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.901	E	-0.003	No
		PM	1.023	F	1.000	E	-0.023	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.028	F	-0.027	No
		PM	1.144	F	1.130	F	-0.014	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.853	D	0.867	D	0.014	No
		PM	0.991	E	1.001	F	0.010	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.896	D	0.895	D	-0.001	No
		PM	1.086	F	1.086	F	0.000	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.946	E	0.943	E	-0.003	No
		PM	1.095	F	1.082	F	-0.013	No
142	La Brea Avenue & Slauson Avenue	AM	0.876	D	0.872	D	-0.004	No
		PM	1.013	F	1.007	F	-0.006	No
143	La Brea Avenue & Centinela Avenue	AM	0.970	E	0.970	E	0.000	No
		PM	1.023	F	1.022	F	-0.001	No
144	La Brea Avenue & Florence Avenue	AM	0.876	D	0.881	D	0.005	No
		PM	1.037	F	1.032	F	-0.005	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.591	A	-0.006	No
		PM	0.764	C	0.774	C	0.010	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.715	C	-0.119	No
		PM	0.903	E	0.759	C	-0.144	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.764	C	-0.008	No
		PM	0.856	D	0.837	D	-0.019	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	AM	0.890	D	0.883	D	-0.007	No
		PM	1.020	F	1.005	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.782	C	-0.030	No
		PM	0.985	E	0.985	E	0.000	No
151	Hawthorne Boulevard & 120th Street	AM	0.645	B	0.651	B	0.006	No
		PM	0.802	D	0.804	D	0.002	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.741	C	0.759	C	0.018	No
		PM	0.867	D	0.878	D	0.011	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.723	C	0.723	C	0.000	No
		PM	0.892	D	0.890	D	-0.002	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.699	B	0.694	B	-0.005	No
		PM	0.784	C	0.745	C	-0.039	No
155	Prairie Avenue & Manchester Boulevard	AM	0.955	E	0.952	E	-0.003	No
		PM	1.025	F	1.021	F	-0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.795	C	0.685	B	-0.110	No
		PM	0.880	D	0.745	C	-0.135	No
157	Prairie Avenue & Century Boulevard	AM	0.918	E	0.792	C	-0.126	No
		PM	0.969	E	0.867	D	-0.102	No
158	Prairie Avenue & Lennox Boulevard	AM	0.673	B	0.672	B	-0.001	No
		PM	0.680	B	0.680	B	0.000	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.772	C	0.786	C	0.014	No
		PM	0.742	C	0.743	C	0.001	No
160	Prairie Avenue & Imperial Highway	AM	1.301	F	1.290	F	-0.011	No
		PM	0.891	D	0.880	D	-0.011	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.916	E	0.916	E	0.000	No
		PM	0.948	E	0.951	E	0.003	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.015	F	1.011	F	-0.004	No
		PM	1.110	F	1.109	F	-0.001	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.923	E	0.822	D	-0.101	No
		PM	1.059	F	0.956	E	-0.103	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.876	D	0.879	D	0.003	No
		PM	1.012	F	1.016	F	0.004	No
165	Western Avenue & Manchester Avenue	AM	0.841	D	0.840	D	-0.001	No
		PM	0.997	E	0.998	E	0.001	No

**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.895	D	0.899	D	0.004	No
		PM	0.895	D	0.897	D	0.002	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.757	C	0.757	C	0.000	No
		PM	0.698	B	0.698	B	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.001	No
		PM	***	F	***	F	0.000	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.741	C	0.742	C	0.001	No
		PM	0.926	E	0.926	E	0.000	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.842	D	0.000	No
		PM	1.050	F	1.050	F	0.000	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.410	A	0.412	A	0.002	No
		PM	0.505	A	0.506	A	0.001	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.583	A	0.583	A	0.000	No
		PM	0.640	B	0.641	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	44.8 s	E	42.8 s	E	0.000	No
		PM	58.6 s	F	58.4 s	F	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.824	D	0.824	D	0.000	No
		PM	0.748	C	0.748	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	0.967	E	0.967	E	0.000	No
		PM	0.949	E	0.949	E	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.885	D	0.884	D	-0.001	No
		PM	1.021	F	1.020	F	-0.001	No
177	National Boulevard & Washington Boulevard	AM	0.820	D	0.820	D	0.000	No
		PM	0.966	E	0.966	E	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.926	E	0.926	E	0.000	No
		PM	1.044	F	1.044	F	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.900	D	0.900	D	0.000	No
		PM	0.860	D	0.859	D	-0.001	No
180	Prairie Avenue & Florence Avenue	AM	0.804	D	0.800	C	-0.004	No
		PM	0.886	D	0.884	D	-0.002	No
181	Van Ness Avenue & Manchester Avenue	AM	0.982	E	0.984	E	0.002	No
		PM	0.993	E	0.992	E	-0.001	No
182	Van Ness Avenue & Century Boulevard	AM	0.719	C	0.620	B	-0.099	No
		PM	0.787	C	0.673	B	-0.114	No
183	Van Ness Avenue & Imperial Highway	AM	0.861	D	0.865	D	0.004	No
		PM	0.901	E	0.899	D	-0.002	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 34A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	32	25
B	35	29
C	35	31
D	44	43
E	24	27
F	13	28
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	0	0
TOTAL INDIVIDUAL INTERSECTION IMPACTS	0	

**TABLE 34B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	0.581	A	0.009	No
		PM	0.504	A	0.510	A	0.006	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	0.732	C	-0.004	No
		PM	0.917	E	0.899	D	-0.018	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.591	A	0.012	No
		PM	0.677	B	0.693	B	0.016	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	0.797	C	0.029	No
		PM	0.914	E	0.878	D	-0.036	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	0.659	B	0.014	No
		PM	0.692	B	0.687	B	-0.005	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	0.730	C	-0.059	No
		PM	0.834	D	0.787	C	-0.047	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	1.038	F	-0.047	No
		PM	0.973	E	0.922	E	-0.051	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	0.701	C	-0.068	No
		PM	0.910	E	0.838	D	-0.072	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.471	A	0.021	No
		PM	0.727	C	0.721	C	-0.006	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	0.579	A	0.017	No
		PM	0.624	B	0.599	A	-0.025	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	0.329	A	0.121	No
		PM	0.432	A	0.396	A	-0.036	No
78	Avion Drive & Century Boulevard	AM	0.436	A	0.441	A	0.005	No
		PM	0.555	A	0.506	A	-0.049	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	0.637	B	0.030	No
		PM	0.750	C	0.675	B	-0.075	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.696	B	0.660	B	-0.036	No
		PM	1.032	F	0.829	D	-0.203	No
82	Airport Boulevard & 96th Street	AM	0.311	A	0.494	A	0.183	No
		PM	0.504	A	0.674	B	0.170	No
83	Airport Boulevard & 98th Street	AM	0.392	A	0.631	B	0.239	No
		PM	0.561	A	0.686	B	0.125	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.540	A	-0.071	No
		PM	0.660	B	0.681	B	0.021	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.520	A	-0.001	No
		PM	0.446	A	0.410	A	-0.036	No
87	Douglas Street & Imperial Highway	AM	0.369	A	0.403	A	0.034	No
		PM	0.706	C	0.699	B	-0.007	No
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.382	A	-0.231	No
		PM	0.688	B	0.498	A	-0.190	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.669	B	-0.080	No
		PM	0.814	D	0.661	B	-0.153	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.813	D	-0.099	No
		PM	0.792	C	0.696	B	-0.096	No
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.746	C	-0.117	No
		PM	1.013	F	0.864	D	-0.149	No
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.581	A	-0.059	No
		PM	0.784	C	0.701	C	-0.083	No
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.664	B	-0.075	No
		PM	0.731	C	0.702	C	-0.029	No
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.581	A	-0.143	No
		PM	0.865	D	0.867	D	0.002	No
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.709	C	-0.013	No
		PM	0.790	C	0.663	B	-0.127	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.659	B	-0.029	No
		PM	18.0 s	C	0.611	B	0.002	No
103	Concourse Way & Century Boulevard	AM	0.306	A	0.637	B	0.331	No
		PM	0.466	A	0.608	B	0.142	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.761	C	-0.020	No
		PM	0.679	B	0.689	B	0.010	No
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.695	B	-0.074	No
		PM	1.125	F	1.056	F	-0.069	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.719	C	-0.030	No
		PM	0.838	D	0.859	D	0.021	No

**TABLE 34B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	0.910	E	0.097	No
		PM	0.806	D	0.865	D	0.059	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.662	B	-0.121	No
		PM	0.642	B	0.556	A	-0.086	No
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.858	D	-0.072	No
		PM	0.915	E	0.923	E	0.008	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.276	A	-0.086	No
		PM	0.343	A	0.365	A	0.022	No
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.418	A	0.012	No
		PM	0.419	A	0.415	A	-0.004	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.495	A	-0.020	No
		PM	0.748	C	0.699	B	-0.049	No
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.299	A	-0.021	No
		PM	0.374	A	0.399	A	0.025	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.470	A	-0.041	No
		PM	0.393	A	0.396	A	0.003	No
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.510	A	0.044	No
		PM	0.834	D	0.829	D	-0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No
		PM	0.845	D	0.833	D	-0.012	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.827	D	-0.125	No
		PM	0.826	D	0.728	C	-0.098	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.650	B	0.031	No
		PM	0.803	D	0.812	D	0.009	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No
		PM	0.850	D	0.847	D	-0.003	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.669	B	0.007	No
		PM	0.763	C	0.742	C	-0.021	No
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.732	C	-0.105	No
		PM	1.000	E	0.895	D	-0.105	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.901	E	-0.003	No
		PM	1.023	F	1.000	E	-0.023	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.028	F	-0.027	No
		PM	1.144	F	1.130	F	-0.014	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.591	A	-0.006	No
		PM	0.764	C	0.774	C	0.010	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.715	C	-0.119	No
		PM	0.903	E	0.759	C	-0.144	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.764	C	-0.008	No
		PM	0.856	D	0.837	D	-0.019	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.890	D	0.883	D	-0.007	No
		PM	1.020	F	1.005	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.782	C	-0.030	No
		PM	0.985	E	0.985	E	0.000	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

TABLE 35

SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS MID-DAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN	SIGNIFICANT
		V/C OR DELAY	LOS	V/C OR DELAY	LOS	V/C	IMPACT
22	Lincoln Boulevard & Manchester Avenue [1]	0.667	B	0.648	B	-0.019	No
23	Lincoln Boulevard & La Tijera Boulevard	0.363	A	0.356	A	-0.007	No
61	Sepulveda Boulevard & Manchester Avenue	0.697	B	0.680	B	-0.017	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.613	B	0.608	B	-0.005	No
63	Sepulveda Boulevard & Westchester Parkway	0.910	E	0.890	D	-0.020	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.609	B	0.597	A	-0.012	No
65	Sepulveda Boulevard & Century Boulevard	0.643	B	0.601	B	-0.042	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.002	F	0.948	E	-0.054	No
67	Sepulveda Boulevard & Imperial Highway	0.632	B	0.632	B	0.000	No
76	La Tijera Boulevard & Manchester Avenue	0.612	B	0.622	B	0.010	No
77	Jenny Avenue & Westchester Parkway	0.295	A	0.339	A	0.044	No
78	Avion Drive & Century Boulevard	0.445	A	0.381	A	-0.064	No
79	La Tijera Boulevard & Airport Boulevard	0.550	A	0.520	A	-0.030	No
80	Airport Boulevard & Manchester Avenue	0.688	B	0.607	B	-0.081	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.787	C	0.539	A	-0.248	No
82	Airport Boulevard & 96th Street	0.483	A	0.621	B	0.138	No
83	Airport Boulevard & 98th Street	0.523	A	0.688	B	0.165	No
84	Airport Boulevard & Century Boulevard	0.691	B	0.669	B	-0.022	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.833	D	0.771	C	-0.062	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.609	B	0.602	B	-0.007	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.755	C	0.685	B	-0.070	No
93	Aviation Boulevard & Arbor Vitae Street	0.638	B	0.601	B	-0.037	No
94	Aviation Boulevard & Century Boulevard	0.838	D	0.763	C	-0.075	No
95	Aviation Boulevard & 104th Street	0.640	B	0.668	B	0.028	No
96	Aviation Boulevard & 111th Street	0.696	B	0.723	C	0.027	No
97	Aviation Boulevard & Imperial Highway	0.667	B	0.609	B	-0.058	No
102	Hindry Avenue & Arbor Vitae Street [2]	14.7 s	B	0.347	A	-0.121	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.412	A	0.548	A	0.136	No
115	La Cienega Boulevard & Florence Avenue	0.956	E	0.864	D	-0.092	No
116	La Cienega Boulevard & Manchester Boulevard	0.859	D	0.857	D	-0.002	No
117	La Cienega Boulevard & Arbor Vitae Street	0.667	B	0.653	B	-0.014	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.653	B	0.557	A	-0.096	No
119	La Cienega Boulevard & Century Boulevard	0.693	B	0.709	C	0.016	No
125	La Cienega Boulevard & Imperial Highway	0.296	A	0.301	A	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.748	C	0.718	C	-0.030	No
130	I-405 Northbound Ramps & Century Boulevard	0.716	C	0.589	A	-0.127	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour		
A	8	A	11	Yes	0
B	18	B	16	No	36
C	4	C	5		
D	3	D	3		
E	2	E	1		
F	1	F	0		
TOTAL	36		36		



**TABLE 36  
SUMMARY OF IMPACTED LOCATIONS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS					
			V/C	LOS	V/C	LOS	SIGNIFICANT IMPACT	V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.665	B	0.054	No	0.540	A	-0.071	No	
		MD	0.691	B	0.829	D	0.138	Yes	0.669	B	-0.022	No	
		PM	0.660	B	0.885	D	0.225	Yes	0.681	B	0.021	No	
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.896	D	-0.016	No	0.813	D	-0.099	No	
		MD	0.638	B	0.772	C	0.134	Yes	0.601	B	-0.037	No	
		PM	0.792	C	0.894	D	0.102	Yes	0.696	B	-0.096	No	
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.796	C	0.027	No	0.695	B	-0.074	No	
		MD	0.956	E	0.965	E	0.009	No	0.864	D	-0.092	No	
		PM	1.125	F	1.157	F	0.032	Yes	1.056	F	-0.069	No	
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	1.015	F	0.202	Yes	0.910	E	0.097	No	
		MD	0.667	B	0.758	C	0.091	No	0.653	B	-0.014	No	
		PM	0.806	D	0.954	E	0.148	No	0.865	D	0.059	No	
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.982	E	0.052	Yes	0.858	D	-0.072	No	
		MD	0.693	B	0.701	C	0.008	No	0.709	C	0.016	No	
		PM	0.915	E	1.006	F	0.091	Yes	0.923	E	0.008	No	
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.861	D	0.024	No	0.732	C	-0.105	No	
		PM	1.000	E	1.020	F	0.020	Yes	0.895	D	-0.105	No	

**TABLE 37A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN	SIGNIFICANT
							V/C	IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.718	C	0.713	C	-0.005	No
		PM	0.920	E	0.915	E	-0.005	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.827	D	0.825	D	-0.002	No
		PM	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.556	A	0.553	A	-0.003	No
		PM	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.713	C	0.705	C	-0.008	No
		PM	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.983	E	0.981	E	-0.002	No
		PM	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.762	C	0.755	C	-0.007	No
		PM	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.483	A	0.480	A	-0.003	No
		PM	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.457	A	0.452	A	-0.005	No
		PM	0.362	A	0.353	A	-0.009	No
9	Pershing Drive & Imperial Highway	AM	0.550	A	0.536	A	-0.014	No
		PM	0.501	A	0.483	A	-0.018	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.781	C	0.777	C	-0.004	No
		PM	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.694	B	0.699	B	0.005	No
		PM	0.633	B	0.628	B	-0.005	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.966	E	0.966	E	0.000	No
		PM	0.973	E	0.973	E	0.000	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.942	E	0.941	E	-0.001	No
		PM	0.892	D	0.891	D	-0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.689	B	0.691	B	0.002	No
		PM	0.686	B	0.682	B	-0.004	No
15	Lincoln Boulevard & Bali Way	AM	0.607	B	0.608	B	0.001	No
		PM	0.646	B	0.642	B	-0.004	No
16	Lincoln Boulevard & Mindanao Way	AM	0.808	D	0.807	D	-0.001	No
		PM	0.882	D	0.889	D	0.007	No
17	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.690	B	-0.004	No
		PM	0.818	D	0.826	D	0.008	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.825	D	0.820	D	-0.005	No
		PM	0.742	C	0.738	C	-0.004	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.683	B	0.690	B	0.007	No
		PM	0.551	A	0.551	A	0.000	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.739	C	0.744	C	0.005	No
		PM	0.677	B	0.679	B	0.002	No
21	Lincoln Boulevard & 83rd Street	AM	1.020	F	1.026	F	0.006	No
		PM	0.791	C	0.792	C	0.001	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.815	D	0.820	D	0.005	No
		PM	0.850	D	0.848	D	-0.002	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.419	A	0.416	A	-0.003	No
		PM	0.430	A	0.475	A	0.045	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.956	E	0.001	No
25	Centinela Avenue & Washington Place	AM	0.891	D	0.892	D	0.001	No
		PM	0.987	E	0.988	E	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.924	E	0.925	E	0.001	No
		PM	1.041	F	1.042	F	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	1.023	F	1.025	F	0.002	No
		PM	1.127	F	1.127	F	0.000	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.604	B	0.605	B	0.001	No
		PM	0.517	A	0.525	A	0.008	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.759	C	0.760	C	0.001	No
		PM	0.513	A	0.517	A	0.004	No
30	Centinela Avenue & Jefferson Boulevard	AM	1.043	F	1.025	F	-0.018	No
		PM	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.799	C	0.803	D	0.004	No
		PM	0.887	D	0.889	D	0.002	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.902	E	0.903	E	0.001	No
		PM	0.992	E	0.992	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.631	B	0.632	B	0.001	No
		PM	0.720	C	0.723	C	0.003	No

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.729	C	0.730	C	0.001	No
		PM	0.811	D	0.811	D	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.821	D	0.822	D	0.001	No
		PM	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.685	B	0.676	B	-0.009	No
		PM	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.970	E	0.970	E	0.000	No
		PM	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.479	A	0.481	A	0.002	No
		PM	0.528	A	0.528	A	0.000	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.785	C	0.785	C	0.000	No
		PM	1.005	F	1.005	F	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.912	E	0.912	E	0.000	No
		PM	0.920	E	0.921	E	0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.830	D	0.832	D	0.002	No
		PM	0.886	D	0.887	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.956	E	0.957	E	0.001	No
		PM	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.731	C	0.731	C	0.000	No
		PM	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.910	E	0.910	E	0.000	No
		PM	0.949	E	0.950	E	0.001	No
45	Overland Avenue & Washington Boulevard	AM	0.912	E	0.912	E	0.000	No
		PM	1.078	F	1.078	F	0.000	No
46	Overland Avenue & Culver Boulevard	AM	1.018	F	1.018	F	0.000	No
		PM	0.982	E	0.982	E	0.000	No
47	Duchesne Avenue & Washington Boulevard	AM	0.623	B	0.623	B	0.000	No
		PM	0.742	C	0.742	C	0.000	No
48	Duchesne Avenue & Culver Boulevard	AM	0.699	B	0.699	B	0.000	No
		PM	0.737	C	0.737	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.724	C	0.724	C	0.000	No
		PM	0.733	C	0.733	C	0.000	No
50	Duchesne Avenue & Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	No
		PM	0.846	D	0.847	D	0.001	No
51	Overland Avenue & Jefferson Boulevard	AM	0.844	D	0.845	D	0.001	No
		PM	0.910	E	0.910	E	0.000	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.617	B	0.616	B	-0.001	No
		PM	0.647	B	0.647	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.702	C	0.703	C	0.001	No
		PM	0.812	D	0.813	D	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.908	E	0.909	E	0.001	No
		PM	0.806	D	0.807	D	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.733	C	0.735	C	0.002	No
		PM	0.755	C	0.754	C	-0.001	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.872	D	0.861	D	-0.011	No
		PM	1.082	F	1.076	F	-0.006	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.808	D	0.803	D	-0.005	No
		PM	0.694	B	0.684	B	-0.010	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.788	C	0.798	C	0.010	No
		PM	0.690	B	0.692	B	0.002	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.714	C	0.726	C	0.012	No
		PM	0.595	A	0.617	B	0.022	No
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.609	B	0.020	No
		PM	0.567	A	0.563	A	-0.004	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.738	C	-0.014	No
		PM	0.961	E	0.924	E	-0.037	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.599	A	0.010	No
		PM	0.733	C	0.721	C	-0.012	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.818	D	0.006	No
		PM	0.971	E	0.900	D	-0.071	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.695	B	0.010	No
		PM	0.715	C	0.708	C	-0.007	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.844	D	0.005	No
		PM	0.947	E	0.887	D	-0.060	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.046	F	-0.058	No
		PM	1.001	F	0.939	E	-0.062	No

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.710	C	-0.082	No
		PM	0.940	E	0.859	D	-0.081	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.888	D	0.887	D	-0.001	No
		PM	0.823	D	0.827	D	0.004	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.149	F	0.003	No
		PM	0.984	E	0.987	E	0.003	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.848	D	0.849	D	0.001	No
		PM	1.050	F	1.049	F	-0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.056	F	1.053	F	-0.003	No
		PM	1.068	F	1.066	F	-0.002	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.780	C	0.784	C	0.004	No
		PM	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.858	D	0.856	D	-0.002	No
		PM	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.458	A	0.451	A	-0.007	No
		PM	0.243	A	0.227	A	-0.016	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.505	A	0.014	No
		PM	0.787	C	0.752	C	-0.035	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.663	B	-0.032	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.347	A	0.135	No
		PM	0.457	A	0.475	A	0.018	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.485	A	-0.030	No
		PM	0.640	B	0.529	A	-0.111	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.619	B	0.504	A	-0.115	No
		PM	0.725	C	0.678	B	-0.047	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.696	B	0.014	No
		PM	0.832	D	0.715	C	-0.117	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.743	C	-0.001	No
		PM	1.153	F	0.926	E	-0.227	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.473	A	0.132	No
		PM	0.580	A	0.563	A	-0.017	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.653	B	0.220	No
		PM	0.625	B	0.655	B	0.030	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.646	B	-0.026	No
		PM	0.725	C	0.709	C	-0.016	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.549	A	0.002	No
		PM	0.480	A	0.496	A	0.016	No
86	Nash Street & El Segundo Boulevard	AM	0.646	B	0.642	B	-0.004	No
		PM	0.721	C	0.708	C	-0.013	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.438	A	0.040	No
		PM	0.739	C	0.715	C	-0.024	No
88	Douglas Street & El Segundo Boulevard	AM	0.848	D	0.855	D	0.007	No
		PM	0.989	E	0.986	E	-0.003	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.981	E	0.874	D	-0.107	No
		PM	0.876	D	0.803	D	-0.073	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.773	C	0.763	C	-0.010	No
		PM	0.975	E	0.878	D	-0.097	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.457	A	-0.197	No
		PM	0.761	C	0.503	A	-0.258	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.700	B	-0.095	No
		PM	0.895	D	0.710	C	-0.185	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.884	D	-0.112	No
		PM	0.902	E	0.778	C	-0.124	No
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.821	D	-0.140	No
		PM	1.051	F	0.923	E	-0.128	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.742	C	-0.048	No
		PM	0.875	D	0.829	D	-0.046	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.824	D	-0.133	No
		PM	0.872	D	0.765	C	-0.107	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.630	B	-0.248	No
		PM	0.923	E	0.922	E	-0.001	No
98	Aviation Boulevard & West 120th Street	AM	0.905	E	0.864	D	-0.041	No
		PM	0.968	E	0.929	E	-0.039	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.991	E	0.984	E	-0.007	No
		PM	1.076	F	1.078	F	0.002	No

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.013	F	1.009	F	-0.004	No
		PM	1.013	F	1.013	F	0.000	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.662	B	-0.132	No
		PM	24.1 s	C	0.653	B	-0.069	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.576	A	0.239	No
		PM	0.528	A	0.629	B	0.101	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.815	D	-0.023	No
		PM	0.713	C	0.749	C	0.036	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.891	D	0.884	D	-0.007	No
		PM	0.997	E	0.965	E	-0.032	No
106	Jefferson Boulevard & National Boulevard	AM	1.023	F	1.024	F	0.001	No
		PM	0.927	E	0.924	E	-0.003	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.742	C	0.741	C	-0.001	No
		PM	0.798	C	0.797	C	-0.001	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	1.000	E	0.996	E	-0.004	No
		PM	1.052	F	1.053	F	0.001	No
109	La Cienega Boulevard & Rodeo Road	AM	1.277	F	1.273	F	-0.004	No
		PM	1.189	F	1.186	F	-0.003	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.156	F	1.150	F	-0.006	No
		PM	1.244	F	1.239	F	-0.005	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.251	F	1.247	F	-0.004	No
		PM	1.200	F	1.193	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.114	F	1.110	F	-0.004	No
		PM	1.042	F	1.041	F	-0.001	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.617	B	0.612	B	-0.005	No
		PM	0.759	C	0.747	C	-0.012	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.985	E	0.981	E	-0.004	No
		PM	1.149	F	1.141	F	-0.008	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.738	C	-0.088	No
		PM	1.162	F	1.107	F	-0.055	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.761	C	-0.040	No
		PM	0.880	D	0.902	E	0.022	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.022	F	0.135	Yes
		PM	0.852	D	1.070	F	0.218	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.678	B	-0.131	No
		PM	0.705	C	0.614	B	-0.091	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	0.877	D	-0.108	No
		PM	1.088	F	0.963	E	-0.125	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.289	A	-0.096	No
		PM	0.381	A	0.397	A	0.016	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.461	A	-0.017	No
		PM	0.506	A	0.474	A	-0.032	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.551	A	-0.032	No
		PM	0.836	D	0.788	C	-0.048	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.445	A	0.012	No
		PM	0.453	A	0.451	A	-0.002	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.518	A	-0.047	No
		PM	0.424	A	0.437	A	0.013	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.669	B	0.137	No
		PM	0.899	D	0.897	D	-0.002	No
126	La Cienega Boulevard & West 120th Street	AM	0.848	D	0.835	D	-0.013	No
		PM	0.999	E	1.004	F	0.005	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.748	C	0.764	C	0.016	No
		PM	0.918	E	0.926	E	0.008	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.725	C	0.722	C	-0.003	No
		PM	0.812	D	0.817	D	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.907	E	-0.016	No
		PM	0.896	D	0.908	E	0.012	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.848	D	-0.145	No
		PM	0.890	D	0.772	C	-0.118	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.695	B	0.042	No
		PM	0.832	D	0.844	D	0.012	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.801	D	0.817	D	0.016	No
		PM	0.818	D	0.805	D	-0.013	No

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.900	D	0.898	D	-0.002	No
		PM	0.898	D	0.898	D	0.000	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.800	C	-0.004	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.697	B	0.023	No
		PM	0.802	D	0.797	C	-0.005	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.757	C	-0.116	No
		PM	1.064	F	0.958	E	-0.106	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.949	E	-0.003	No
		PM	1.086	F	1.062	F	-0.024	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.065	F	-0.030	No
		PM	1.195	F	1.179	F	-0.016	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.879	D	0.898	D	0.019	No
		PM	1.007	F	1.012	F	0.005	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.923	E	0.921	E	-0.002	No
		PM	1.120	F	1.121	F	0.001	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.983	E	0.978	E	-0.005	No
		PM	1.139	F	1.121	F	-0.018	No
142	La Brea Avenue & Slauson Avenue	AM	0.939	E	0.934	E	-0.005	No
		PM	1.066	F	1.059	F	-0.007	No
143	La Brea Avenue & Centinela Avenue	AM	1.016	F	1.014	F	-0.002	No
		PM	1.057	F	1.062	F	0.005	No
144	La Brea Avenue & Florence Avenue	AM	0.923	E	0.930	E	0.007	No
		PM	1.127	F	1.124	F	-0.003	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.622	B	-0.004	No
		PM	0.805	D	0.801	D	-0.004	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.742	C	-0.134	No
		PM	0.986	E	0.840	D	-0.146	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.805	D	-0.016	No
		PM	0.902	E	0.879	D	-0.023	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.909	E	-0.010	No
		PM	1.039	F	1.024	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.831	D	-0.030	No
		PM	1.037	F	1.031	F	-0.006	No
151	Hawthorne Boulevard & 120th Street	AM	0.669	B	0.667	B	-0.002	No
		PM	0.833	D	0.845	D	0.012	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.775	C	0.793	C	0.018	No
		PM	0.898	D	0.902	E	0.004	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.755	C	0.754	C	-0.001	No
		PM	0.922	E	0.923	E	0.001	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.703	C	0.696	B	-0.007	No
		PM	0.800	C	0.761	C	-0.039	No
155	Prairie Avenue & Manchester Boulevard	AM	0.983	E	0.980	E	-0.003	No
		PM	1.069	F	1.073	F	0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.816	D	0.814	D	-0.002	No
		PM	0.901	E	0.888	D	-0.013	No
157	Prairie Avenue & Century Boulevard	AM	0.959	E	0.827	D	-0.132	No
		PM	1.011	F	0.910	E	-0.101	No
158	Prairie Avenue & Lennox Boulevard	AM	0.712	C	0.708	C	-0.004	No
		PM	0.720	C	0.719	C	-0.001	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.811	D	0.830	D	0.019	No
		PM	0.767	C	0.764	C	-0.003	No
160	Prairie Avenue & Imperial Highway	AM	1.346	F	1.337	F	-0.009	No
		PM	0.952	E	0.947	E	-0.005	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.950	E	0.947	E	-0.003	No
		PM	0.985	E	0.990	E	0.005	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.055	F	1.054	F	-0.001	No
		PM	1.145	F	1.151	F	0.006	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.948	E	0.844	D	-0.104	No
		PM	1.120	F	1.018	F	-0.102	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.924	E	0.927	E	0.003	No
		PM	1.067	F	1.070	F	0.003	No
165	Western Avenue & Manchester Avenue	AM	0.869	D	0.871	D	0.002	No
		PM	1.056	F	1.059	F	0.003	No

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.915	E	0.918	E	0.003	No
		PM	0.941	E	0.944	E	0.003	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.781	C	0.781	C	0.000	No
		PM	0.740	C	0.740	C	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.000	No
		PM	***	F	***	F	0.000	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.772	C	0.772	C	0.000	No
		PM	0.955	E	0.959	E	0.004	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.845	D	0.003	No
		PM	1.084	F	1.085	F	0.001	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.419	A	0.420	A	0.001	No
		PM	0.527	A	0.527	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.600	A	0.600	A	0.000	No
		PM	0.659	B	0.660	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	49.7 s	E	49.7 s	E	0.000	No
		PM	63.6 s	F	63.2 s	F	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.839	D	0.839	D	0.000	No
		PM	0.795	C	0.795	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	1.002	F	1.002	F	0.000	No
		PM	1.003	F	1.003	F	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.931	E	0.931	E	0.000	No
		PM	1.053	F	1.051	F	-0.002	No
177	National Boulevard & Washington Boulevard	AM	0.865	D	0.865	D	0.000	No
		PM	1.006	F	1.006	F	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.959	E	0.959	E	0.000	No
		PM	1.105	F	1.105	F	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.934	E	0.928	E	-0.006	No
		PM	0.902	E	0.900	D	-0.002	No
180	Prairie Avenue & Florence Avenue	AM	0.820	D	0.813	D	-0.007	No
		PM	0.917	E	0.914	E	-0.003	No
181	Van Ness Avenue & Manchester Avenue	AM	1.013	F	1.011	F	-0.002	No
		PM	1.024	F	1.031	F	0.007	No
182	Van Ness Avenue & Century Boulevard	AM	0.752	C	0.648	B	-0.104	No
		PM	0.823	D	0.719	C	-0.104	No
183	Van Ness Avenue & Imperial Highway	AM	0.903	E	0.908	E	0.005	No
		PM	0.945	E	0.948	E	0.003	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 37A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	24	23
B	30	15
C	34	33
D	43	33
E	31	38
F	21	41
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	1	1
TOTAL INDIVIDUAL INTERSECTION IMPACTS	1	



**TABLE 37B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.609	B	0.020	No
		PM	0.567	A	0.563	A	-0.004	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.738	C	-0.014	No
		PM	0.961	E	0.924	E	-0.037	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.599	A	0.010	No
		PM	0.733	C	0.721	C	-0.012	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.818	D	0.006	No
		PM	0.971	E	0.900	D	-0.071	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.695	B	0.010	No
		PM	0.715	C	0.708	C	-0.007	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.844	D	0.005	No
		PM	0.947	E	0.887	D	-0.060	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.046	F	-0.058	No
		PM	1.001	F	0.939	E	-0.062	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.710	C	-0.082	No
		PM	0.940	E	0.859	D	-0.081	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.505	A	0.014	No
		PM	0.787	C	0.752	C	-0.035	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.663	B	-0.032	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.347	A	0.135	No
		PM	0.457	A	0.475	A	0.018	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.485	A	-0.030	No
		PM	0.640	B	0.529	A	-0.111	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.696	B	0.014	No
		PM	0.832	D	0.715	C	-0.117	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.743	C	-0.001	No
		PM	1.153	F	0.926	E	-0.227	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.473	A	0.132	No
		PM	0.580	A	0.563	A	-0.017	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.653	B	0.220	No
		PM	0.625	B	0.655	B	0.030	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.646	B	-0.026	No
		PM	0.725	C	0.709	C	-0.016	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.549	A	0.002	No
		PM	0.480	A	0.496	A	0.016	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.438	A	0.040	No
		PM	0.739	C	0.715	C	-0.024	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.457	A	-0.197	No
		PM	0.761	C	0.503	A	-0.258	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.700	B	-0.095	No
		PM	0.895	D	0.710	C	-0.185	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.884	D	-0.112	No
		PM	0.902	E	0.778	C	-0.124	No
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.821	D	-0.140	No
		PM	1.051	F	0.923	E	-0.128	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.742	C	-0.048	No
		PM	0.875	D	0.829	D	-0.046	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.824	D	-0.133	No
		PM	0.872	D	0.765	C	-0.107	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.630	B	-0.248	No
		PM	0.923	E	0.922	E	-0.001	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.662	B	-0.132	No
		PM	24.1 s	C	0.653	B	-0.069	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.576	A	0.239	No
		PM	0.528	A	0.629	B	0.101	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.815	D	-0.023	No
		PM	0.713	C	0.749	C	0.036	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.738	C	-0.088	No
		PM	1.162	F	1.107	F	-0.055	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.761	C	-0.040	No
		PM	0.880	D	0.902	E	0.022	No

**TABLE 37B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.022	F	0.135	Yes
		PM	0.852	D	1.070	F	0.218	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.678	B	-0.131	No
		PM	0.705	C	0.614	B	-0.091	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	0.877	D	-0.108	No
		PM	1.088	F	0.963	E	-0.125	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.289	A	-0.096	No
		PM	0.381	A	0.397	A	0.016	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.461	A	-0.017	No
		PM	0.506	A	0.474	A	-0.032	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.551	A	-0.032	No
		PM	0.836	D	0.788	C	-0.048	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.445	A	0.012	No
		PM	0.453	A	0.451	A	-0.002	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.518	A	-0.047	No
		PM	0.424	A	0.437	A	0.013	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.669	B	0.137	No
		PM	0.899	D	0.897	D	-0.002	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.907	E	-0.016	No
		PM	0.896	D	0.908	E	0.012	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.848	D	-0.145	No
		PM	0.890	D	0.772	C	-0.118	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.695	B	0.042	No
		PM	0.832	D	0.844	D	0.012	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.800	C	-0.004	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.697	B	0.023	No
		PM	0.802	D	0.797	C	-0.005	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.757	C	-0.116	No
		PM	1.064	F	0.958	E	-0.106	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.949	E	-0.003	No
		PM	1.086	F	1.062	F	-0.024	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.065	F	-0.030	No
		PM	1.195	F	1.179	F	-0.016	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.622	B	-0.004	No
		PM	0.805	D	0.801	D	-0.004	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.742	C	-0.134	No
		PM	0.986	E	0.840	D	-0.146	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.805	D	-0.016	No
		PM	0.902	E	0.879	D	-0.023	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.909	E	-0.010	No
		PM	1.039	F	1.024	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.831	D	-0.030	No
		PM	1.037	F	1.031	F	-0.006	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard to the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

TABLE 38

SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS MID-DAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN V/C	SIGNIFICANT IMPACT
		V/C OR DELAY	LOS	V/C	LOS		
22	Lincoln Boulevard & Manchester Avenue [1]	0.702	C	0.701	C	-0.001	No
23	Lincoln Boulevard & La Tijera Boulevard	0.400	A	0.408	A	0.008	No
61	Sepulveda Boulevard & Manchester Avenue	0.739	C	0.710	C	-0.029	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.651	B	0.635	B	-0.016	No
63	Sepulveda Boulevard & Westchester Parkway	0.965	E	0.941	E	-0.024	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.648	B	0.621	B	-0.027	No
65	Sepulveda Boulevard & Century Boulevard	0.777	C	0.780	C	0.003	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.025	F	0.958	E	-0.067	No
67	Sepulveda Boulevard & Imperial Highway	0.647	B	0.647	B	0.000	No
76	La Tijera Boulevard & Manchester Avenue	0.649	B	0.666	B	0.017	No
77	Jenny Avenue & Westchester Parkway	0.338	A	0.435	A	0.097	No
78	Avion Drive & Century Boulevard	0.572	A	0.468	A	-0.104	No
79	La Tijera Boulevard & Airport Boulevard	0.621	B	0.568	A	-0.053	No
80	Airport Boulevard & Manchester Avenue	0.761	C	0.651	B	-0.110	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.858	D	0.665	B	-0.193	No
82	Airport Boulevard & 96th Street	0.553	A	0.498	A	-0.055	No
83	Airport Boulevard & 98th Street	0.573	A	0.617	B	0.044	No
84	Airport Boulevard & Century Boulevard	0.800	C	0.667	B	-0.133	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.887	D	0.814	D	-0.073	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.639	B	0.621	B	-0.018	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.843	D	0.728	C	-0.115	No
93	Aviation Boulevard & Arbor Vitae Street	0.731	C	0.675	B	-0.056	No
94	Aviation Boulevard & Century Boulevard	0.900	D	0.855	D	-0.045	No
95	Aviation Boulevard & 104th Street	0.752	C	0.773	C	0.021	No
96	Aviation Boulevard & 111th Street	0.867	D	0.826	D	-0.041	No
97	Aviation Boulevard & Imperial Highway	0.694	B	0.627	B	-0.067	No
102	Hindry Avenue & Arbor Vitae Street [2]	16.5 s	C	0.386	A	-0.167	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.440	A	0.536	A	0.096	No
115	La Cienega Boulevard & Florence Avenue	1.022	F	0.936	A	-0.086	No
116	La Cienega Boulevard & Manchester Boulevard	0.908	E	0.902	A	-0.006	No
117	La Cienega Boulevard & Arbor Vitae Street	0.724	C	0.760	A	0.036	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.703	C	0.629	A	-0.074	No
119	La Cienega Boulevard & Century Boulevard	0.813	D	0.816	A	0.003	No
125	La Cienega Boulevard & Imperial Highway	0.341	A	0.355	A	0.014	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.778	C	0.746	A	-0.032	No
130	I-405 Northbound Ramps & Century Boulevard	0.761	C	0.614	A	-0.147	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour	Yes	No
A	7	A	15	Yes	0
B	7	B	11	No	36
C	12	C	5		
D	6	D	3		
E	2	E	2		
F	2	F	0		
TOTAL	36		36		

**TABLE 39  
SUMMARY OF IMPACTED LOCATIONS - FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT AND MITIGATION CONDITIONS			
			V/C	LOS	IMPACT	V/C	LOS	IMPACT	V/C	LOS	IMPACT	
												V/C
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.909	E	0.070	Yes	0.844	D	0.005	No
		MD	0.777	C	0.830	D	0.053	Yes	0.780	C	0.003	No
		PM	0.947	E	0.866	D	-0.081	No	0.887	D	-0.060	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.975	E	-0.021	No	0.884	D	-0.112	No
		MD	0.731	C	0.777	C	0.046	Yes	0.675	B	-0.056	No
		PM	0.902	E	1.003	F	0.101	Yes	0.778	C	-0.124	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.823	D	-0.015	No	0.815	D	-0.023	No
		MD	0.440	A	0.592	A	0.153	No	0.536	A	0.096	No
		PM	0.713	C	0.786	C	0.073	Yes	0.749	C	0.036	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.839	D	0.013	No	0.738	C	-0.088	No
		MD	1.022	F	1.037	F	0.015	No	0.936	E	-0.086	No
		PM	1.162	F	1.208	F	0.046	Yes	1.107	F	-0.055	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.861	D	0.060	No	0.761	C	-0.040	No
		MD	0.908	E	1.002	F	0.094	Yes	0.902	E	-0.006	No
		PM	0.880	D	1.002	F	0.122	Yes	0.902	E	0.022	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.122	F	0.235	Yes	1.022	F	0.135	Yes
		MD	0.724	C	0.807	D	0.083	No	0.760	C	0.036	No
		PM	0.852	D	1.072	F	0.220	Yes	1.070	F	0.218	Yes
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.032	F	0.047	Yes	0.877	D	-0.108	No
		MD	0.813	D	0.864	D	0.050	Yes	0.816	D	0.003	No
		PM	1.088	F	1.161	F	0.073	Yes	0.963	E	-0.125	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.886	D	0.013	No	0.757	C	-0.116	No
		PM	1.064	F	1.084	F	0.020	Yes	0.958	E	-0.106	No
Option 1 Improvement												
			0.761	C	-0.040	No	0.761	C	-0.040	No		
			0.902	E	-0.006	No	0.902	E	-0.006	No		
			0.902	E	0.022	No	0.902	E	0.022	No		
Option 2 Improvement												
			0.687	B	-0.114	No	0.687	B	-0.114	No		
			0.891	D	-0.017	No	0.891	D	-0.017	No		
			0.864	D	-0.016	No	0.864	D	-0.016	No		

**TABLE 40A**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.718	C	0.715	C	-0.003	No
		PM	0.920	E	0.917	E	-0.003	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.827	D	0.825	D	-0.002	No
		PM	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.556	A	0.553	A	-0.003	No
		PM	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.713	C	0.705	C	-0.008	No
		PM	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.983	E	0.981	E	-0.002	No
		PM	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.762	C	0.755	C	-0.007	No
		PM	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.483	A	0.480	A	-0.003	No
		PM	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.457	A	0.453	A	-0.004	No
		PM	0.362	A	0.353	A	-0.009	No
9	Pershing Drive & Imperial Highway	AM	0.550	A	0.536	A	-0.014	No
		PM	0.501	A	0.483	A	-0.018	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.781	C	0.777	C	-0.004	No
		PM	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.694	B	0.700	B	0.006	No
		PM	0.633	B	0.629	B	-0.004	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.966	E	0.967	E	0.001	No
		PM	0.973	E	0.975	E	0.002	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.942	E	0.943	E	0.001	No
		PM	0.892	D	0.892	D	0.000	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.689	B	0.692	B	0.003	No
		PM	0.686	B	0.685	B	-0.001	No
15	Lincoln Boulevard & Bali Way	AM	0.607	B	0.610	B	0.003	No
		PM	0.646	B	0.645	B	-0.001	No
16	Lincoln Boulevard & Mindanao Way	AM	0.808	D	0.808	D	0.000	No
		PM	0.882	D	0.892	D	0.010	No
17	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.693	B	-0.001	No
		PM	0.818	D	0.828	D	0.010	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.825	D	0.821	D	-0.004	No
		PM	0.742	C	0.742	C	0.000	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.683	B	0.692	B	0.009	No
		PM	0.551	A	0.555	A	0.004	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.739	C	0.746	C	0.007	No
		PM	0.677	B	0.682	B	0.005	No
21	Lincoln Boulevard & 83rd Street	AM	1.020	F	1.028	F	0.008	No
		PM	0.791	C	0.799	C	0.008	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.815	D	0.822	D	0.007	No
		PM	0.850	D	0.856	D	0.006	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.419	A	0.419	A	0.000	No
		PM	0.430	A	0.476	A	0.046	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.957	E	0.002	No
25	Centinela Avenue & Washington Place	AM	0.891	D	0.892	D	0.001	No
		PM	0.987	E	0.988	E	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.924	E	0.925	E	0.001	No
		PM	1.041	F	1.043	F	0.002	No
27	Centinela Avenue & Culver Boulevard	AM	1.023	F	1.026	F	0.003	No
		PM	1.127	F	1.128	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.604	B	0.605	B	0.001	No
		PM	0.517	A	0.526	A	0.009	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.759	C	0.760	C	0.001	No
		PM	0.513	A	0.518	A	0.005	No
30	Centinela Avenue & Jefferson Boulevard	AM	1.043	F	1.025	F	-0.018	No
		PM	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.799	C	0.807	D	0.008	No
		PM	0.887	D	0.896	D	0.009	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.902	E	0.903	E	0.001	No
		PM	0.992	E	0.992	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.631	B	0.632	B	0.001	No
		PM	0.720	C	0.723	C	0.003	No

**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.729	C	0.730	C	0.001	No
		PM	0.811	D	0.811	D	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.821	D	0.822	D	0.001	No
		PM	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.685	B	0.676	B	-0.009	No
		PM	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.970	E	0.970	E	0.000	No
		PM	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.479	A	0.481	A	0.002	No
		PM	0.528	A	0.528	A	0.000	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.785	C	0.785	C	0.000	No
		PM	1.005	F	1.007	F	0.002	No
40	Sepulveda Boulevard & Washington Place	AM	0.912	E	0.913	E	0.001	No
		PM	0.920	E	0.921	E	0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.830	D	0.833	D	0.003	No
		PM	0.886	D	0.887	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.956	E	0.958	E	0.002	No
		PM	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.731	C	0.731	C	0.000	No
		PM	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.910	E	0.911	E	0.001	No
		PM	0.949	E	0.951	E	0.002	No
45	Overland Avenue & Washington Boulevard	AM	0.912	E	0.913	E	0.001	No
		PM	1.078	F	1.080	F	0.002	No
46	Overland Avenue & Culver Boulevard	AM	1.018	F	1.019	F	0.001	No
		PM	0.982	E	0.983	E	0.001	No
47	Duchesne Avenue & Washington Boulevard	AM	0.623	B	0.623	B	0.000	No
		PM	0.742	C	0.742	C	0.000	No
48	Duchesne Avenue & Culver Boulevard	AM	0.699	B	0.699	B	0.000	No
		PM	0.737	C	0.737	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.724	C	0.724	C	0.000	No
		PM	0.733	C	0.733	C	0.000	No
50	Duchesne Avenue & Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	No
		PM	0.846	D	0.847	D	0.001	No
51	Overland Avenue & Jefferson Boulevard	AM	0.844	D	0.846	D	0.002	No
		PM	0.910	E	0.910	E	0.000	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.617	B	0.617	B	0.000	No
		PM	0.647	B	0.647	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.702	C	0.704	C	0.002	No
		PM	0.812	D	0.815	D	0.003	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.908	E	0.910	E	0.002	No
		PM	0.806	D	0.810	D	0.004	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.733	C	0.737	C	0.004	No
		PM	0.755	C	0.757	C	0.002	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.872	D	0.864	D	-0.008	No
		PM	1.082	F	1.082	F	0.000	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.808	D	0.807	D	-0.001	No
		PM	0.694	B	0.689	B	-0.005	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.788	C	0.799	C	0.011	No
		PM	0.690	B	0.697	B	0.007	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.714	C	0.729	C	0.015	No
		PM	0.595	A	0.624	B	0.029	No
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.613	B	0.024	No
		PM	0.567	A	0.569	A	0.002	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.739	C	-0.013	No
		PM	0.961	E	0.927	E	-0.034	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.603	B	0.014	No
		PM	0.733	C	0.726	C	-0.007	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.824	D	0.012	No
		PM	0.971	E	0.908	E	-0.063	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.696	B	0.011	No
		PM	0.715	C	0.710	C	-0.005	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.845	D	0.006	No
		PM	0.947	E	0.889	D	-0.058	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.048	F	-0.056	No
		PM	1.001	F	0.942	E	-0.059	No

**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.712	C	-0.080	No
		PM	0.940	E	0.862	D	-0.078	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.888	D	0.889	D	0.001	No
		PM	0.823	D	0.829	D	0.006	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.150	F	0.004	No
		PM	0.984	E	0.989	E	0.005	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.848	D	0.851	D	0.003	No
		PM	1.050	F	1.050	F	0.000	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.056	F	1.054	F	-0.002	No
		PM	1.068	F	1.068	F	0.000	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.780	C	0.784	C	0.004	No
		PM	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.858	D	0.856	D	-0.002	No
		PM	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.458	A	0.451	A	-0.007	No
		PM	0.243	A	0.227	A	-0.016	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.515	A	0.024	No
		PM	0.787	C	0.775	C	-0.012	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.663	B	-0.032	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.353	A	0.141	No
		PM	0.457	A	0.495	A	0.038	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.487	A	-0.028	No
		PM	0.640	B	0.539	A	-0.101	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.619	B	0.507	A	-0.112	No
		PM	0.725	C	0.716	C	-0.009	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.714	C	0.032	No
		PM	0.832	D	0.741	C	-0.091	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.771	C	0.027	No
		PM	1.153	F	0.971	E	-0.182	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.485	A	0.144	No
		PM	0.580	A	0.579	A	-0.001	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.692	B	0.259	No
		PM	0.625	B	0.689	B	0.064	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.654	B	-0.018	No
		PM	0.725	C	0.725	C	0.000	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.551	A	0.004	No
		PM	0.480	A	0.498	A	0.018	No
86	Nash Street & El Segundo Boulevard	AM	0.646	B	0.642	B	-0.004	No
		PM	0.721	C	0.708	C	-0.013	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.439	A	0.041	No
		PM	0.739	C	0.717	C	-0.022	No
88	Douglas Street & El Segundo Boulevard	AM	0.848	D	0.858	D	0.010	No
		PM	0.989	E	0.986	E	-0.003	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.981	E	0.891	D	-0.090	No
		PM	0.876	D	0.818	D	-0.058	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.773	C	0.772	C	-0.001	No
		PM	0.975	E	0.892	D	-0.083	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.460	A	-0.194	No
		PM	0.761	C	0.508	A	-0.253	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.715	C	-0.080	No
		PM	0.895	D	0.727	C	-0.168	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.901	E	-0.095	No
		PM	0.902	E	0.812	D	-0.090	No
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.824	D	-0.137	No
		PM	1.051	F	0.963	E	-0.088	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.755	C	-0.035	No
		PM	0.875	D	0.844	D	-0.031	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.837	D	-0.120	No
		PM	0.872	D	0.775	C	-0.097	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.641	B	-0.237	No
		PM	0.923	E	0.931	E	0.008	No
98	Aviation Boulevard & West 120th Street	AM	0.905	E	0.869	D	-0.036	No
		PM	0.968	E	0.933	E	-0.035	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.991	E	0.989	E	-0.002	No
		PM	1.076	F	1.084	F	0.008	No

**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.013	F	1.012	F	-0.001	No
		PM	1.013	F	1.016	F	0.003	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.673	B	-0.121	No
		PM	24.1 s	C	0.664	B	-0.058	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.611	B	0.274	No
		PM	0.528	A	0.678	B	0.150	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.816	D	-0.022	No
		PM	0.713	C	0.750	C	0.037	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.891	D	0.888	D	-0.003	No
		PM	0.997	E	0.972	E	-0.025	No
106	Jefferson Boulevard & National Boulevard	AM	1.023	F	1.024	F	0.001	No
		PM	0.927	E	0.924	E	-0.003	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.742	C	0.742	C	0.000	No
		PM	0.798	C	0.798	C	0.000	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	1.000	E	0.999	E	-0.001	No
		PM	1.052	F	1.056	F	0.004	No
109	La Cienega Boulevard & Rodeo Road	AM	1.277	F	1.276	F	-0.001	No
		PM	1.189	F	1.189	F	0.000	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.156	F	1.155	F	-0.001	No
		PM	1.244	F	1.244	F	0.000	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.251	F	1.247	F	-0.004	No
		PM	1.200	F	1.193	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.114	F	1.110	F	-0.004	No
		PM	1.042	F	1.042	F	0.000	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.617	B	0.617	B	0.000	No
		PM	0.759	C	0.753	C	-0.006	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.985	E	0.987	E	0.002	No
		PM	1.149	F	1.146	F	-0.003	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.759	C	-0.067	No
		PM	1.162	F	1.127	F	-0.035	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.770	C	-0.031	No
		PM	0.880	D	0.920	E	0.040	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.050	F	0.163	Yes
		PM	0.852	D	1.084	F	0.232	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.683	B	-0.126	No
		PM	0.705	C	0.642	B	-0.063	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	0.882	D	-0.103	No
		PM	1.088	F	0.985	E	-0.103	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.297	A	-0.088	No
		PM	0.381	A	0.401	A	0.020	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.464	A	-0.014	No
		PM	0.506	A	0.496	A	-0.010	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.558	A	-0.025	No
		PM	0.836	D	0.793	C	-0.043	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.446	A	0.013	No
		PM	0.453	A	0.462	A	0.009	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.528	A	-0.037	No
		PM	0.424	A	0.444	A	0.020	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.672	B	0.140	No
		PM	0.899	D	0.905	E	0.006	No
126	La Cienega Boulevard & West 120th Street	AM	0.848	D	0.838	D	-0.010	No
		PM	0.999	E	1.007	F	0.008	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.748	C	0.766	C	0.018	No
		PM	0.918	E	0.926	E	0.008	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.725	C	0.722	C	-0.003	No
		PM	0.812	D	0.817	D	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.909	E	-0.014	No
		PM	0.896	D	0.910	E	0.014	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.872	D	-0.121	No
		PM	0.890	D	0.794	C	-0.096	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.697	B	0.044	No
		PM	0.832	D	0.849	D	0.017	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.801	D	0.818	D	0.017	No
		PM	0.818	D	0.805	D	-0.013	No



**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.900	D	0.898	D	-0.002	No
		PM	0.898	D	0.898	D	0.000	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.703	C	0.029	No
		PM	0.802	D	0.802	D	0.000	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.774	C	-0.099	No
		PM	1.064	F	0.977	E	-0.087	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.953	E	0.001	No
		PM	1.086	F	1.063	F	-0.023	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.070	F	-0.025	No
		PM	1.195	F	1.184	F	-0.011	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.879	D	0.898	D	0.019	No
		PM	1.007	F	1.014	F	0.007	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.923	E	0.921	E	-0.002	No
		PM	1.120	F	1.123	F	0.003	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.983	E	0.984	E	0.001	No
		PM	1.139	F	1.124	F	-0.015	No
142	La Brea Avenue & Slauson Avenue	AM	0.939	E	0.936	E	-0.003	No
		PM	1.066	F	1.064	F	-0.002	No
143	La Brea Avenue & Centinela Avenue	AM	1.016	F	1.015	F	-0.001	No
		PM	1.057	F	1.064	F	0.007	No
144	La Brea Avenue & Florence Avenue	AM	0.923	E	0.936	E	0.013	No
		PM	1.127	F	1.130	F	0.003	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.624	B	-0.002	No
		PM	0.805	D	0.810	D	0.005	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.729	C	-0.147	No
		PM	0.986	E	0.835	D	-0.151	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.807	D	-0.014	No
		PM	0.902	E	0.882	D	-0.020	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.027	F	-0.012	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.832	D	-0.029	No
		PM	1.037	F	1.033	F	-0.004	No
151	Hawthorne Boulevard & 120th Street	AM	0.669	B	0.671	B	0.002	No
		PM	0.833	D	0.849	D	0.016	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.775	C	0.794	C	0.019	No
		PM	0.898	D	0.905	E	0.007	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.755	C	0.754	C	-0.001	No
		PM	0.922	E	0.926	E	0.004	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.703	C	0.698	B	-0.005	No
		PM	0.800	C	0.761	C	-0.039	No
155	Prairie Avenue & Manchester Boulevard	AM	0.983	E	0.982	E	-0.001	No
		PM	1.069	F	1.074	F	0.005	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.816	D	0.818	D	0.002	No
		PM	0.901	E	0.895	D	-0.006	No
157	Prairie Avenue & Century Boulevard	AM	0.959	E	0.836	D	-0.123	No
		PM	1.011	F	0.919	E	-0.092	No
158	Prairie Avenue & Lennox Boulevard	AM	0.712	C	0.710	C	-0.002	No
		PM	0.720	C	0.721	C	0.001	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.811	D	0.831	D	0.020	No
		PM	0.767	C	0.767	C	0.000	No
160	Prairie Avenue & Imperial Highway	AM	1.346	F	1.338	F	-0.008	No
		PM	0.952	E	0.948	E	-0.004	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.950	E	0.950	E	0.000	No
		PM	0.985	E	0.992	E	0.007	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.055	F	1.055	F	0.000	No
		PM	1.145	F	1.151	F	0.006	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.948	E	0.851	D	-0.097	No
		PM	1.120	F	1.025	F	-0.095	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.924	E	0.929	E	0.005	No
		PM	1.067	F	1.072	F	0.005	No
165	Western Avenue & Manchester Avenue	AM	0.869	D	0.872	D	0.003	No
		PM	1.056	F	1.059	F	0.003	No

**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.915	E	0.918	E	0.003	No
		PM	0.941	E	0.946	E	0.005	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.781	C	0.781	C	0.000	No
		PM	0.740	C	0.740	C	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.002	No
		PM	***	F	***	F	0.003	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.772	C	0.773	C	0.001	No
		PM	0.955	E	0.959	E	0.004	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.846	D	0.004	No
		PM	1.084	F	1.088	F	0.004	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.419	A	0.420	A	0.001	No
		PM	0.527	A	0.527	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.600	A	0.600	A	0.000	No
		PM	0.659	B	0.660	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	49.7 s	E	49.9 s	E	0.001	No
		PM	63.6 s	F	63.4 s	F	0.002	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.839	D	0.839	D	0.000	No
		PM	0.795	C	0.795	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	1.002	F	1.002	F	0.000	No
		PM	1.003	F	1.003	F	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.931	E	0.931	E	0.000	No
		PM	1.053	F	1.051	F	-0.002	No
177	National Boulevard & Washington Boulevard	AM	0.865	D	0.866	D	0.001	No
		PM	1.006	F	1.006	F	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.959	E	0.960	E	0.001	No
		PM	1.105	F	1.106	F	0.001	No
179	Centinela Avenue & Florence Avenue	AM	0.934	E	0.934	E	0.000	No
		PM	0.902	E	0.903	E	0.001	No
180	Prairie Avenue & Florence Avenue	AM	0.820	D	0.817	D	-0.003	No
		PM	0.917	E	0.919	E	0.002	No
181	Van Ness Avenue & Manchester Avenue	AM	1.013	F	1.013	F	0.000	No
		PM	1.024	F	1.032	F	0.008	No
182	Van Ness Avenue & Century Boulevard	AM	0.752	C	0.656	B	-0.096	No
		PM	0.823	D	0.726	C	-0.097	No
183	Van Ness Avenue & Imperial Highway	AM	0.903	E	0.909	E	0.006	No
		PM	0.945	E	0.950	E	0.005	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 40A (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	22	23
B	29	14
C	36	32
D	43	32
E	32	41
F	21	41
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	1	1
TOTAL INDIVIDUAL INTERSECTION IMPACTS	1	

**TABLE 40B  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS  
AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.613	B	0.024	No
		PM	0.567	A	0.569	A	0.002	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.739	C	-0.013	No
		PM	0.961	E	0.927	E	-0.034	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.603	B	0.014	No
		PM	0.733	C	0.726	C	-0.007	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.824	D	0.012	No
		PM	0.971	E	0.908	E	-0.063	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.696	B	0.011	No
		PM	0.715	C	0.710	C	-0.005	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.845	D	0.006	No
		PM	0.947	E	0.889	D	-0.058	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.048	F	-0.056	No
		PM	1.001	F	0.942	E	-0.059	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.712	C	-0.080	No
		PM	0.940	E	0.862	D	-0.078	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.515	A	0.024	No
		PM	0.787	C	0.775	C	-0.012	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.663	B	-0.032	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.353	A	0.141	No
		PM	0.457	A	0.495	A	0.038	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.487	A	-0.028	No
		PM	0.640	B	0.539	A	-0.101	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.714	C	0.032	No
		PM	0.832	D	0.741	C	-0.091	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.771	C	0.027	No
		PM	1.153	F	0.971	E	-0.182	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.485	A	0.144	No
		PM	0.580	A	0.579	A	-0.001	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.692	B	0.259	No
		PM	0.625	B	0.689	B	0.064	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.654	B	-0.018	No
		PM	0.725	C	0.725	C	0.000	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.551	A	0.004	No
		PM	0.480	A	0.498	A	0.018	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.439	A	0.041	No
		PM	0.739	C	0.717	C	-0.022	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.460	A	-0.194	No
		PM	0.761	C	0.508	A	-0.253	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.715	C	-0.080	No
		PM	0.895	D	0.727	C	-0.168	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.901	E	-0.095	No
		PM	0.902	E	0.812	D	-0.090	No
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.824	D	-0.137	No
		PM	1.051	F	0.963	E	-0.088	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.755	C	-0.035	No
		PM	0.875	D	0.844	D	-0.031	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.837	D	-0.120	No
		PM	0.872	D	0.775	C	-0.097	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.641	B	-0.237	No
		PM	0.923	E	0.931	E	0.008	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.673	B	-0.121	No
		PM	24.1 s	C	0.664	B	-0.058	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.611	B	0.274	No
		PM	0.528	A	0.678	B	0.150	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.816	D	-0.022	No
		PM	0.713	C	0.750	C	0.037	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.759	C	-0.067	No
		PM	1.162	F	1.127	F	-0.035	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.770	C	-0.031	No
		PM	0.880	D	0.920	E	0.040	No

**TABLE 40B (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS**  
**AREA OF INFLUENCE**

MAP #	INTERSECTIONS WITHIN THE AREA OF INFLUENCE*	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.050	F	0.163	Yes
		PM	0.852	D	1.084	F	0.232	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.683	B	-0.126	No
		PM	0.705	C	0.642	B	-0.063	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	0.882	D	-0.103	No
		PM	1.088	F	0.985	E	-0.103	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.297	A	-0.088	No
		PM	0.381	A	0.401	A	0.020	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.464	A	-0.014	No
		PM	0.506	A	0.496	A	-0.010	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.558	A	-0.025	No
		PM	0.836	D	0.793	C	-0.043	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.446	A	0.013	No
		PM	0.453	A	0.462	A	0.009	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.528	A	-0.037	No
		PM	0.424	A	0.444	A	0.020	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.672	B	0.140	No
		PM	0.899	D	0.905	E	0.006	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.909	E	-0.014	No
		PM	0.896	D	0.910	E	0.014	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	0.872	D	-0.121	No
		PM	0.890	D	0.794	C	-0.096	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.697	B	0.044	No
		PM	0.832	D	0.849	D	0.017	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.703	C	0.029	No
		PM	0.802	D	0.802	D	0.000	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.774	C	-0.099	No
		PM	1.064	F	0.977	E	-0.087	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.953	E	0.001	No
		PM	1.086	F	1.063	F	-0.023	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.070	F	-0.025	No
		PM	1.195	F	1.184	F	-0.011	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.624	B	-0.002	No
		PM	0.805	D	0.810	D	0.005	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.729	C	-0.147	No
		PM	0.986	E	0.835	D	-0.151	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.807	D	-0.014	No
		PM	0.902	E	0.882	D	-0.020	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.027	F	-0.012	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.832	D	-0.029	No
		PM	1.037	F	1.033	F	-0.004	No

\* The area of influence includes all locations in the vicinity of the proposed Project, generally bounded by Sepulveda Boulevard to the west, Manchester Boulevard to the north, La Brea Avenue/Hawthorne Boulevard on the east and Imperial Highway to the south. Within this area of influence, the study analyzed 55 intersections.

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under existing conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

**TABLE 41  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS MID-DAY PEAK HOUR**

MAP #	INTERSECTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN	SIGNIFICANT
		V/C OR DELAY	LOS	V/C	LOS	V/C	IMPACT
22	Lincoln Boulevard & Manchester Avenue [1]	0.702	C	0.704	C	0.002	No
23	Lincoln Boulevard & La Tijera Boulevard	0.400	A	0.411	A	0.011	No
61	Sepulveda Boulevard & Manchester Avenue	0.739	C	0.710	C	-0.029	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.651	B	0.637	B	-0.014	No
63	Sepulveda Boulevard & Westchester Parkway	0.965	E	0.955	E	-0.010	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.648	B	0.621	B	-0.027	No
65	Sepulveda Boulevard & Century Boulevard	0.777	C	0.782	C	0.005	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.025	F	0.961	E	-0.064	No
67	Sepulveda Boulevard & Imperial Highway	0.647	B	0.649	B	0.002	No
76	La Tijera Boulevard & Manchester Avenue	0.649	B	0.667	B	0.018	No
77	Jenny Avenue & Westchester Parkway	0.338	A	0.443	A	0.105	No
78	Avion Drive & Century Boulevard	0.572	A	0.478	A	-0.094	No
79	La Tijera Boulevard & Airport Boulevard	0.621	B	0.597	A	-0.024	No
80	Airport Boulevard & Manchester Avenue	0.761	C	0.676	B	-0.085	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.858	D	0.688	B	-0.170	No
82	Airport Boulevard & 96th Street	0.553	A	0.509	A	-0.044	No
83	Airport Boulevard & 98th Street	0.573	A	0.651	B	0.078	No
84	Airport Boulevard & Century Boulevard	0.800	C	0.683	B	-0.117	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.887	D	0.833	D	-0.055	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.639	B	0.629	B	-0.010	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.843	D	0.743	C	-0.100	No
93	Aviation Boulevard & Arbor Vitae Street	0.731	C	0.693	B	-0.038	No
94	Aviation Boulevard & Century Boulevard	0.900	D	0.876	D	-0.024	No
95	Aviation Boulevard & 104th Street	0.752	C	0.784	C	0.032	No
96	Aviation Boulevard & 111th Street	0.867	D	0.836	D	-0.031	No
97	Aviation Boulevard & Imperial Highway	0.694	B	0.632	B	-0.062	No
102	Hindry Avenue & Arbor Vitae Street [2]	16.5 s	C	0.399	A	-0.154	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.440	A	0.537	A	0.097	No
115	La Cienega Boulevard & Florence Avenue	1.022	F	0.947	E	-0.075	No
116	La Cienega Boulevard & Manchester Boulevard	0.908	E	0.911	E	0.003	No
117	La Cienega Boulevard & Arbor Vitae Street	0.724	C	0.777	C	0.053	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.703	C	0.658	B	-0.045	No
119	La Cienega Boulevard & Century Boulevard	0.813	D	0.826	D	0.013	No
125	La Cienega Boulevard & Imperial Highway	0.341	A	0.357	A	0.016	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.778	C	0.752	C	-0.026	No
130	I-405 Northbound Ramps & Century Boulevard	0.761	C	0.625	B	-0.136	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY					NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour	Yes	No	
A	7	A	8	0	0	
B	7	B	13	0	36	
C	12	C	7			
D	6	D	4			
E	2	E	4			
F	2	F	0			
TOTAL	36		36			

TABLE 42  
SUMMARY OF IMPACTED LOCATIONS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS				
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	SIGNIFICANT IMPACT
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.837	D	0.025	Yes	D	0.824	D	0.012	No
		MD	0.965	E	0.968	E	0.003	No	E	0.955	E	-0.010	No
		PM	0.971	E	0.920	E	-0.051	No	E	0.908	E	-0.063	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.914	E	0.075	Yes	D	0.845	D	0.006	No
		MD	0.777	C	0.835	D	0.058	Yes	D	0.782	C	0.005	No
		PM	0.947	E	0.873	D	-0.074	No	D	0.889	D	-0.058	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.993	E	-0.003	No	E	0.901	E	-0.095	No
		MD	0.731	C	0.792	C	0.061	Yes	B	0.693	B	-0.038	No
		PM	0.902	E	1.037	F	0.135	Yes	D	0.812	D	-0.090	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.824	D	-0.014	No	D	0.816	D	-0.022	No
		MD	0.440	A	0.594	A	0.154	No	A	0.537	A	0.097	No
		PM	0.713	C	0.789	C	0.076	Yes	C	0.750	C	0.037	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.860	D	0.034	No	D	0.759	C	-0.067	No
		MD	1.022	F	1.048	F	0.026	Yes	E	0.947	E	-0.075	No
		PM	1.162	F	1.228	F	0.066	Yes	F	1.127	F	-0.035	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.870	D	0.069	No	D	0.770	C	-0.031	No
		MD	0.908	E	1.011	F	0.103	Yes	F	0.911	E	0.003	No
		PM	0.880	D	1.020	F	0.140	Yes	F	0.920	E	0.040	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.154	F	0.267	Yes	F	1.050	F	0.163	Yes
		MD	0.724	C	0.824	D	0.100	No	D	0.777	C	0.053	No
		PM	0.852	D	1.090	F	0.238	Yes	F	1.084	F	0.232	Yes
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.037	F	0.052	Yes	D	0.882	D	-0.103	No
		MD	0.813	D	0.877	D	0.063	Yes	D	0.826	D	0.013	No
		PM	1.088	F	1.184	F	0.096	Yes	F	0.985	E	-0.103	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	1.019	F	0.026	Yes	F	0.872	D	-0.121	No
		MD	0.761	C	0.763	C	0.002	No	C	0.625	B	-0.136	No
		PM	0.890	D	0.930	E	0.040	No	C	0.794	C	-0.096	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.904	E	0.031	No	C	0.774	C	-0.099	No
		MD	1.064	F	1.101	F	0.037	Yes	E	0.977	E	-0.087	No
		PM	0.876	D	0.909	E	0.033	No	C	0.729	C	-0.147	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.986	E	1.012	F	0.026	Yes	F	0.835	D	-0.151	No

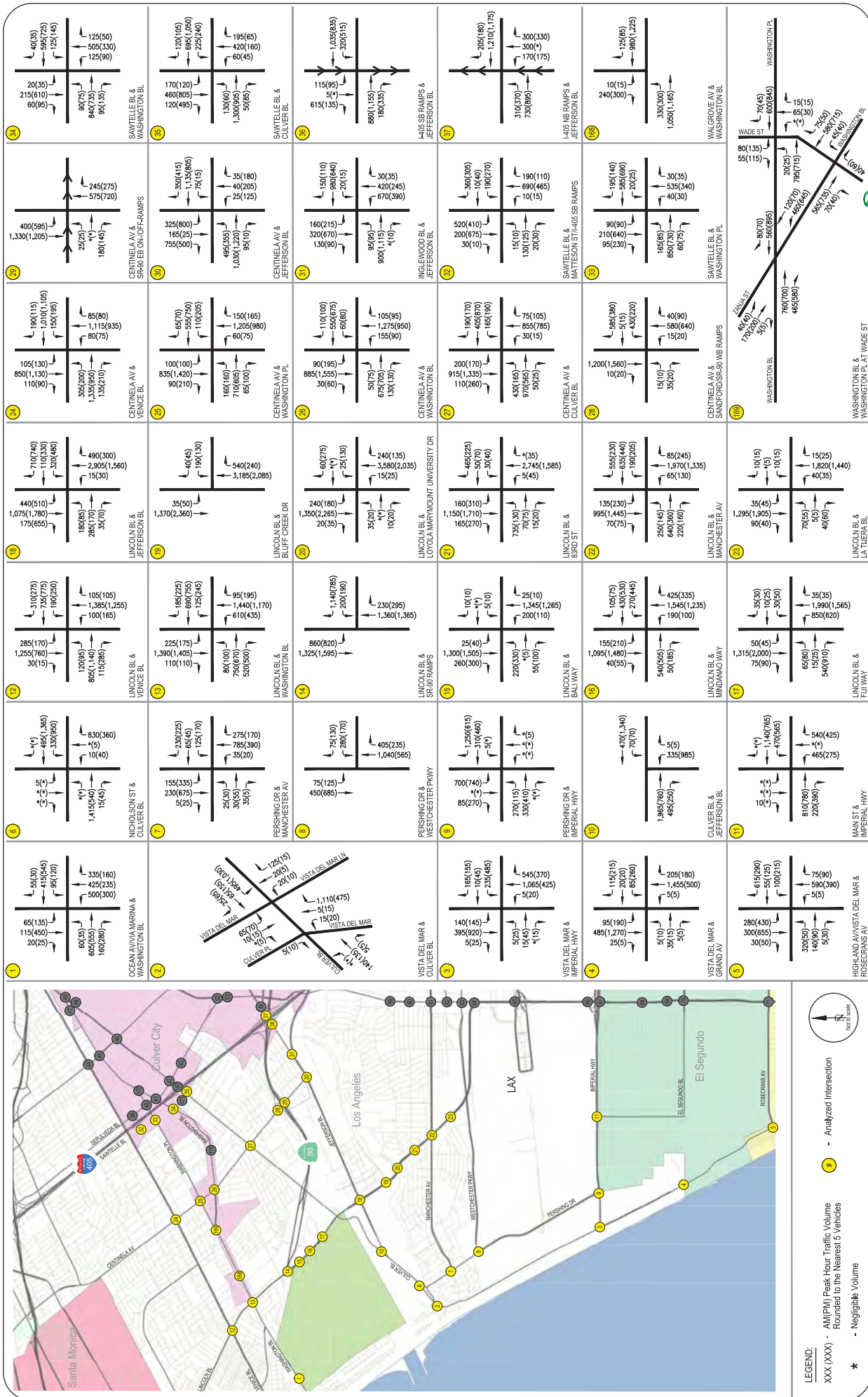
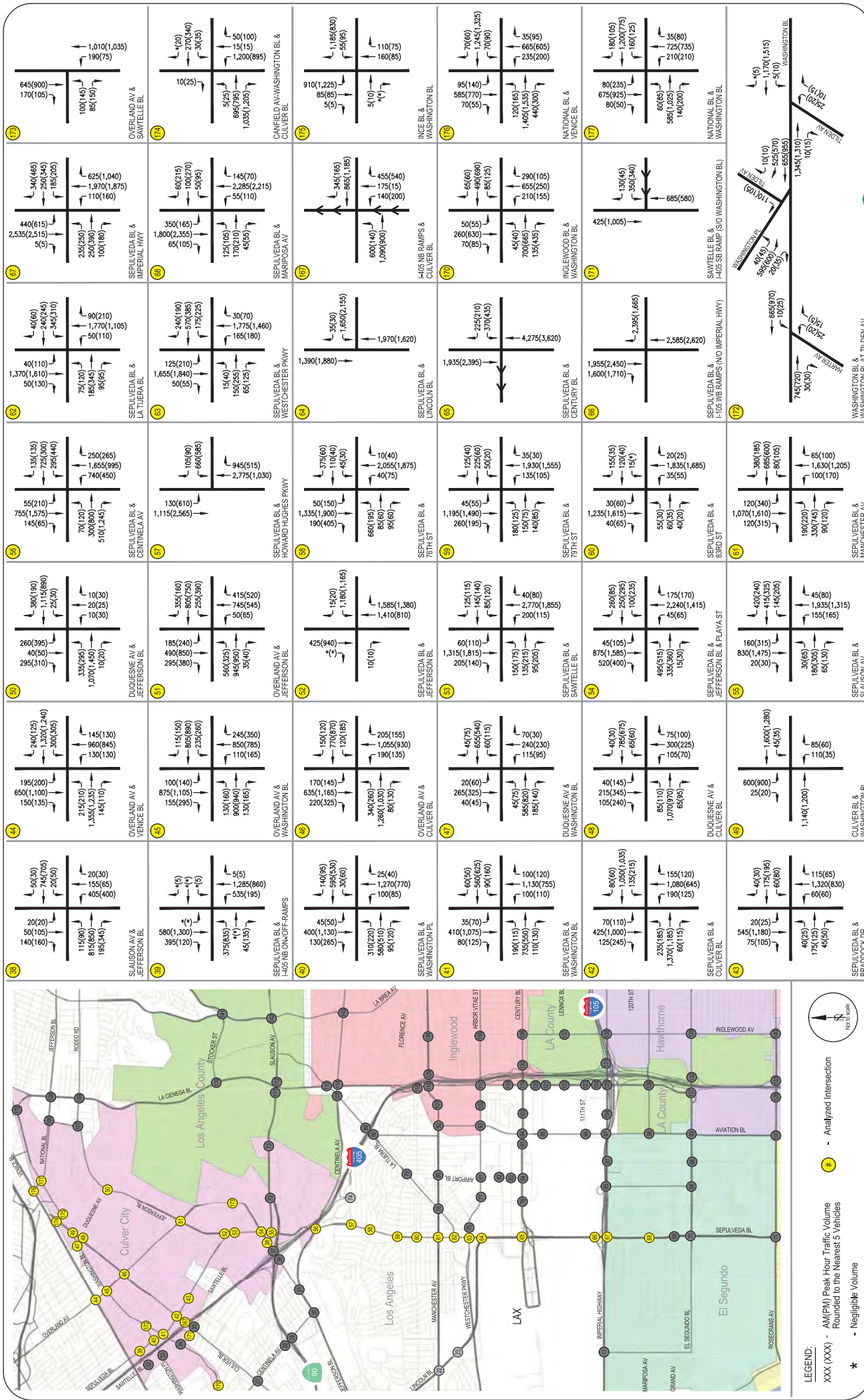


FIGURE 59A  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES

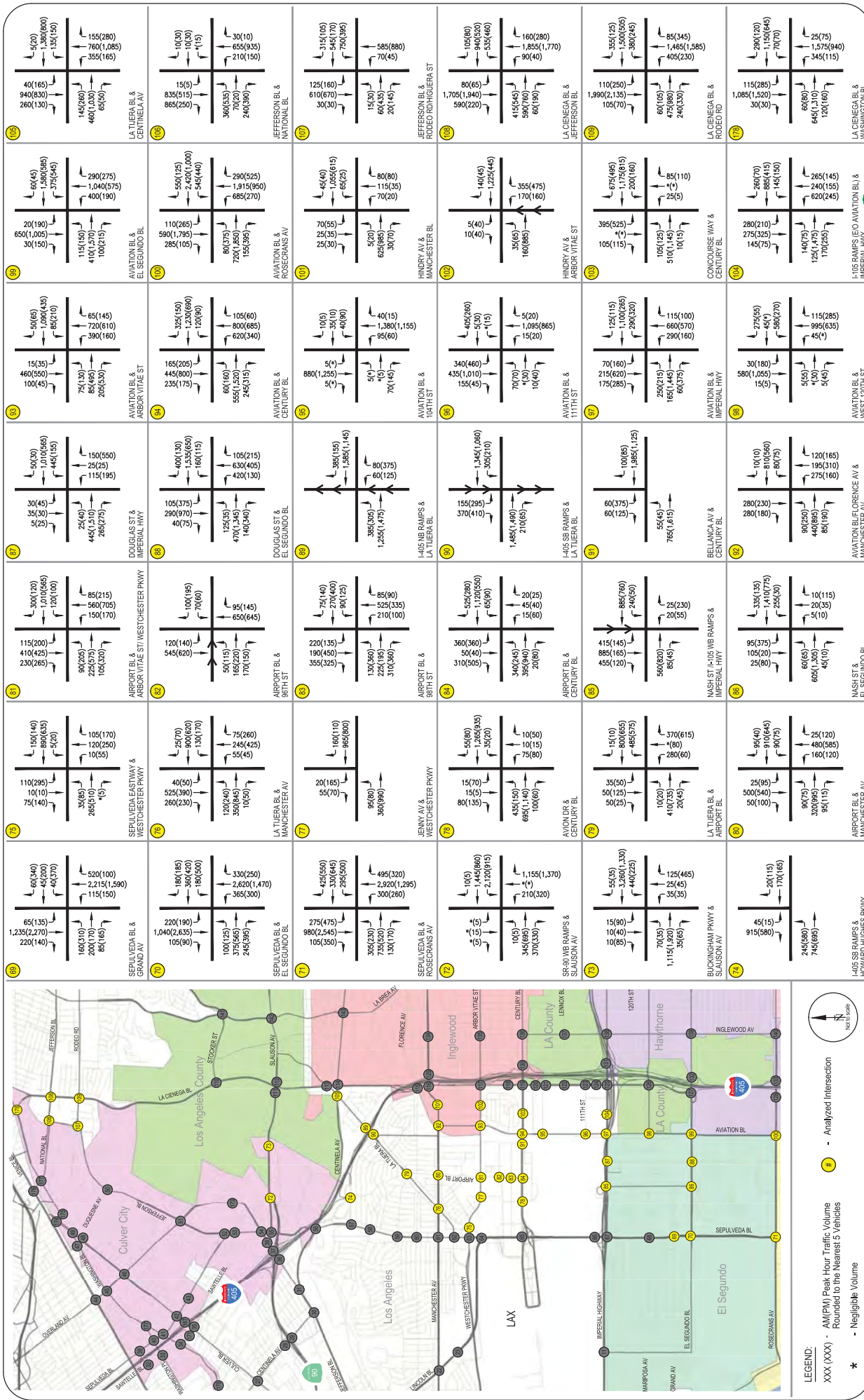




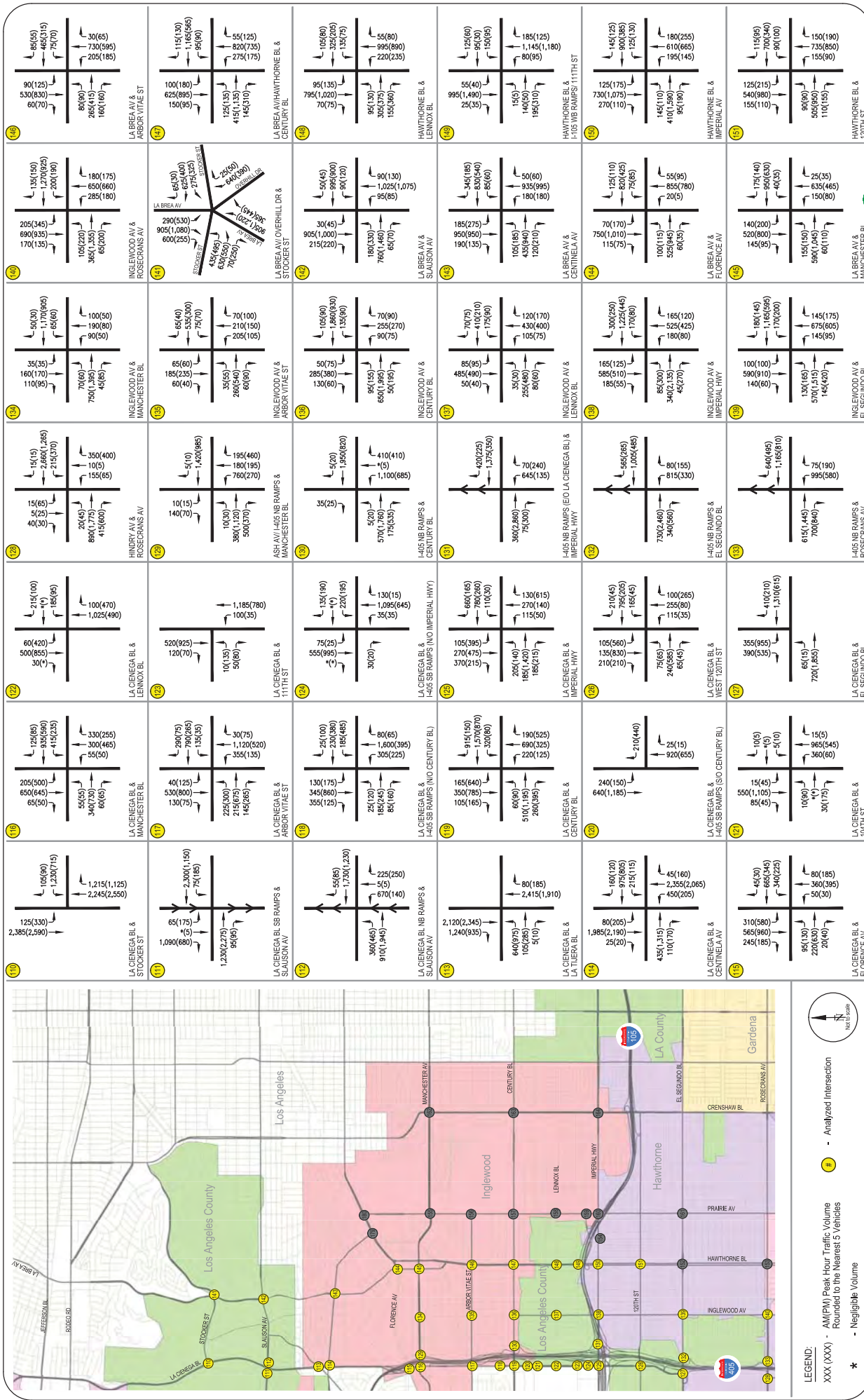
**FIGURE 59B BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM/PM PEAK HOUR TRAFFIC VOLUMES**

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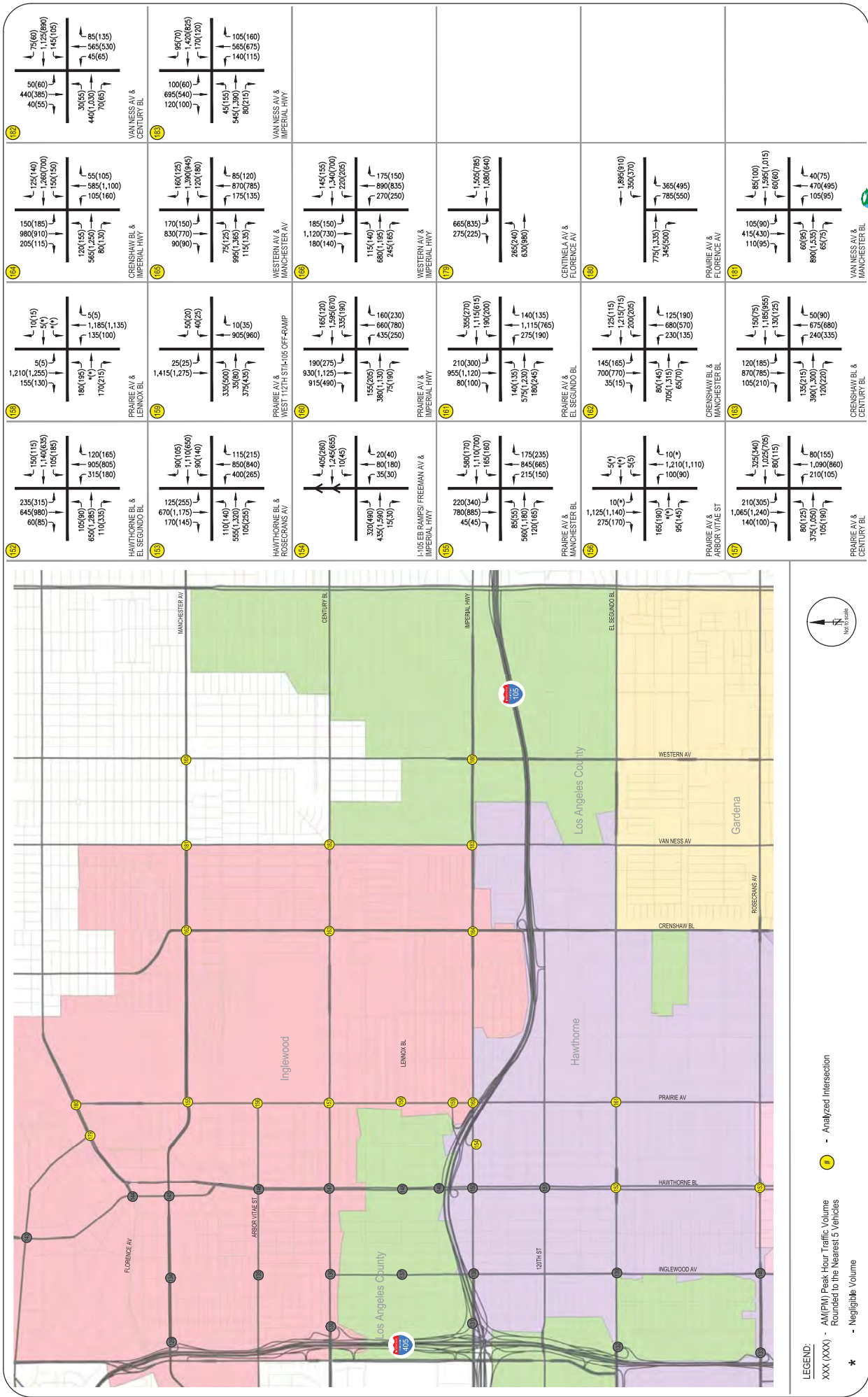
**FIGURE 59C**  
**BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



LEGEND:  
 XXX (XXX) - AM/PM Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  

 Analyzed Intersection

FIGURE 59D  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

21

75(60)	145(165)	50(60)	440(385)	40(55)	30(65)	440(1,030)	70(65)	85(135)	565(530)	45(65)
VAN NESS AV & CENTURY BL										

22

125(140)	150(150)	150(185)	990(910)	205(115)	55(105)	585(1,100)	105(160)	85(70)	1,420(825)	170(120)
CRENSHAW BL & IMPERIAL HWY										

23

10(15)	5(5)	1,210(1,255)	155(130)	180(195)	170(215)	1,185(1,135)	135(100)	5(5)	905(960)	10(35)
PRAIRIE AV & LENNOX BL										

24

150(115)	165(185)	235(315)	645(980)	60(85)	120(165)	905(805)	315(180)	115(215)	850(840)	400(265)
HAWTHORNE BL & EL SEGUNDO BL										

25

165(125)	120(180)	170(150)	830(770)	90(90)	85(120)	870(785)	175(135)	105(160)	140(115)	105(160)
VAN NESS AV & IMPERIAL HWY										

26

145(155)	1,340(700)	185(150)	1,120(730)	180(140)	175(150)	890(835)	270(250)	105(160)	140(115)	105(160)
WESTERN AV & MANCHESTER AV										

27

185(120)	1,595(670)	190(275)	930(1,125)	915(490)	160(230)	660(780)	435(250)	105(160)	140(115)	105(160)
PRAIRIE AV & WEST 112TH ST+I-105 OFF-RAMP										

28

405(260)	1,245(655)	320(490)	452(1,290)	13(30)	20(40)	80(180)	35(30)	105(160)	140(115)	105(160)
HAWTHORNE BL & ROSECrans AV										

29

145(155)	1,340(700)	185(150)	1,120(730)	180(140)	175(150)	890(835)	270(250)	105(160)	140(115)	105(160)
WESTERN AV & IMPERIAL HWY										

30

355(270)	1,115(615)	210(300)	955(1,120)	80(100)	140(135)	1,115(765)	275(190)	105(160)	140(115)	105(160)
PRAIRIE AV & IMPERIAL HWY										

31

145(165)	700(770)	35(15)	80(145)	785(1,315)	145(165)	1,215(715)	200(205)	105(160)	140(115)	105(160)
PRAIRIE AV & EL SEGUNDO BL										

32

10(4)	10(4)	1,125(1,140)	275(170)	185(190)	10(4)	1,210(1,110)	100(90)	105(160)	140(115)	105(160)
PRAIRIE AV & MANCHESTER BL										

33

665(835)	275(225)	285(440)	600(660)	665(835)	1,505(765)	1,065(640)	1,865(910)	355(495)	785(550)	105(160)
CENTINELA AV & FLORENCE AV										

34

125(115)	1,215(715)	200(205)	145(165)	700(770)	35(15)	80(145)	785(1,315)	145(165)	1,215(715)	200(205)
PRAIRIE AV & EL SEGUNDO BL										

35

325(340)	1,025(765)	80(125)	375(1,300)	105(190)	125(190)	680(570)	230(135)	105(160)	140(115)	105(160)
CRENSHAW BL & MANCHESTER BL										

36

210(305)	1,090(860)	210(105)	80(155)	1,090(860)	325(340)	1,025(765)	80(125)	375(1,300)	105(190)	105(160)
PRAIRIE AV & CENTURY BL										

37

105(90)	415(430)	110(95)	60(95)	880(1,335)	65(75)	40(75)	470(495)	105(95)	105(160)	105(160)
VAN NESS AV & MANCHESTER BL										

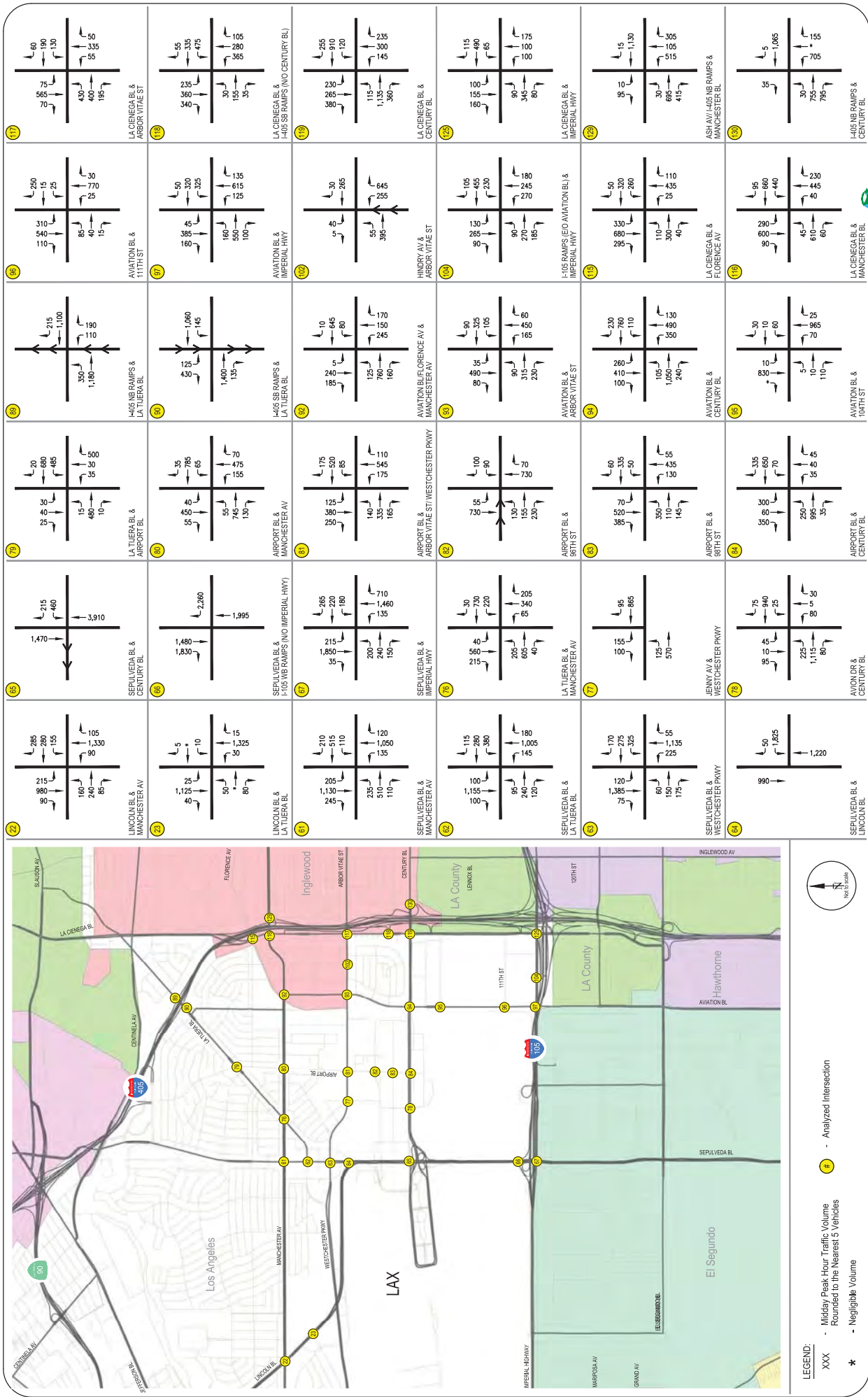
38

120(185)	870(785)	105(210)	135(215)	390(1,300)	120(220)	50(90)	675(680)	240(335)	105(160)	105(160)
CRENSHAW BL & CENTURY BL										

39

210(305)	1,090(860)	210(105)	80(155)	1,090(860)	325(340)	1,025(765)	80(125)	375(1,300)	105(190)	105(160)
PRAIRIE AV & CENTURY BL										

**FIGURE 59E**  
**BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
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22

265	105
155	1,330
215	90
160	240
85	85
90	85

LA CIENEGA BL & MANCHESTER AV

23

260	770
25	25
310	85
540	40
110	15

AVIATION BL & 111TH ST

24

215	1,100
190	110
350	1,180

I-405 NB RAMP & LA TIJERA BL

25

20	500
165	35
25	35
15	480
10	10

LA TIJERA BL & AIRPORT BL

26

215	3,910
480	
1,470	

SEPUVEDA BL & CENTURY BL

27

265	105
155	1,330
215	90
160	240
85	85
90	85

LINCOLN BL & MANCHESTER AV

28

5	15
10	1,325
25	30
1,125	80
40	80

LINCOLN BL & LA TIJERA BL

29

210	1,050
515	135
110	110
205	235
510	110
1,130	245

LINCOLN BL & LA TIJERA BL

30

285	1,460
220	135
180	180
215	200
1,850	240
35	105

SEPUVEDA BL & IMPERIAL HWY

31

115	175
490	730
80	80
35	55
90	100
325	220

LA TIJERA BL & MANCHESTER AV

32

115	175
490	730
80	80
35	55
90	100
325	220

LA TIJERA BL & MANCHESTER AV

33

65	105
335	365
235	30
340	155
35	35

LA CIENEGA BL & ARBOR VITAE ST

34

50	135
200	615
325	125
45	160
385	550
160	100

AVIATION BL & IMPERIAL HWY

35

125	1,400
145	135
430	1,400

I-405 SB RAMP & LA TIJERA BL

36

15	70
75	475
65	155
55	740
130	130

AIRPORT BL & MANCHESTER AV

37

175	110
545	175
175	175
125	110
380	160
250	165

AIRPORT BL & WESTCHESTER PKWY

38

30	205
730	340
220	8
40	215
560	205
215	685

LA TIJERA BL & MANCHESTER AV

39

115	180
280	1,005
380	145
100	100
1,155	240
100	120

SEPUVEDA BL & MANCHESTER AV

40

170	55
275	1,135
325	225
120	175
1,385	150
75	175

SEPUVEDA BL & WESTCHESTER PKWY

41

50	1,220
990	

SEPUVEDA BL & LINCOLN BL

42

260	770
25	25
310	85
540	40
110	15

AVIATION BL & 111TH ST

43

60	1,130
15	305
10	515
30	685
300	415

LA CIENEGA BL & IMPERIAL HWY

44

255	235
910	300
120	145
230	115
265	1,135
380	380

LA CIENEGA BL & CENTURY BL

45

115	175
490	100
65	100
100	90
155	340
160	80

LA CIENEGA BL & CENTURY BL

46

115	175
490	100
65	100
100	90
155	340
160	80

LA CIENEGA BL & CENTURY BL

47

95	1,130
15	305
10	515
30	685
300	415

ASH AV / I-405 NB RAMP & MANCHESTER BL

48

95	1,130
15	305
10	515
30	685
300	415

LA CIENEGA BL & FLORENCE AV

49

5	1,085
155	705
30	785
785	785

I-405 NB RAMP & CENTURY BL

50

95	230
600	445
90	45
290	610
60	60

LA CIENEGA BL & MANCHESTER BL

51

30	25
10	965
60	70
830	10
10	110

AVIATION BL & 104TH ST

52

230	130
780	490
110	58
100	105
1,050	240

AVIATION BL & CENTURY BL

53

335	70
650	35
35	35
300	250
995	995

AIRPORT BL & CENTURY BL

54

75	30
940	230
25	445
45	60
1,115	70
80	965

AVIATION BL & 104TH ST



LEGEND:  
 XXX - Midday Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 - Analyzed Intersection

FIGURE 60 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES



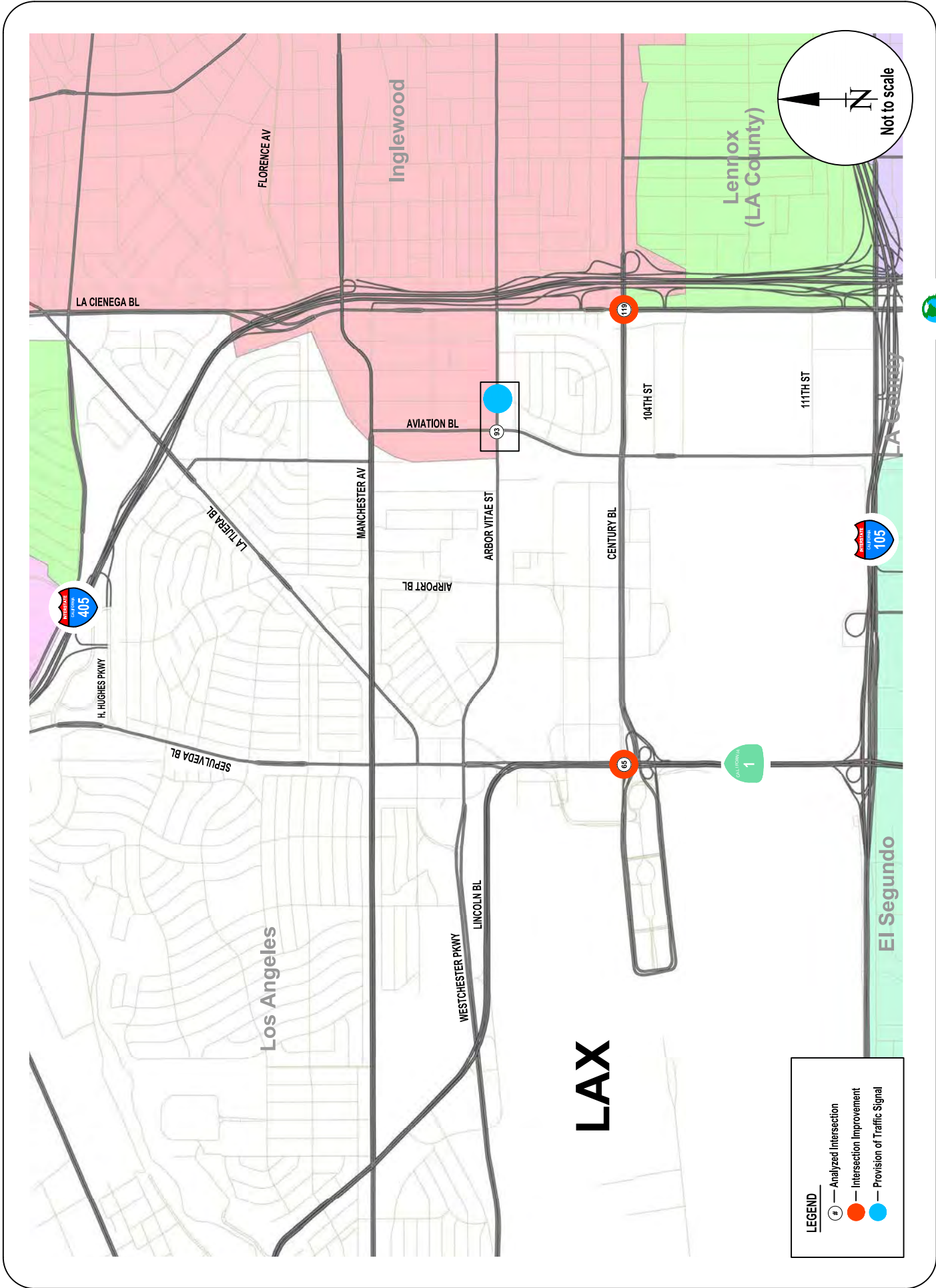
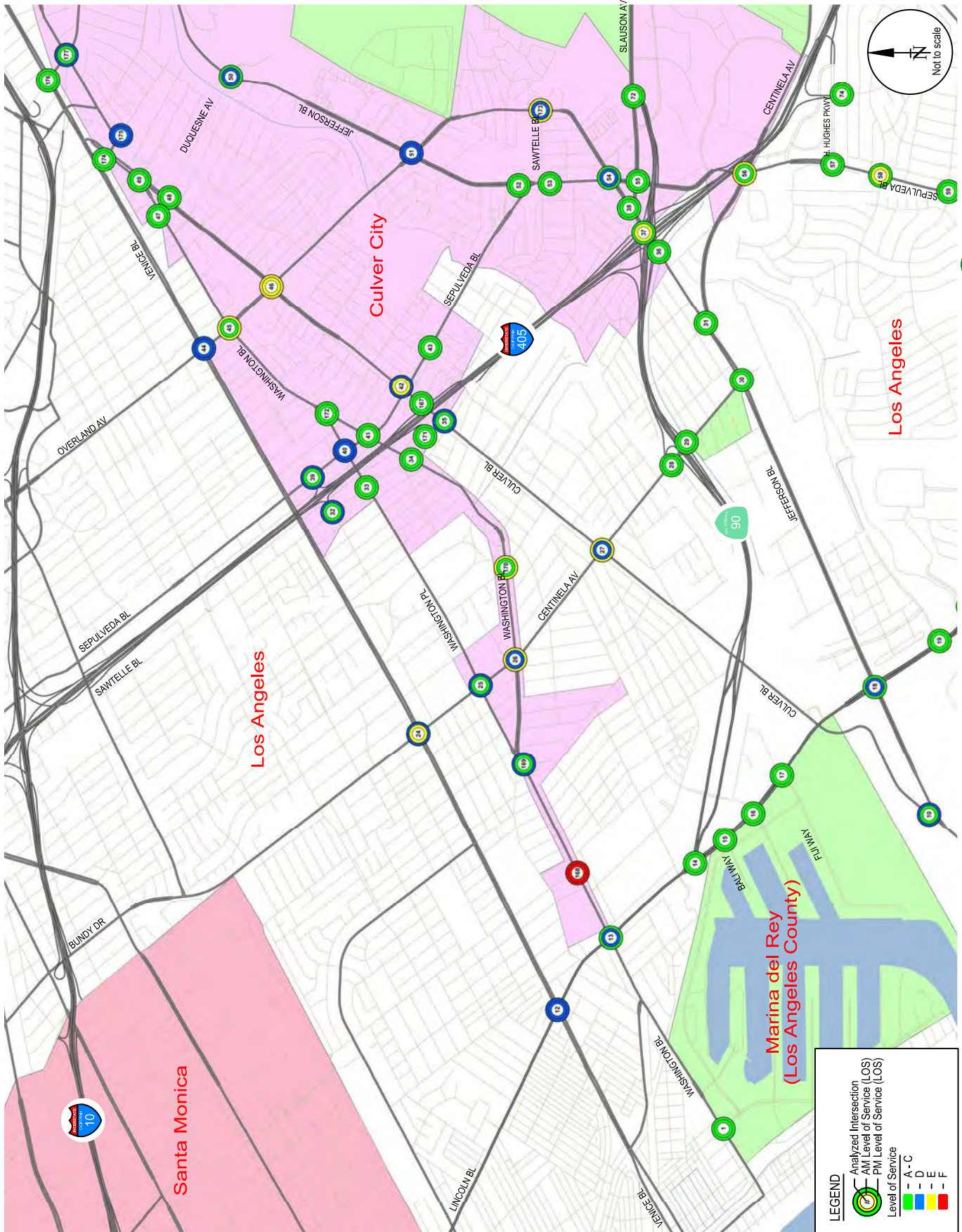


FIGURE 61  
 PROPOSED IMPROVEMENTS  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS



**FIGURE 62A**  
**BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**

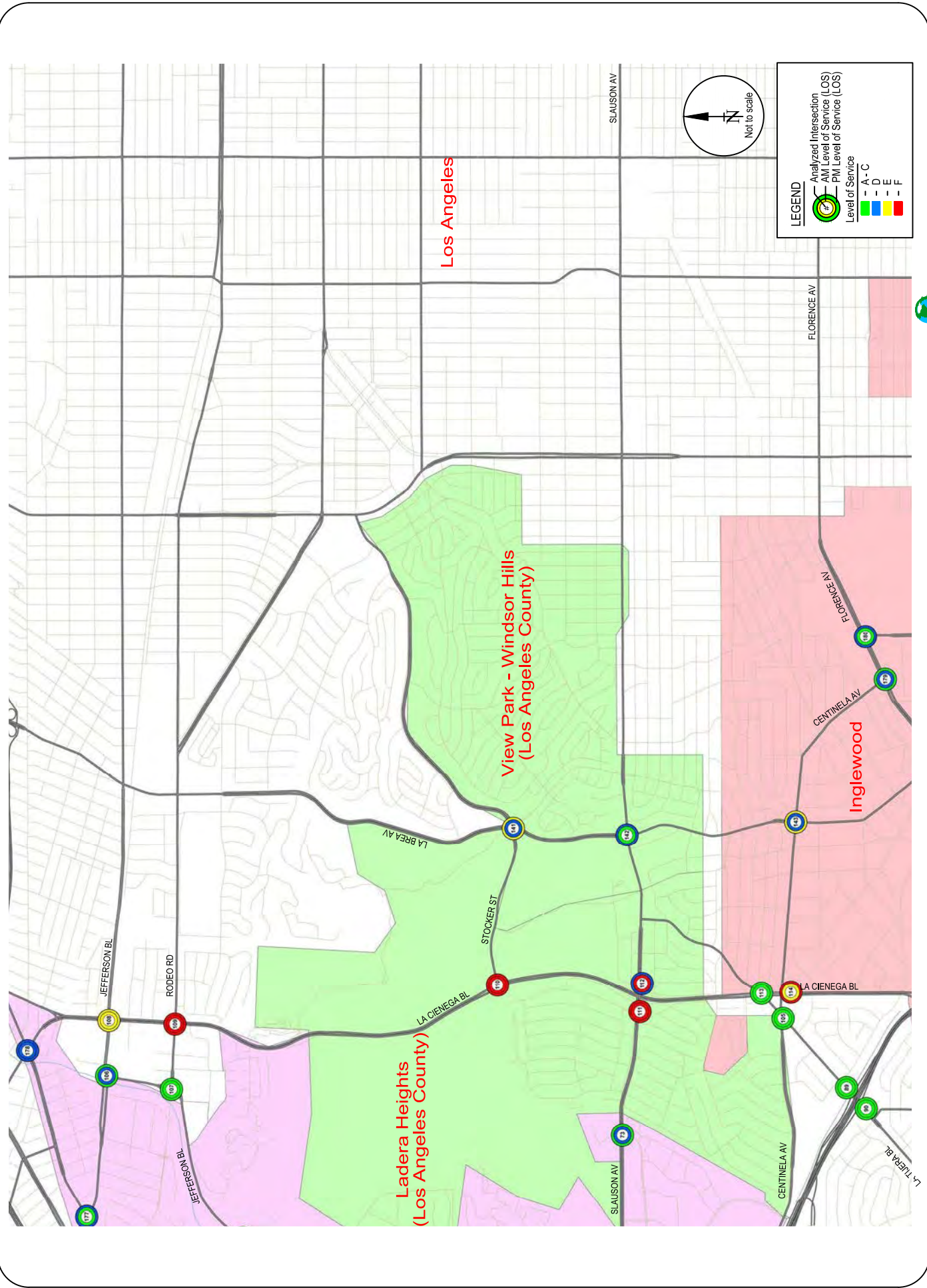
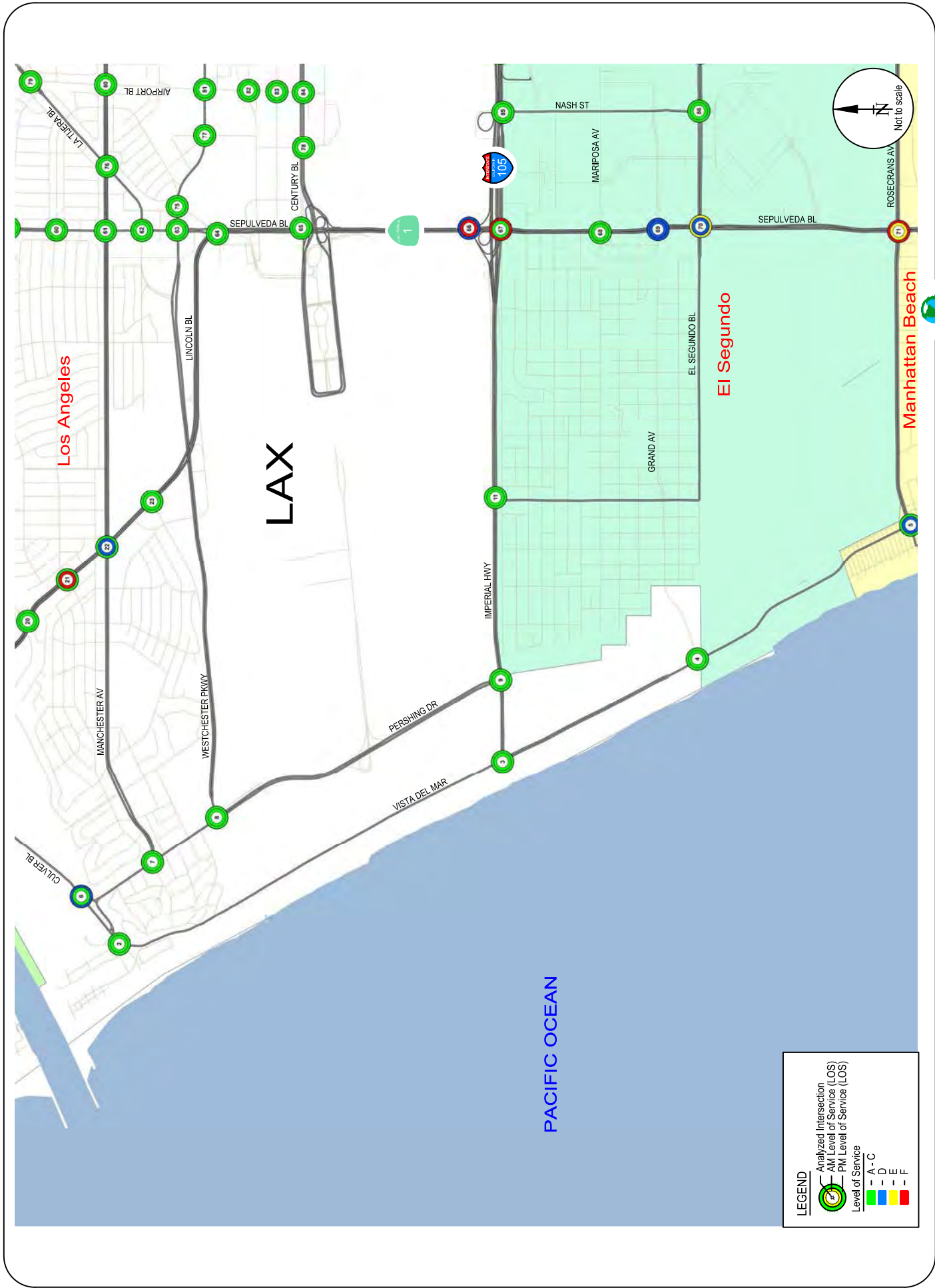
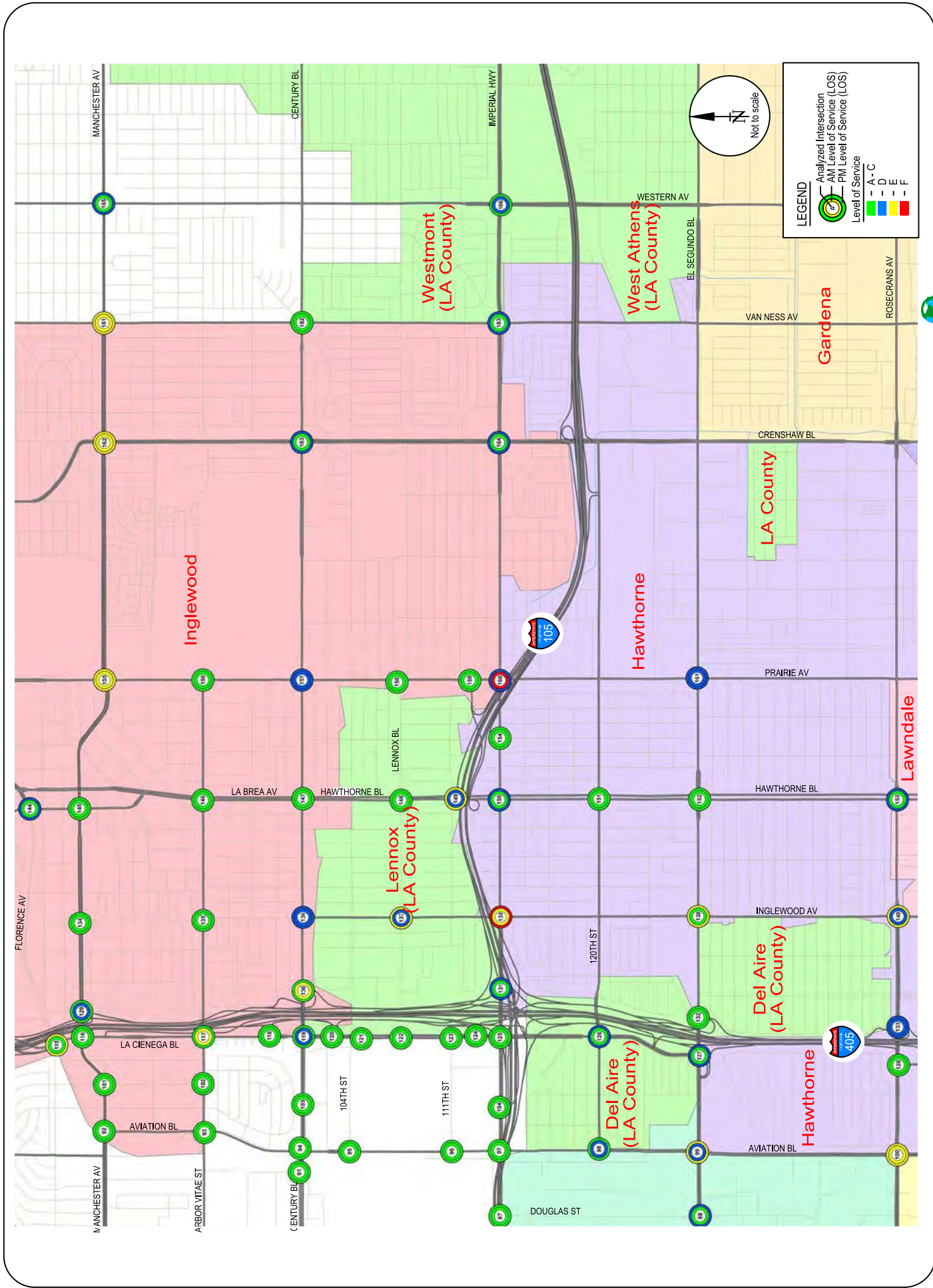


FIGURE 62B  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

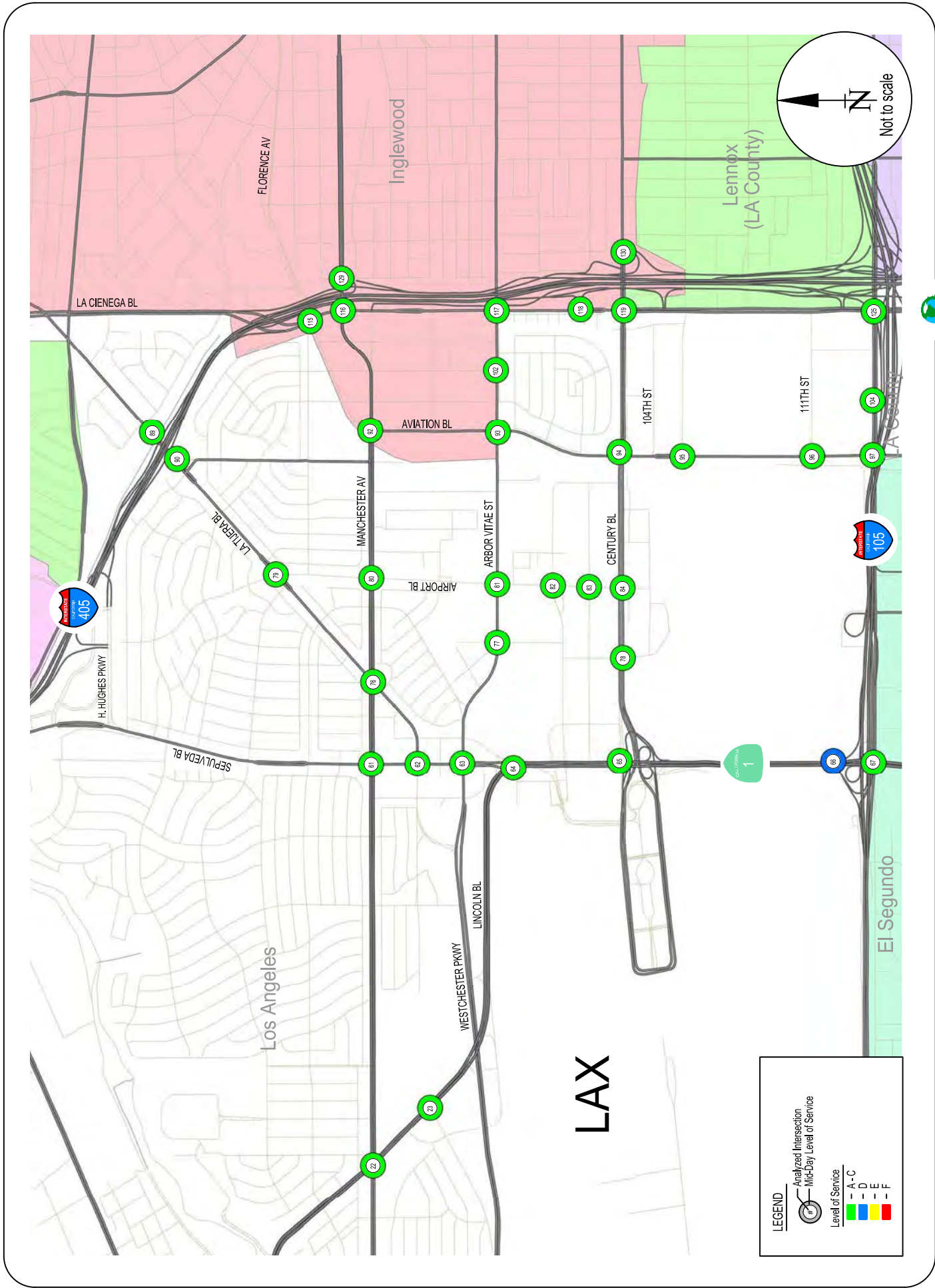




**FIGURE 62C**  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 62D**  
 BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 63**  
**BASELINE (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS**  
**MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)**

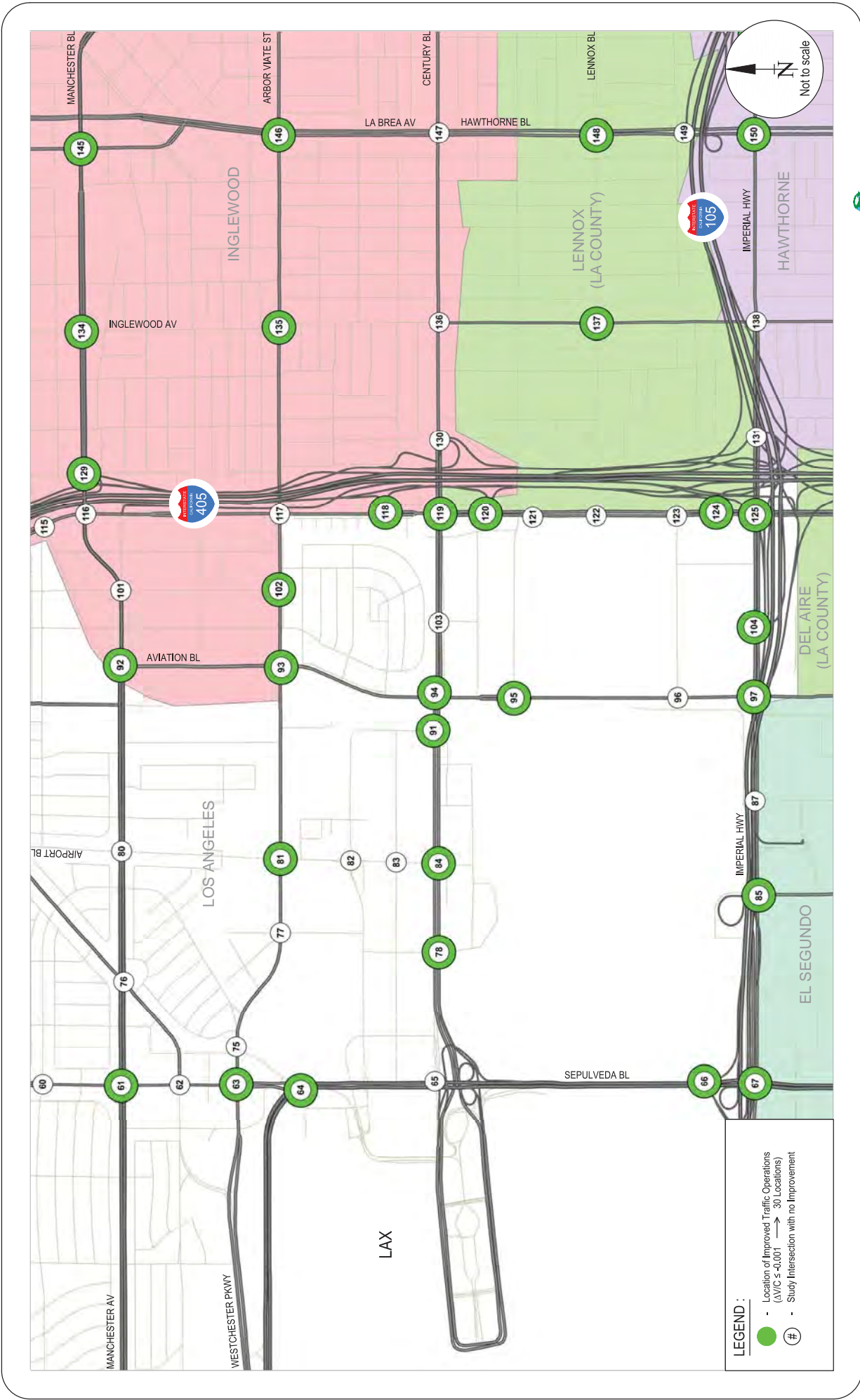


FIGURE 64A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 EXISTING (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR

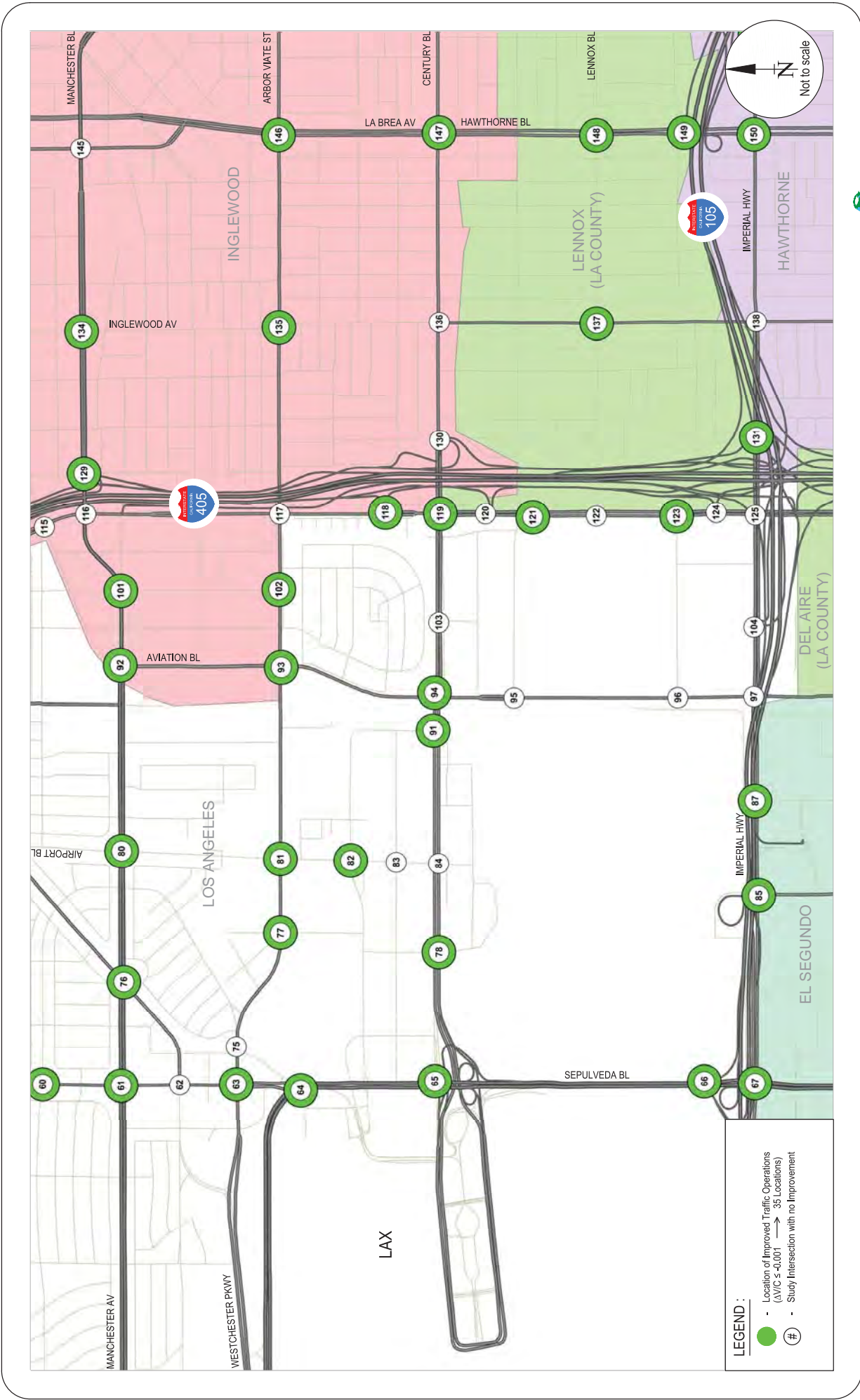
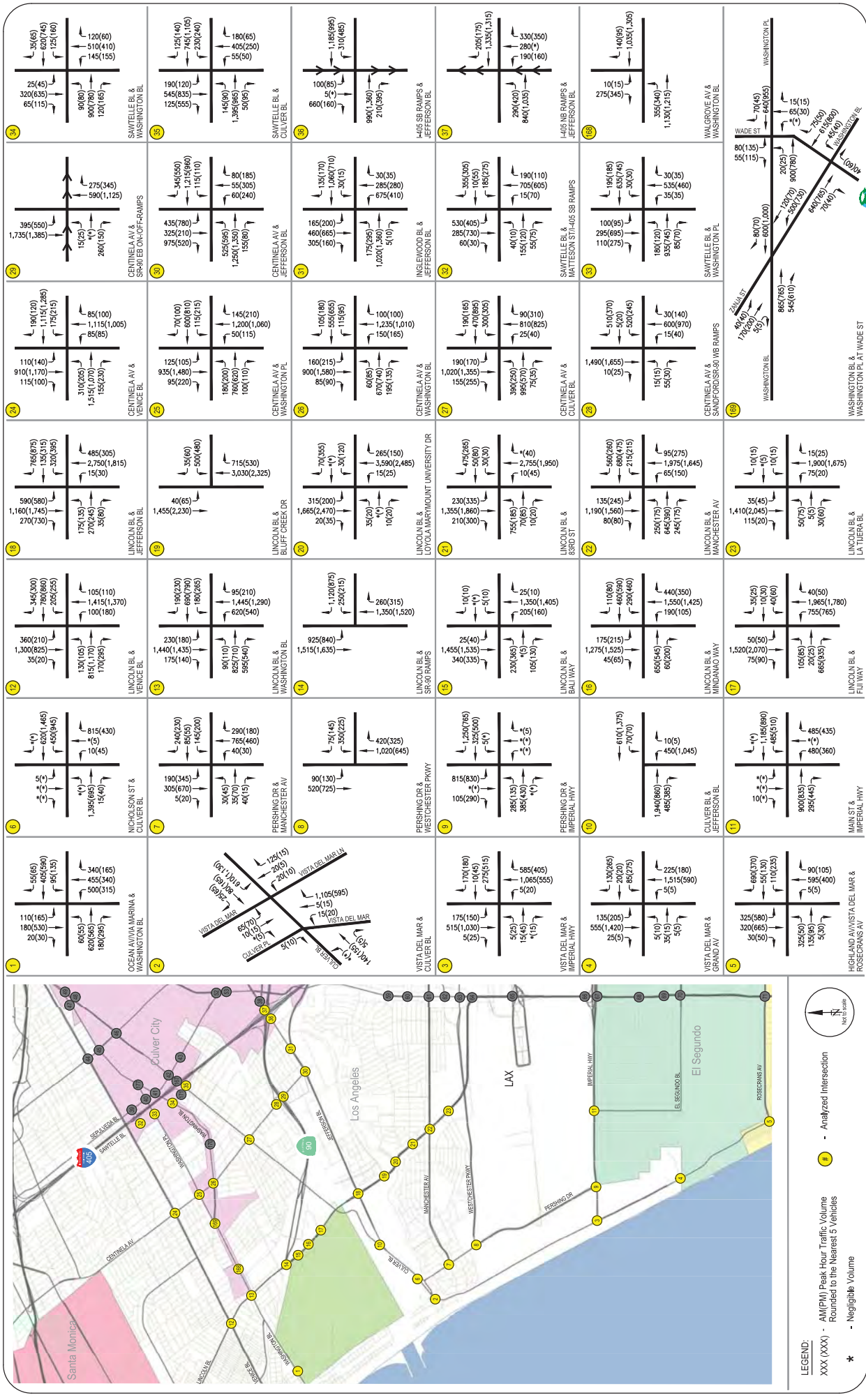


FIGURE 6/4B AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS EXISTING (2015) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - PM PEAK HOUR

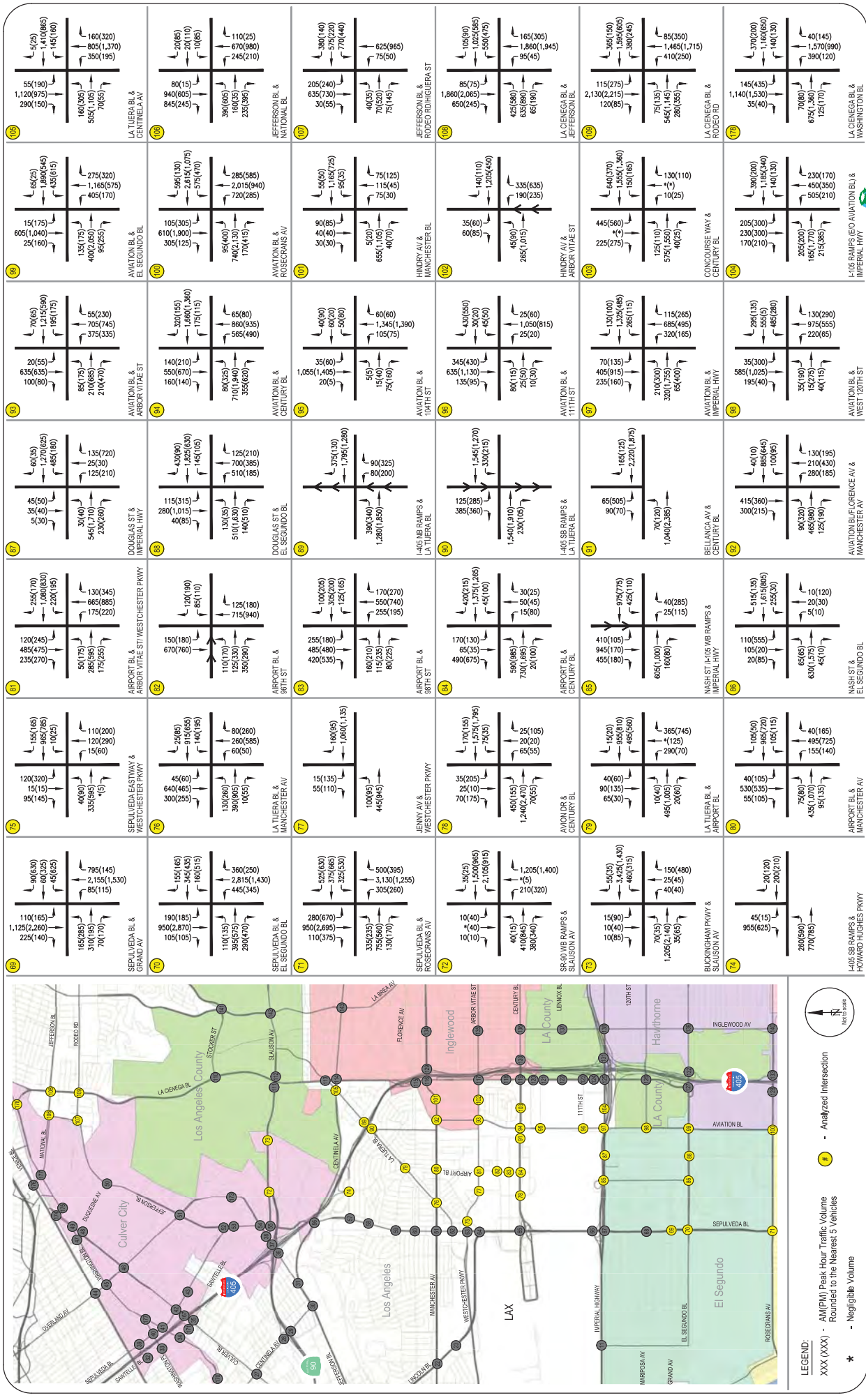


<p>1</p> <p>OCEAN AV/AVIA MARINA &amp; WASHINGTON BL</p> <p>110(165) 180(530) 20(30) 60(55) 620(965) 180(295)</p> <p>340(165) 455(340) 500(315) 5(5) 9(15) 9(15)</p>	<p>2</p> <p>NICHOLSON ST &amp; CULVER BL</p> <p>5(0) 5(0) 5(0) 1,995(695) 15(40)</p> <p>815(430) 785(460) 40(30) 190(345) 305(670) 5(20)</p> <p>5(0) 5(0) 5(0) 30(45) 35(70) 40(15)</p>	<p>3</p> <p>LINCOLN BL &amp; JEFFERSON BL</p> <p>590(580) 1,165(1,745) 270(730) 765(675) 175(135) 270(245) 35(60)</p> <p>485(305) 2,750(1,815) 15(30) 485(305) 2,750(1,815) 15(30)</p>	<p>4</p> <p>CENTINELA AV &amp; VENICE BL</p> <p>110(140) 910(1,170) 115(100) 191(120) 310(205) 1,515(1,070) 153(230)</p> <p>85(100) 1,115(1,005) 85(85) 175(215) 1,115(1,005) 85(85)</p>	<p>5</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>360(210) 1,300(825) 35(20) 145(200) 780(600) 285(265)</p> <p>105(110) 1,415(1,370) 100(180) 190(230) 680(980) 180(265)</p>	<p>6</p> <p>LINCOLN BL &amp; JEFFERSON BL</p> <p>160(100) 900(1,580) 85(90) 60(85) 160(215) 900(1,580) 85(90)</p> <p>105(180) 1,235(1,010) 150(165) 105(180) 1,235(1,010) 150(165)</p>	<p>7</p> <p>PERSHING DR &amp; WESTCHESTER PRVY</p> <p>815(830) 105(290) 285(130) 385(430) 5(0) 5(0)</p> <p>585(405) 1,065(555) 1,065(555) 1,065(555) 1,065(555) 1,065(555)</p>	<p>8</p> <p>OCEAN AV/AVIA MARINA &amp; WASHINGTON BL</p> <p>110(165) 180(530) 20(30) 60(55) 620(965) 180(295)</p> <p>340(165) 455(340) 500(315) 5(5) 9(15) 9(15)</p>	<p>9</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,490(1,655) 10(25) 15(15) 510(370) 520(245) 100(95)</p> <p>1,490(1,655) 10(25) 15(15) 510(370) 520(245) 100(95)</p>	<p>10</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>11</p> <p>CULVER BL &amp; JEFFERSON BL</p> <p>325(580) 320(665) 30(50) 690(370) 55(130) 110(235)</p> <p>90(105) 595(400) 5(5) 690(370) 55(130) 110(235)</p>	<p>12</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>13</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>14</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>15</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>16</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>17</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>18</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>19</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>20</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>21</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>22</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>23</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>24</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>25</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>26</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>27</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>28</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>29</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>30</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>31</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>32</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>	<p>33</p> <p>LINCOLN BL &amp; WASHINGTON BL</p> <p>1,110(1,170) 1,275(1,525) 45(65) 175(215) 2,275(1,525) 45(65)</p> <p>440(350) 1,550(1,425) 190(105) 440(350) 1,550(1,425) 190(105)</p>
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FIGURE 65A  
 FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



**FIGURE 65B**  
**FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



**FIGURE 65C**  
**FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



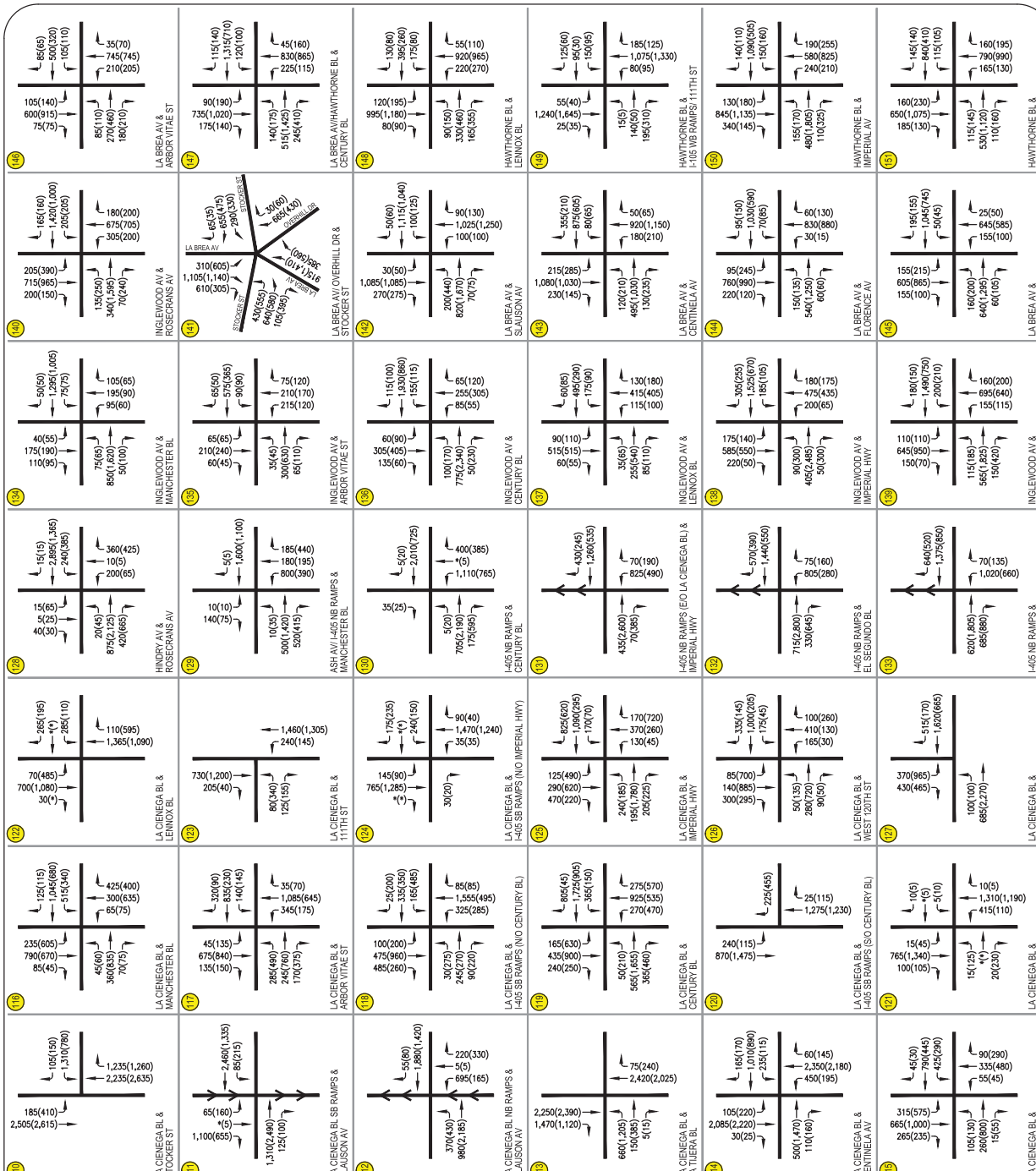
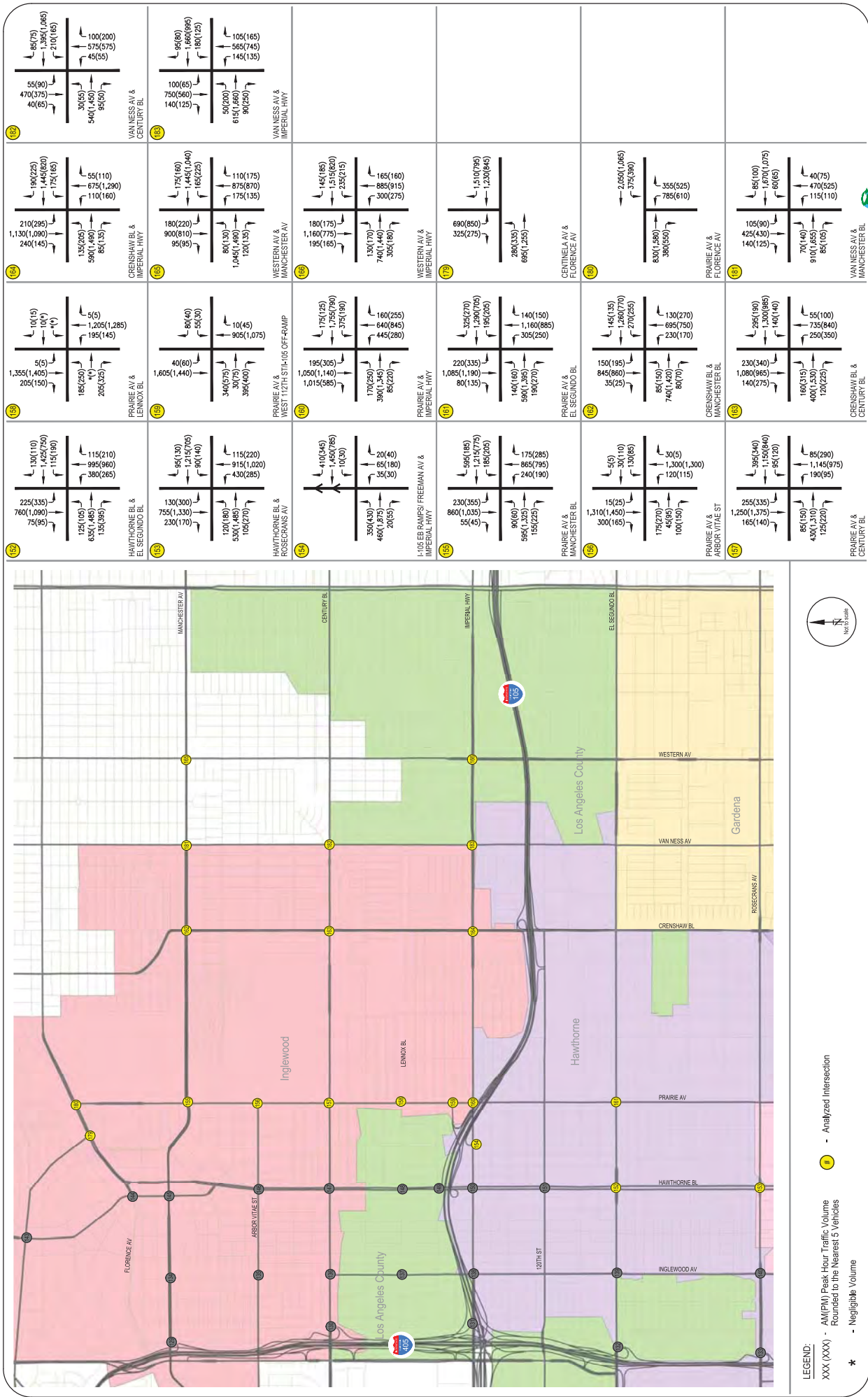


FIGURE 65D  
FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES



**22**

← 85(75)	← 100(200)
← 470(375)	← 575(575)
← 40(65)	← 45(55)
→ 55(90)	→ 30(65)
→ 540(1,460)	→ 95(90)

VAN NESS AV & CENTURY BL

**23**

← 190(225)	← 55(110)
← 175(165)	← 675(870)
← 110(160)	← 110(160)
→ 210(295)	→ 135(205)
→ 1,130(1,090)	→ 590(1,460)
→ 240(145)	→ 85(135)

CRENSHAW BL & IMPERIAL HWY

**24**

← 10(15)	← 5(5)
← 1,350(1,405)	← 1,205(1,285)
← 205(150)	← 195(145)
→ 185(290)	→ 205(305)
→ 5(5)	→ 4(4)

PRAIRIE AV & LENNOX BL

**25**

← 130(110)	← 115(210)
← 100(130)	← 995(960)
← 115(180)	← 380(265)
→ 225(335)	→ 125(105)
→ 760(1,090)	→ 635(1,465)
→ 75(95)	→ 135(95)

HAWTHORNE BL & EL SEGUNDO BL

**26**

← 65(60)	← 105(165)
← 1,860(985)	← 565(745)
← 180(125)	← 145(135)
→ 100(65)	→ 50(200)
→ 615(1,680)	→ 615(1,680)
→ 140(125)	→ 90(260)

VAN NESS AV & IMPERIAL HWY

**27**

← 175(165)	← 110(175)
← 1,445(1,040)	← 875(870)
← 165(225)	← 175(135)
→ 180(220)	→ 80(130)
→ 900(910)	→ 1,045(1,460)
→ 95(95)	→ 120(150)

WESTERN AV & MANCHESTER AV

**28**

← 175(125)	← 160(255)
← 1,250(790)	← 640(845)
← 375(190)	← 445(280)
→ 195(305)	→ 170(290)
→ 1,050(1,140)	→ 395(1,245)
→ 1,015(585)	→ 85(260)

PRAIRIE AV & WEST 112TH ST+I-05 OFF-RAMP

**29**

← 10(30)	← 20(40)
← 1,460(765)	← 65(180)
← 10(30)	← 35(30)
→ 300(430)	→ 460(1,295)
→ 460(1,295)	→ 20(30)

HAWTHORNE BL & ROSECRANS AV

**30**

← 145(165)	← 165(160)
← 1,515(820)	← 885(915)
← 235(215)	← 300(275)
→ 180(175)	→ 130(170)
→ 1,160(775)	→ 740(1,460)
→ 195(165)	→ 365(160)

WESTERN AV & IMPERIAL HWY

**31**

← 690(850)	← 1,510(795)
← 325(275)	← 1,230(845)
→ 280(335)	→ 685(1,255)

WESTERN AV & IMPERIAL HWY

**32**

← 325(270)	← 140(150)
← 1,290(765)	← 1,160(885)
← 195(205)	← 305(250)
→ 220(335)	→ 140(150)
→ 80(135)	→ 1,085(1,190)
→ 80(135)	→ 180(185)

PRAIRIE AV & EL SEGUNDO BL

**33**

← 950(885)	← 175(285)
← 1,215(775)	← 865(795)
← 185(205)	← 240(190)
→ 230(355)	→ 80(60)
→ 860(1,135)	→ 585(1,195)
→ 55(45)	→ 155(220)

I-05 EB RAMP/FREEMAN AV & IMPERIAL HWY

**34**

← 145(135)	← 130(110)
← 1,300(865)	← 1,300(865)
← 30(5)	← 120(115)
→ 150(195)	→ 175(270)
→ 845(860)	→ 45(95)
→ 35(25)	→ 100(150)

PRAIRIE AV & MANCHESTER BL

**35**

← 145(135)	← 130(110)
← 1,260(770)	← 1,300(865)
← 270(285)	← 160(140)
→ 150(195)	→ 130(270)
→ 845(860)	→ 695(750)
→ 35(25)	→ 230(170)

PRAIRIE AV & FLORENCE AV

**36**

← 85(150)	← 80(70)
← 740(1,420)	← 80(70)
→ 85(150)	→ 230(340)
→ 1,080(965)	→ 140(275)
→ 140(275)	→ 160(315)
→ 400(1,530)	→ 120(225)

CRENSHAW BL & MANCHESTER BL

**37**

← 395(340)	← 85(280)
← 1,150(940)	← 1,145(975)
← 85(280)	← 190(95)
→ 255(335)	→ 430(1,310)
→ 1,250(1,325)	→ 125(220)
→ 165(145)	→ 125(220)

PRAIRIE AV & CENTURY BL

**38**

← 2,050(1,065)	← 355(525)
← 2,050(1,065)	← 775(390)
→ 800(1,580)	→ 380(650)

CENTINELA AV & FLORENCE AV

**39**

← 85(100)	← 40(75)
← 1,670(1,075)	← 470(525)
← 60(65)	← 115(110)
→ 105(90)	→ 70(140)
→ 425(430)	→ 910(1,650)
→ 140(125)	→ 85(105)

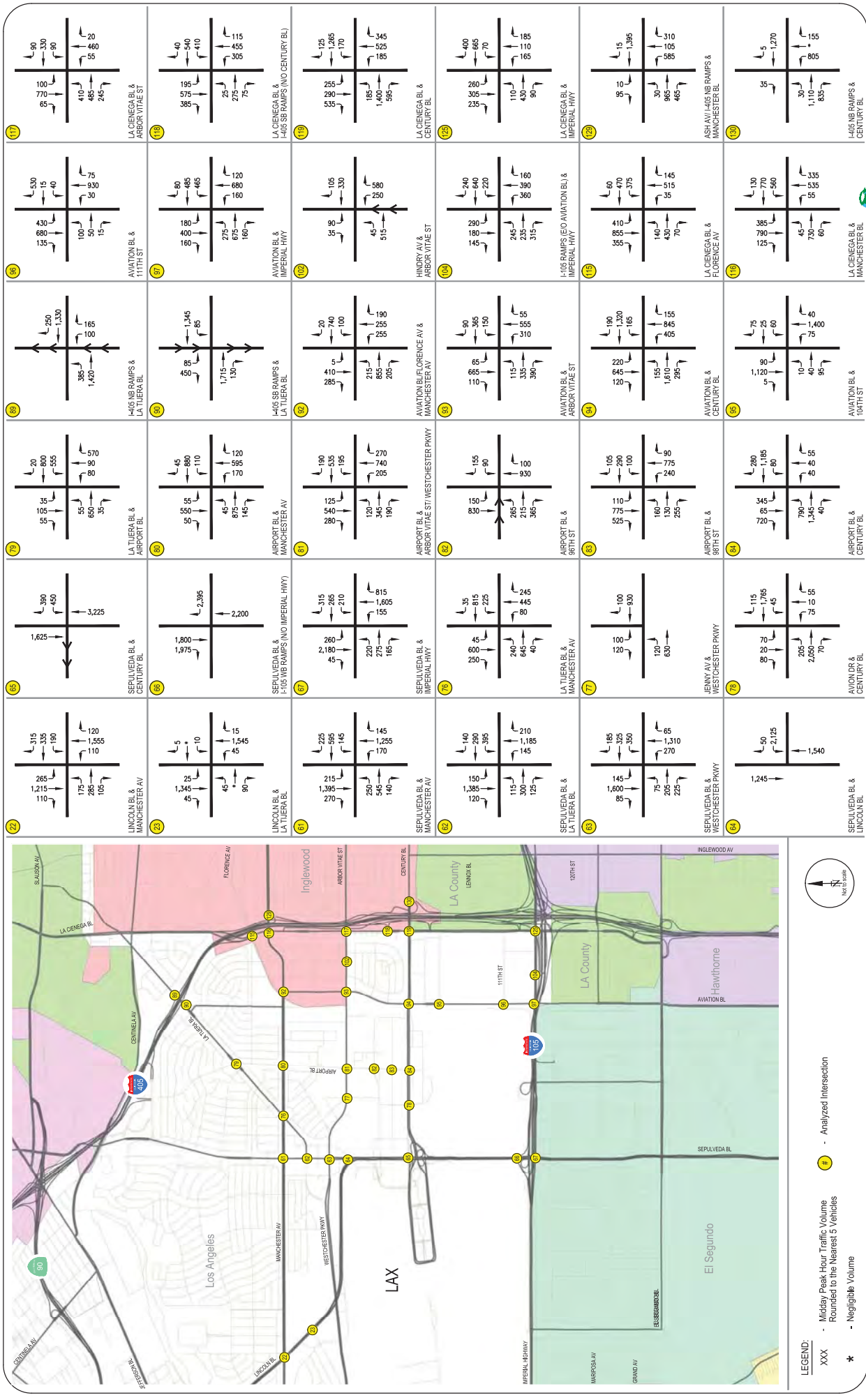
PRAIRIE AV & FLORENCE AV

**40**

← 295(190)	← 55(100)
← 1,300(985)	← 735(840)
← 160(140)	← 250(350)
→ 230(340)	→ 180(315)
→ 1,080(965)	→ 400(1,530)
→ 140(275)	→ 120(225)

CRENSHAW BL & CENTURY BL

**FIGURE 65E**  
**FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM/PM) PEAK HOUR TRAFFIC VOLUMES**



<p>72</p> <p>LINCOLN BL &amp; MANCHESTER AV</p>	<p>73</p> <p>LA TIJERA BL &amp; AIRPORT BL</p>	<p>74</p> <p>I-405 NB RAMP &amp; LA TIJERA BL</p>	<p>75</p> <p>SEPULVEDA BL &amp; CENTURY BL</p>	<p>76</p> <p>LINCOLN BL &amp; LA TIJERA BL</p>	<p>77</p> <p>LA TIJERA BL &amp; MANCHESTER AV</p>	<p>78</p> <p>JENNY AV &amp; WESTCHESTER PKWY</p>	<p>79</p> <p>AVIATION BL &amp; CENTURY BL</p>	<p>80</p> <p>AIRPORT BL &amp; CENTURY BL</p>	<p>81</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p>	<p>82</p> <p>I-405 SB RAMP &amp; MANCHESTER AV</p>	<p>83</p> <p>AIRPORT BL &amp; WESTCHESTER PKWY</p>	<p>84</p> <p>SEPULVEDA BL &amp; LINCOLN BL</p>	<p>85</p> <p>AVIATION BL &amp; 104TH ST</p>	<p>86</p> <p>LA CIENEGA BL &amp; MANCHESTER BL</p>	<p>87</p> <p>I-405 NB RAMP &amp; CENTURY BL</p>	<p>88</p> <p>AVIATION BL &amp; 111TH ST</p>	<p>89</p> <p>I-405 SB RAMP &amp; LA TIJERA BL</p>	<p>90</p> <p>AIRPORT BL &amp; WESTCHESTER PKWY</p>	<p>91</p> <p>HINDRY AV &amp; ARBOR VITAE ST</p>	<p>92</p> <p>LA CIENEGA BL &amp; CENTURY BL</p>	<p>93</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>	<p>94</p> <p>I-105 RAMP &amp; AVIATION BL</p>	<p>95</p> <p>I-405 SB RAMP &amp; IMPERIAL HWY</p>	<p>96</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>	<p>97</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>	<p>98</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>	<p>99</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>	<p>100</p> <p>LA CIENEGA BL &amp; ARBOR VITAE ST</p>
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FIGURE 66  
 FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES

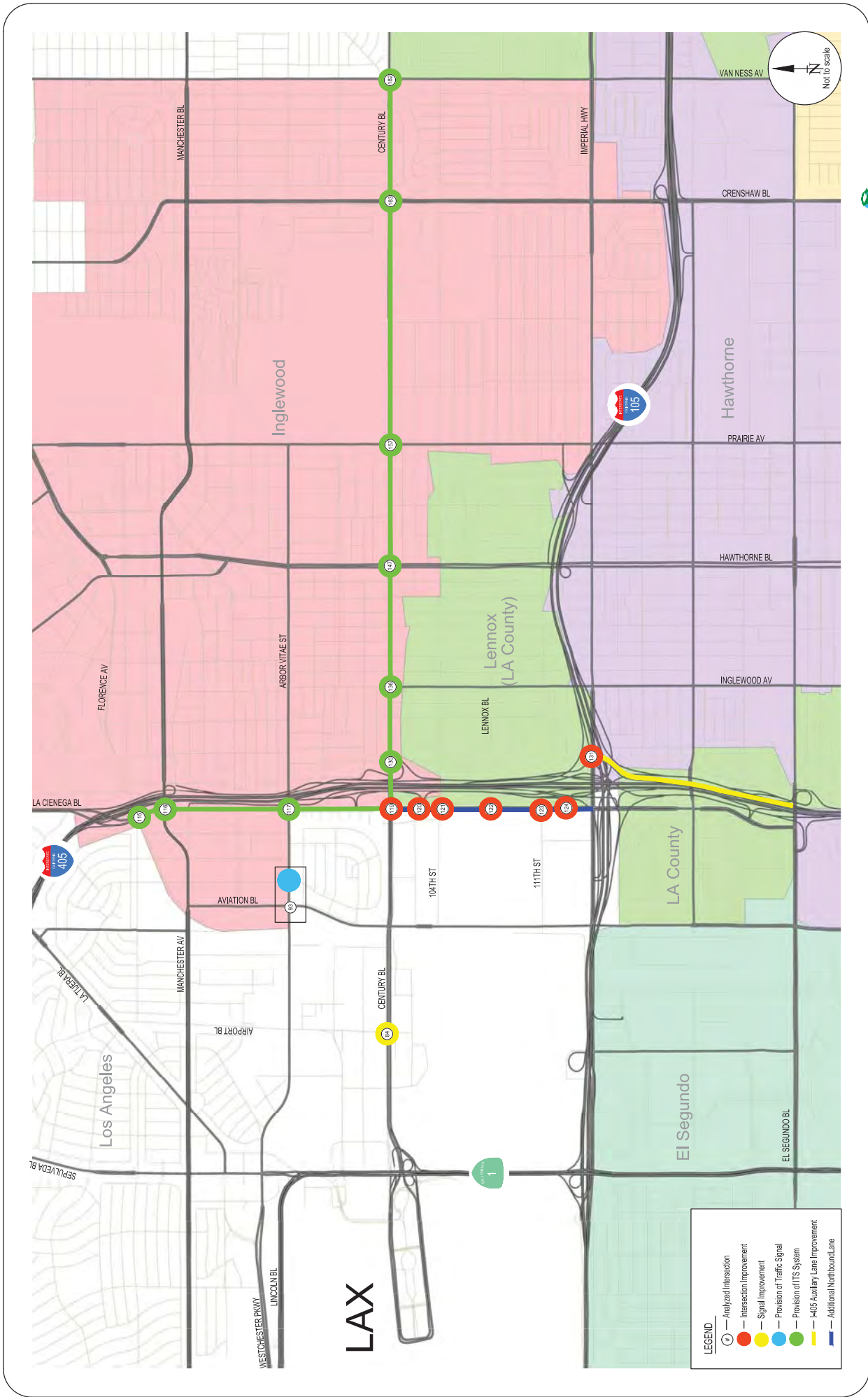
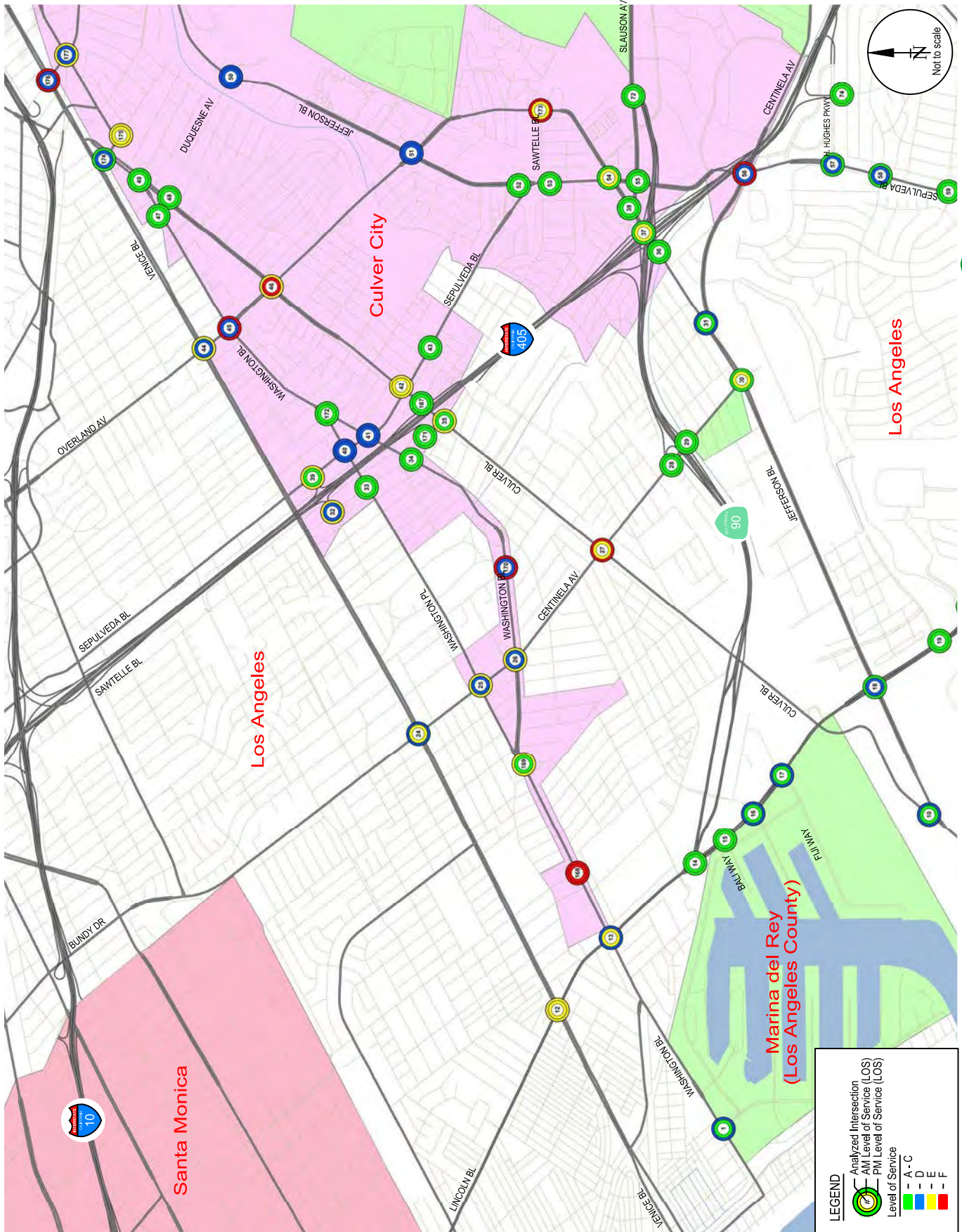
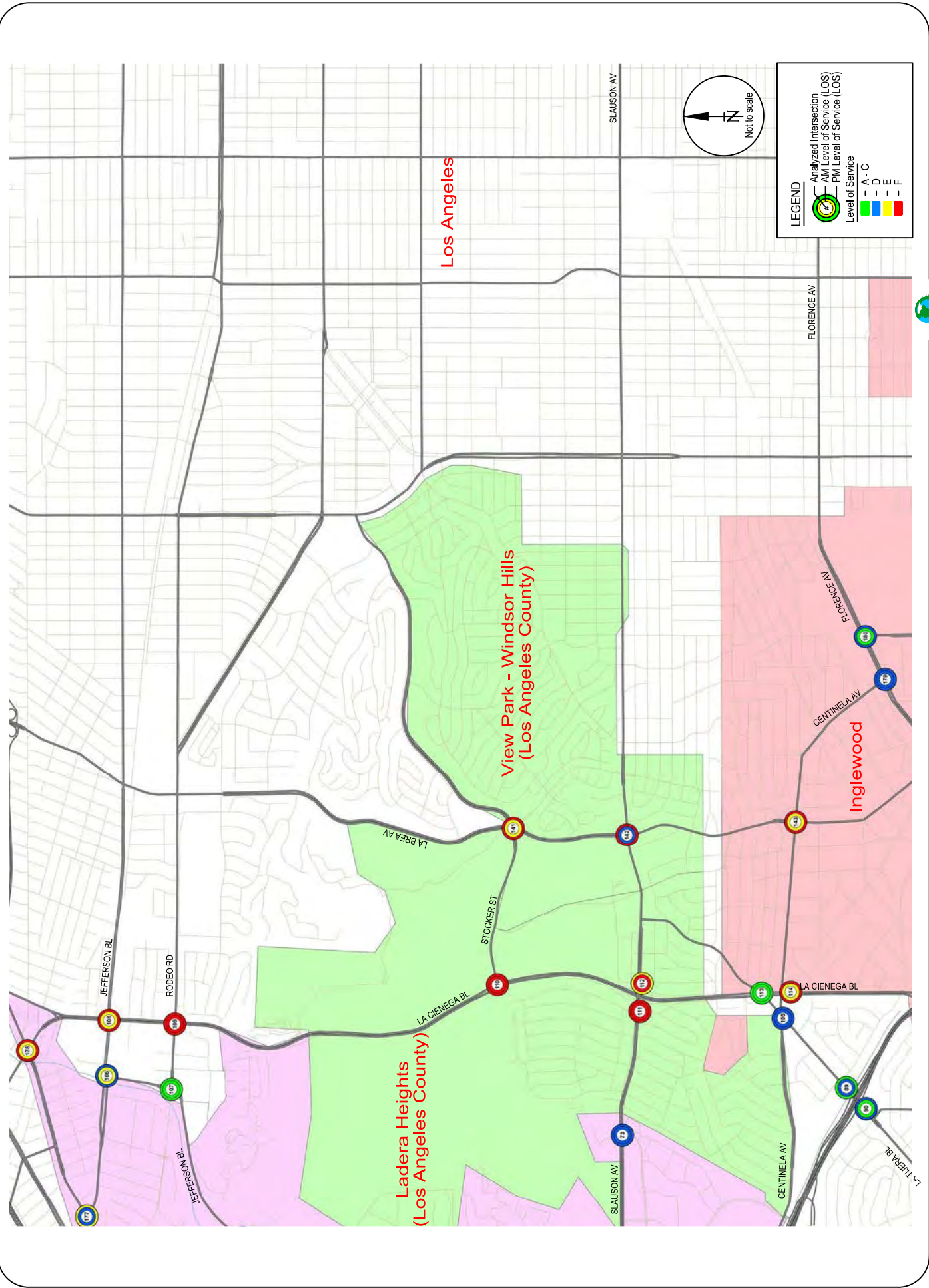


FIGURE 67 PROPOSED IMPROVEMENTS - FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS



**FIGURE 68A**  
**FUTURE (2024) WITH PHASE 1 PROJECT MITIGATION MEASURES CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**



**FIGURE 68B**  
 FUTURE (2024) WITH PHASE 1 PROJECT MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

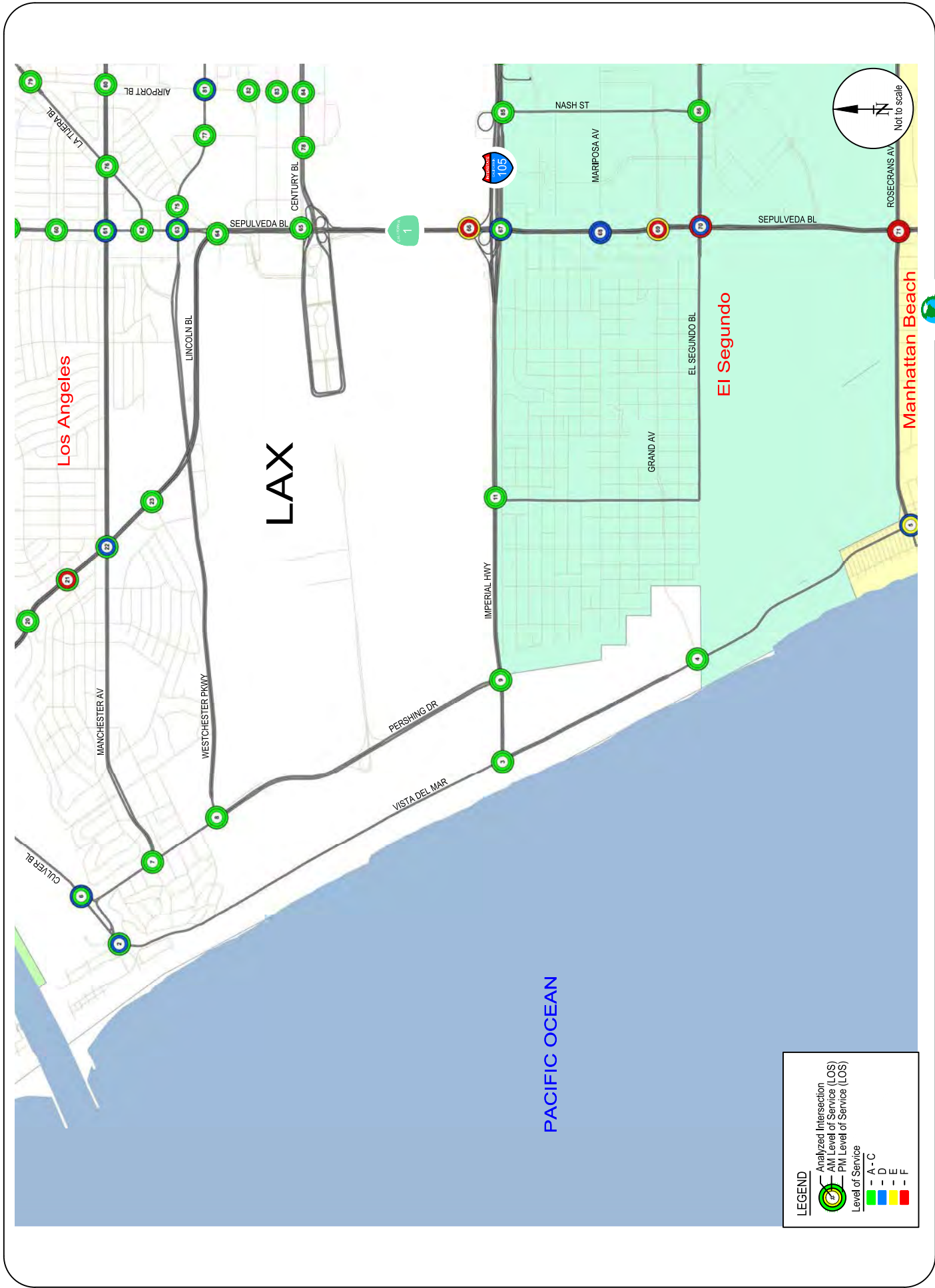


FIGURE 68C  
 FUTURE (2024) WITH PHASE 1 PROJECT MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)

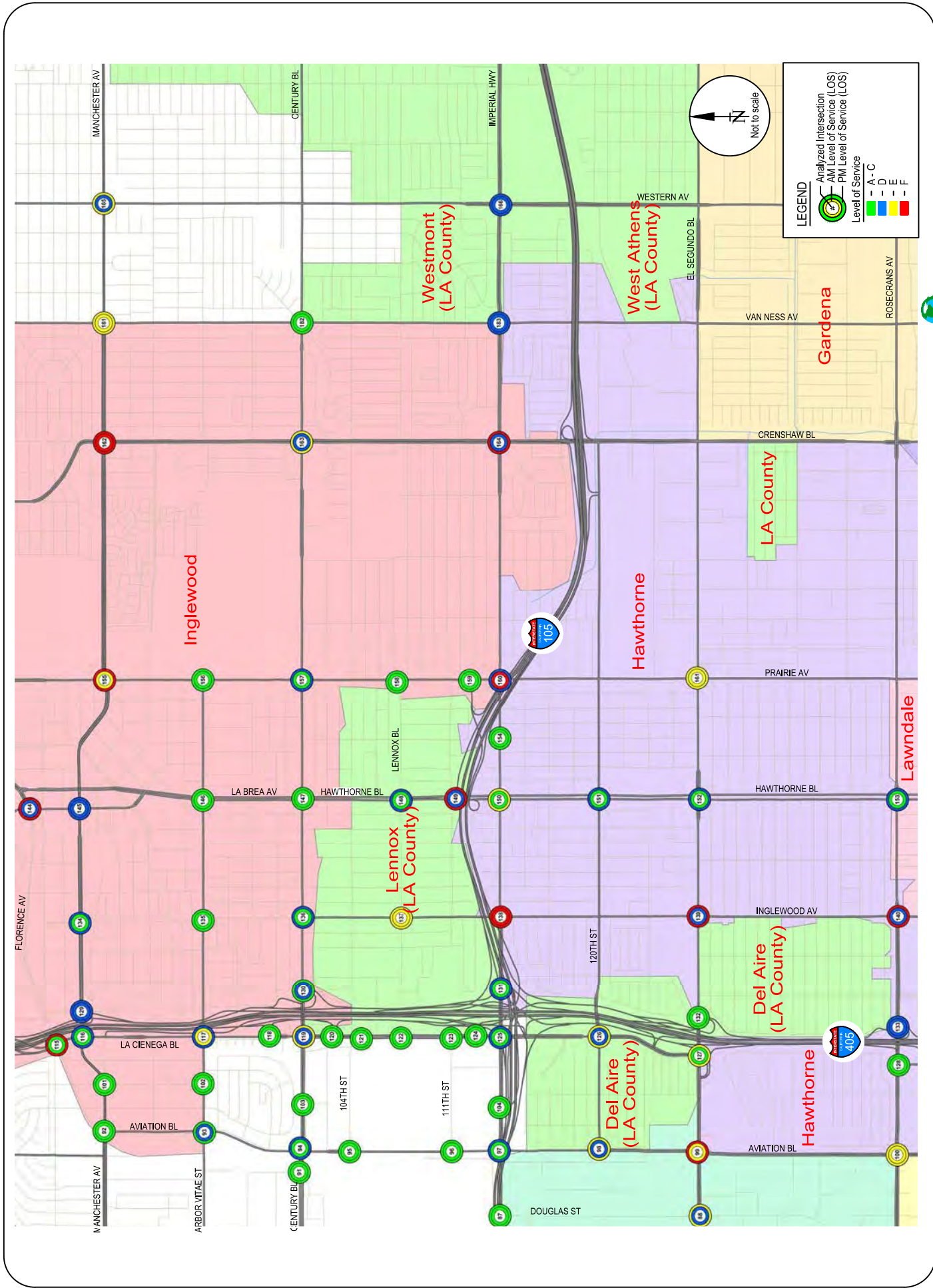
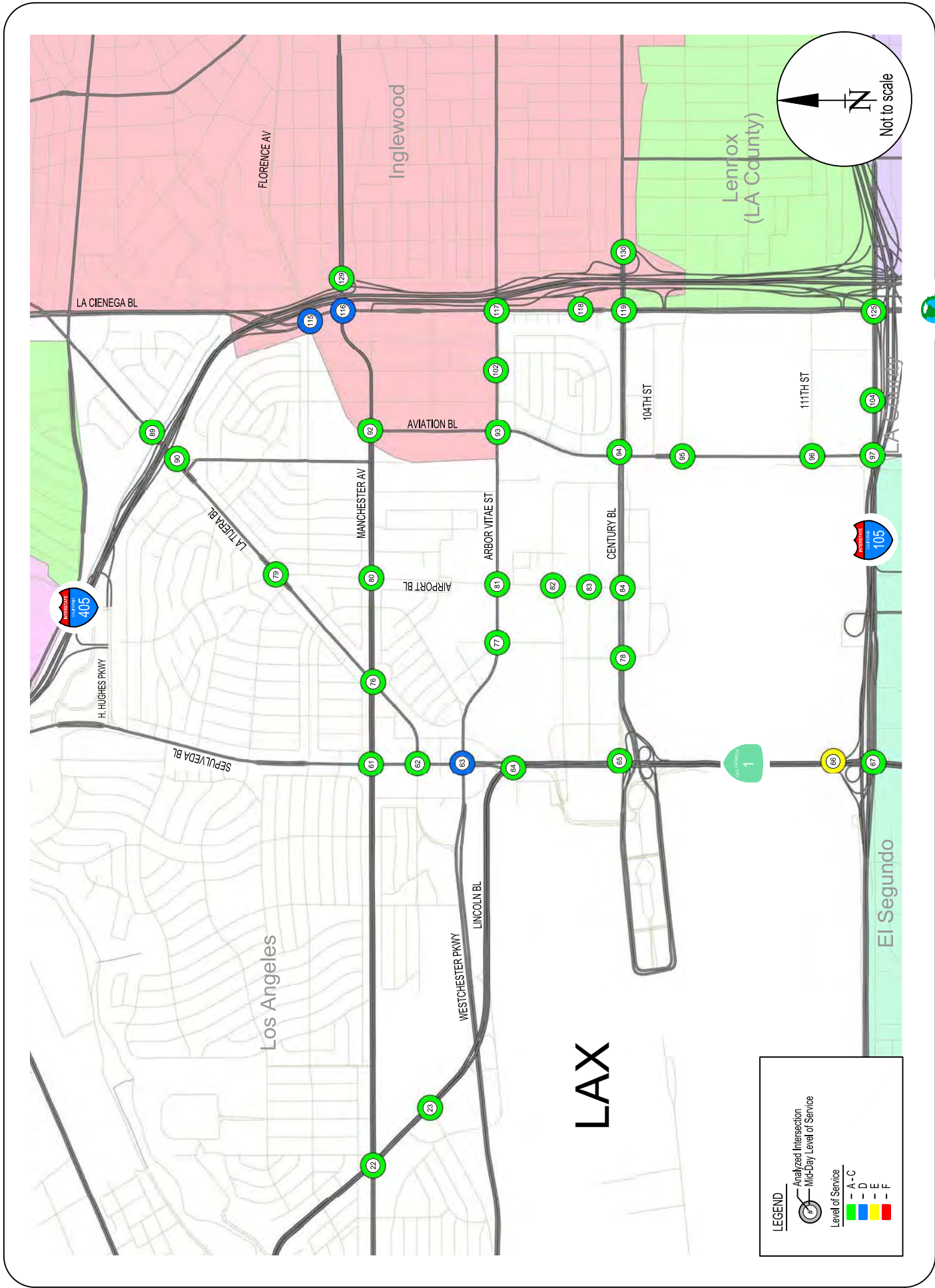


FIGURE 68D  
 FUTURE (2024) WITH PHASE 1 PROJECT MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)





**FIGURE 69** FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)





FIGURE 70A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR

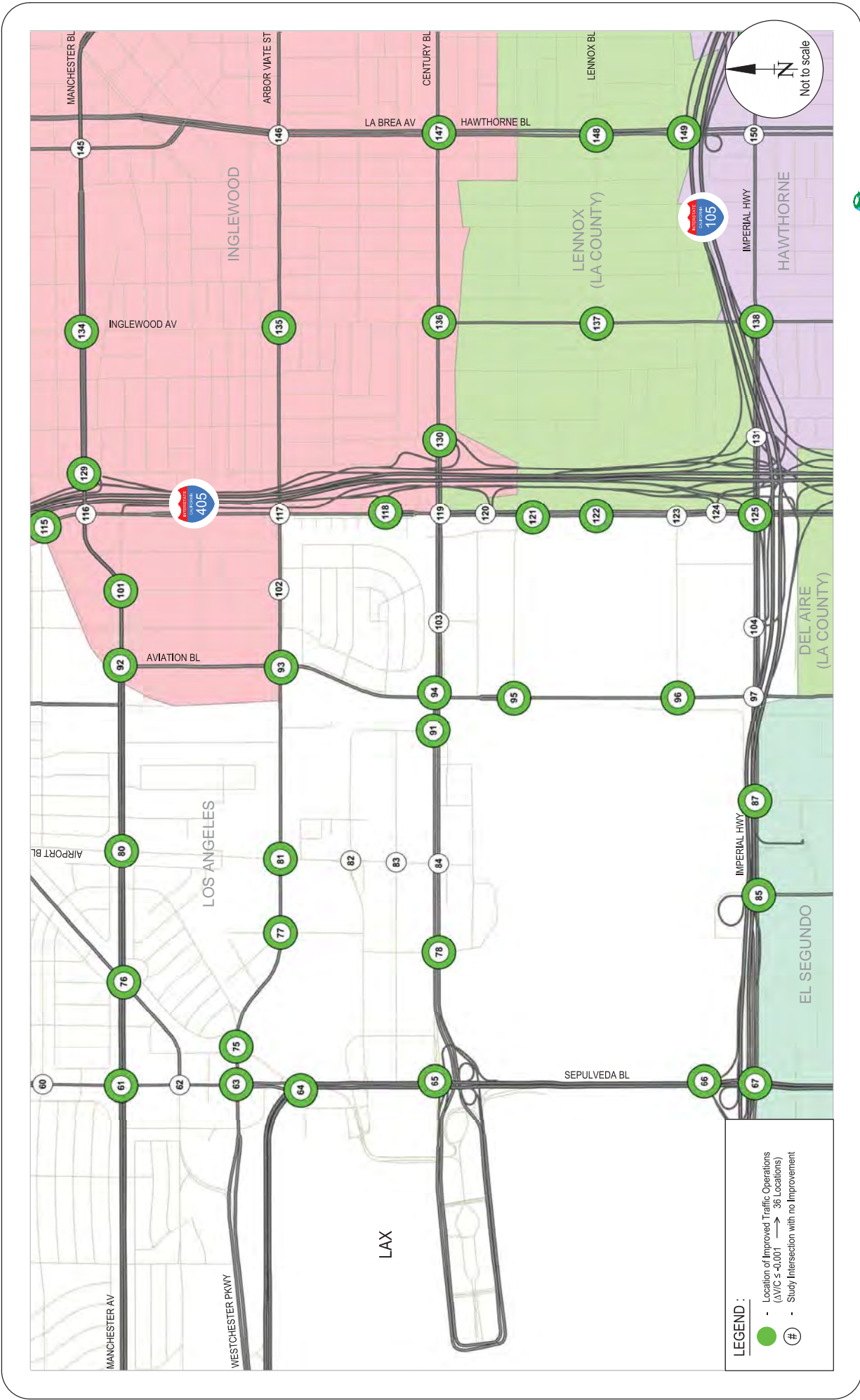
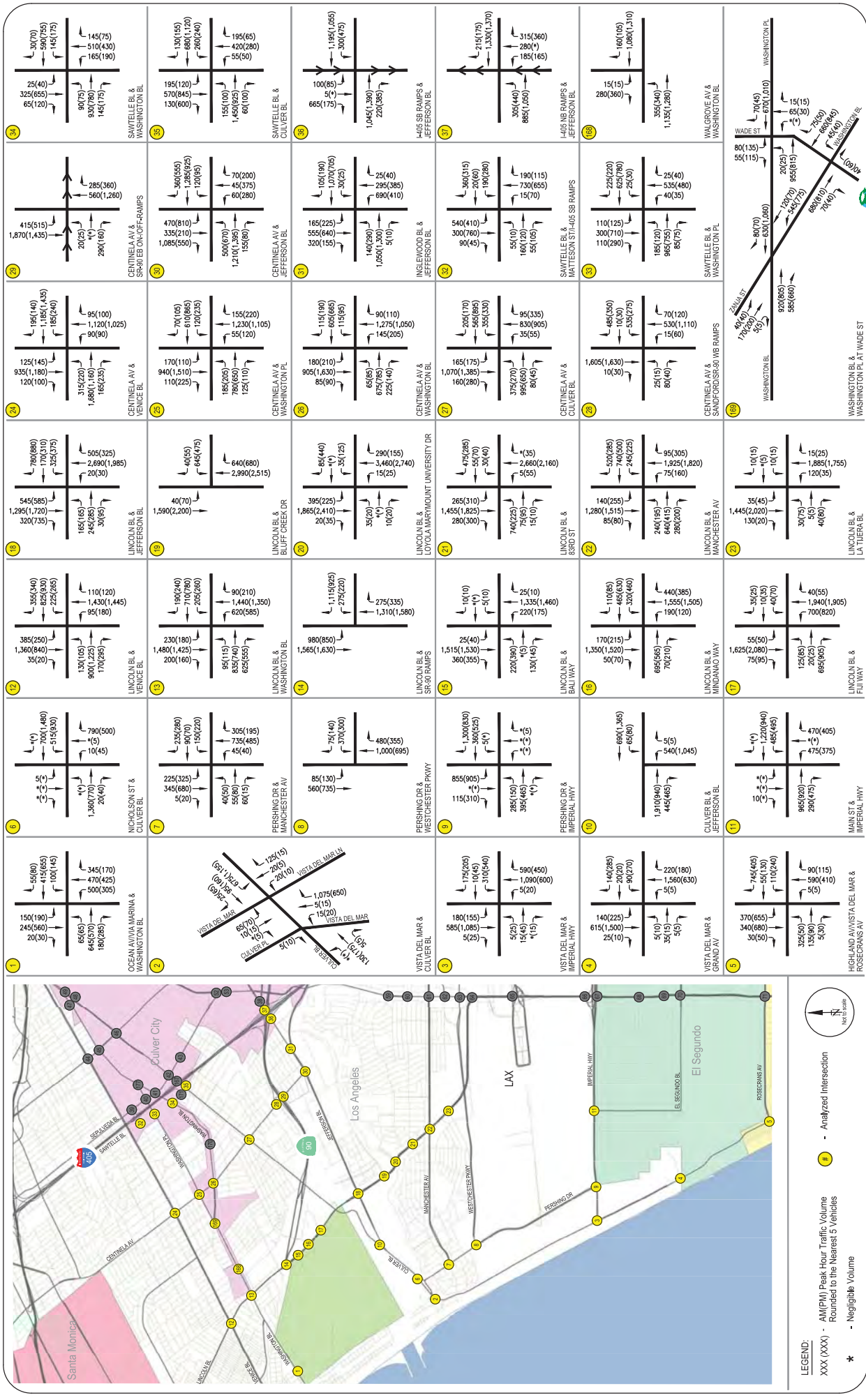
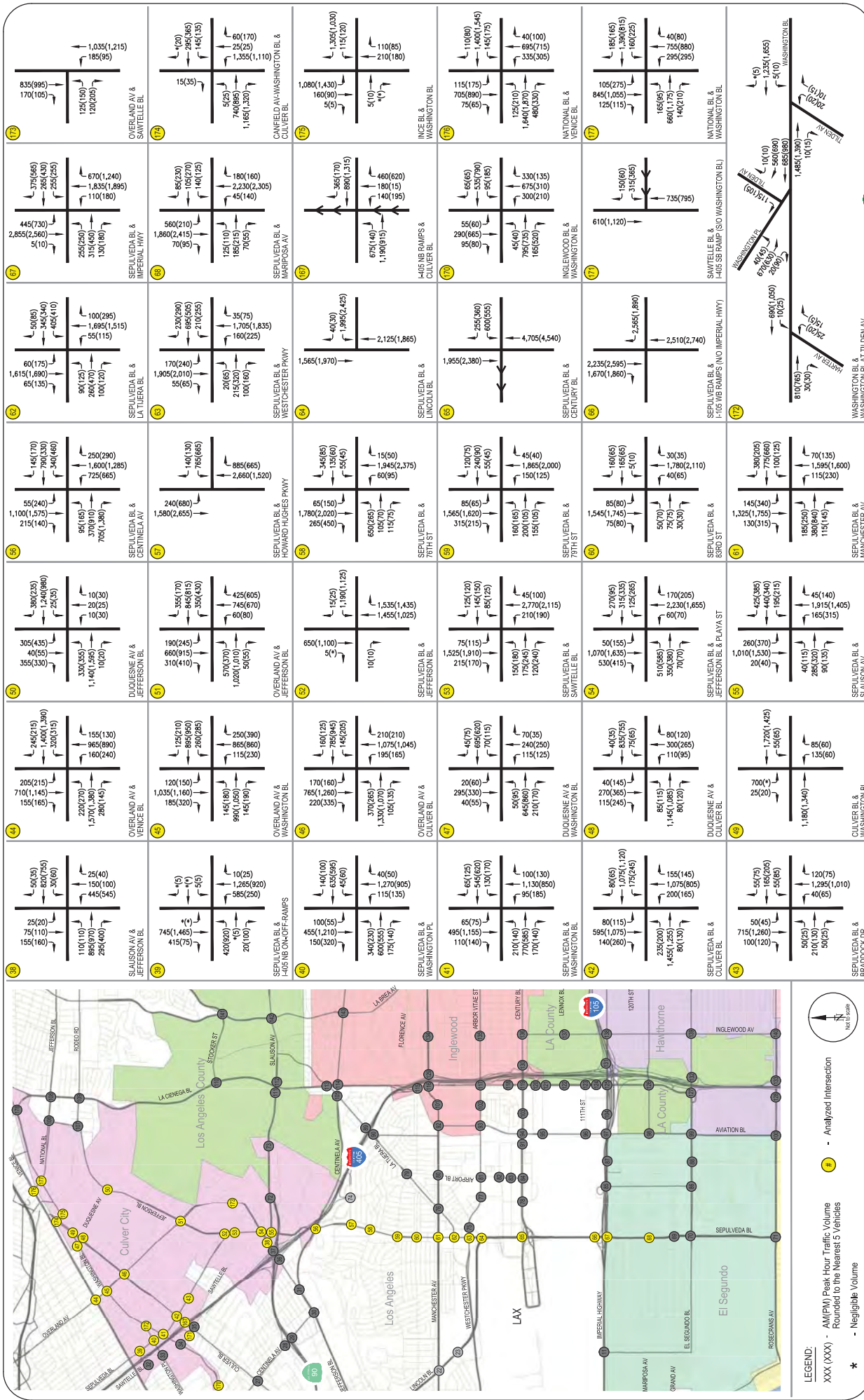


FIGURE 70B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR



**FIGURE 71A**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



31

835(995)	170(105)	125(160)	120(205)	1,035(1,215)	185(95)
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32

445(730)	2,855(2,560)	5(10)	255(250)	130(180)	670(1,240)	1,835(1,895)	110(180)
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33

60(175)	1,615(1,690)	65(135)	90(125)	260(470)	100(120)	100(295)	1,695(1,515)	55(115)
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34

55(240)	1,100(1,575)	215(140)	84(165)	370(910)	705(1,360)	145(170)	1,600(1,285)	340(480)
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35

305(435)	40(55)	355(330)	330(355)	1,401(1,395)	10(20)	10(30)	20(25)	10(30)
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36

205(215)	710(1,145)	155(165)	220(270)	1,570(1,380)	280(145)	155(130)	965(990)	160(240)
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37

25(20)	75(110)	155(160)	110(110)	895(970)	285(400)	25(40)	150(100)	445(545)
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38

745(1,465)	415(75)	420(920)	75(10)	20(100)	10(25)	1,265(920)	585(250)	10(25)
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39

100(55)	455(1,210)	150(320)	140(100)	635(965)	45(60)	40(50)	1,270(905)	115(135)
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40

15(35)	5(25)	740(885)	1,160(1,320)	1,355(1,110)	420	285(465)	145(135)	60(170)
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41

560(210)	1,860(2,415)	70(95)	85(30)	105(270)	140(125)	180(160)	2,230(2,305)	45(140)
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42

20(85)	1,905(2,010)	55(65)	20(85)	215(300)	100(160)	35(75)	1,705(1,835)	160(225)
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43

240(680)	1,580(2,655)	885(665)	440(130)	765(665)	2,660(1,520)	425(605)	745(670)	60(80)
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44

190(245)	660(915)	310(410)	75(170)	845(915)	390(430)	425(605)	745(670)	60(80)
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45

170(160)	765(1,260)	220(335)	160(125)	785(945)	145(205)	210(210)	1,075(1,045)	195(165)
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46

20(60)	295(330)	40(55)	50(60)	645(660)	210(170)	70(35)	240(250)	115(125)
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47

65(75)	495(1,155)	110(140)	65(125)	545(620)	130(170)	100(130)	1,130(850)	95(185)
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48

80(115)	595(1,075)	140(260)	80(65)	1,075(1,120)	175(245)	155(145)	1,075(805)	200(165)
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49

1,080(1,430)	160(90)	5(5)	1,395(1,030)	115(120)	110(85)	210(180)	110(85)	210(180)
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50

675(140)	1,190(915)	460(620)	865(770)	865(770)	460(620)	180(115)	2,230(2,305)	140(195)
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51

40(20)	1,985(2,425)	2,125(1,865)	45(50)	1,945(2,375)	60(95)	15(50)	1,945(2,375)	60(95)
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52

85(150)	1,780(2,020)	265(450)	85(150)	1,020(1,010)	30(65)	85(150)	1,945(2,375)	60(95)
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53

155(160)	1,525(1,630)	215(170)	125(120)	145(150)	85(125)	45(100)	2,770(2,115)	210(190)
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54

20(60)	295(330)	40(55)	50(60)	645(660)	210(170)	70(35)	240(250)	115(125)
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55

80(115)	595(1,075)	140(260)	80(65)	1,075(1,120)	175(245)	155(145)	1,075(805)	200(165)
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56

715(1,260)	100(120)	50(45)	55(75)	185(200)	55(65)	120(75)	1,295(1,010)	40(65)
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57

50(25)	210(30)	50(25)	50(25)	1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)
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58

115(175)	705(890)	75(65)	110(80)	1,400(1,545)	145(175)	40(100)	695(715)	335(305)
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59

55(80)	290(665)	95(80)	65(65)	535(790)	95(85)	330(135)	675(310)	300(210)
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60

255(360)	600(555)	4,705(4,540)	180(160)	200(185)	165(165)	45(40)	1,865(2,000)	150(125)
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61

85(80)	75(80)	50(70)	50(95)	315(335)	125(95)	30(35)	1,780(2,110)	40(65)
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62

50(155)	1,070(1,635)	530(415)	270(95)	315(335)	125(95)	170(205)	2,230(1,855)	60(70)
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63

40(145)	270(365)	115(245)	40(35)	835(755)	75(65)	80(120)	300(265)	110(95)
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64

80(115)	595(1,075)	140(260)	80(65)	1,075(1,120)	175(245)	155(145)	1,075(805)	200(165)
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65

715(1,260)	100(120)	50(45)	55(75)	185(200)	55(65)	120(75)	1,295(1,010)	40(65)
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66

50(25)	210(30)	50(25)	50(25)	1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)
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67

105(275)	845(1,055)	125(115)	185(165)	1,390(815)	160(225)	40(80)	755(880)	295(295)
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68

610(1,120)	735(795)	2,235(2,595)	160(65)	5(10)	30(35)	1,780(2,110)	40(65)	30(30)
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69

2,235(2,595)	1,670(1,860)	2,510(2,740)	160(65)	5(10)	30(35)	1,780(2,110)	40(65)	30(30)
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70

154(5)	1,325(1,745)	130(315)	145(340)	775(660)	100(125)	70(135)	1,595(1,600)	115(230)
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71

425(365)	440(340)	195(215)	45(140)	1,915(1,405)	165(315)	45(140)	1,915(1,405)	165(315)
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72

1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)	135(60)	85(60)	135(60)	85(60)
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73

80(115)	595(1,075)	140(260)	80(65)	1,075(1,120)	175(245)	155(145)	1,075(805)	200(165)
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74

50(25)	210(30)	50(25)	50(25)	1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)
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75

810(765)	30(30)	810(765)	810(765)	1,451(1,390)	10(15)	10(15)	1,235(1,855)	5(10)
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76

610(1,120)	735(795)	2,235(2,595)	160(65)	5(10)	30(35)	1,780(2,110)	40(65)	30(30)
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77

610(1,120)	735(795)	2,235(2,595)	160(65)	5(10)	30(35)	1,780(2,110)	40(65)	30(30)
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78

810(765)	30(30)	810(765)	810(765)	1,451(1,390)	10(15)	10(15)	1,235(1,855)	5(10)
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79

145(340)	775(660)	100(125)	70(135)	1,595(1,600)	115(230)	70(135)	1,595(1,600)	115(230)
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80

425(365)	440(340)	195(215)	45(140)	1,915(1,405)	165(315)	45(140)	1,915(1,405)	165(315)
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81

1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)	135(60)	85(60)	135(60)	85(60)
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82

80(115)	595(1,075)	140(260)	80(65)	1,075(1,120)	175(245)	155(145)	1,075(805)	200(165)
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83

50(25)	210(30)	50(25)	50(25)	1,190(1,340)	1,720(1,425)	85(60)	135(60)	85(60)
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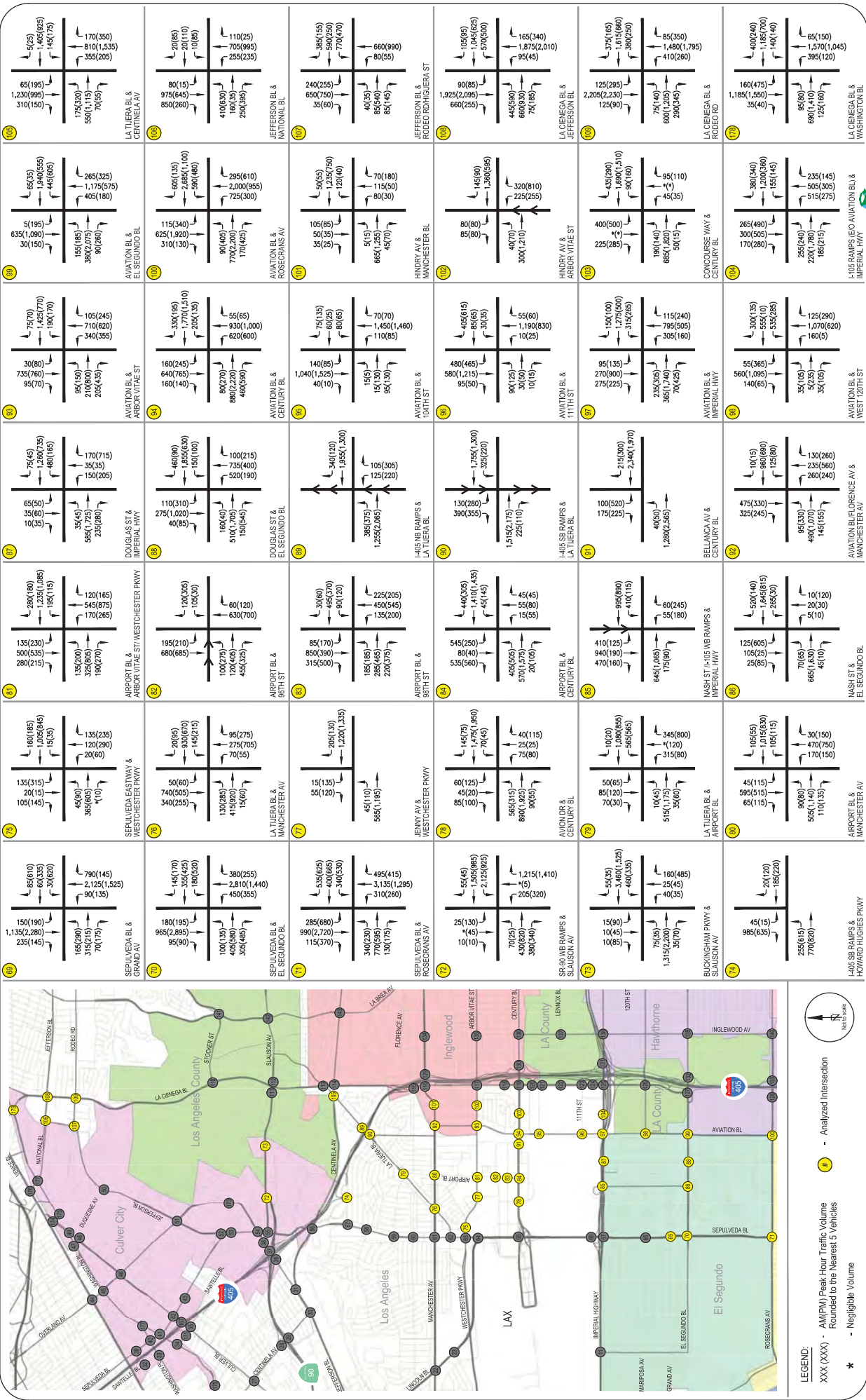
84

810(765)	30(30)	810(765)	810(765)	1,451(1,390)	10(15)	10(15)	1,235(1,855)	5(10)
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FIGURE 71B  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES

399

RAJU Associates, Inc.



76

← 65(110)	→ 170(350)
← 1,230(280)	→ 810(1,535)
← 310(150)	→ 355(205)
← 75(70)	→ 175(300)
← 590(1,115)	→ 70(95)

LA TIJERA BL. & CENTINELA AV

77

← 20(85)	→ 110(25)
← 20(110)	→ 705(995)
← 10(85)	→ 255(235)
← 80(15)	→ 410(630)
← 975(645)	→ 180(35)
← 850(260)	→ 250(395)

LA TIJERA BL. & NATIONAL BL

78

← 385(155)	→ 770(470)
← 590(250)	→ 660(990)
← 35(60)	→ 80(55)
← 40(35)	→ 70(180)
← 68(140)	→ 115(50)
← 81(40)	→ 80(30)

JEFFERSON BL. & MANCHESTER BL

79

← 105(95)	→ 165(340)
← 1,045(625)	→ 1,875(2,010)
← 570(500)	→ 95(45)
← 90(85)	→ 480(465)
← 1,925(2,095)	→ 580(1,215)
← 660(255)	→ 95(50)

JEFFERSON BL. & RODRIGUEZ ST

80

← 375(165)	→ 85(350)
← 1,615(660)	→ 1,480(1,795)
← 390(290)	→ 410(260)
← 125(295)	→ 400(500)
← 2,205(2,530)	→ 225(285)
← 125(90)	→ 180(140)

LA CIENEGA BL. & JEFFERSON BL

81

← 160(240)	→ 160(475)
← 400(700)	→ 1,185(1,530)
← 140(140)	→ 35(40)
← 85(350)	→ 300(340)
← 1,480(1,795)	→ 300(505)
← 410(260)	→ 170(280)

LA CIENEGA BL. & RODEO RD

82

← 5(195)	→ 265(325)
← 635(1,090)	→ 1,175(5,75)
← 30(150)	→ 405(180)
← 155(180)	→ 390(270)
← 380(2,075)	→ 90(265)

AVIATION BL. & EL SEGUNDO BL

83

← 115(340)	→ 295(610)
← 625(1,920)	→ 2,000(955)
← 310(130)	→ 725(300)
← 90(465)	→ 930(1,000)
← 770(2,200)	→ 620(600)
← 170(425)	→ 55(65)

AVIATION BL. & ROSECRANS AV

84

← 105(85)	→ 70(70)
← 50(35)	→ 1,450(1,460)
← 35(25)	→ 110(85)
← 5(195)	→ 15(130)
← 66(1,250)	→ 91(130)
← 45(70)	→ 105(305)

AVIATION BL. & CENTURY BL

85

← 80(80)	→ 405(615)
← 85(80)	→ 85(65)
← 45(70)	→ 30(35)
← 1,360(695)	→ 55(60)
← 80(80)	→ 1,190(830)
← 300(1,270)	→ 10(25)

HINDRY AV. & MANCHESTER BL

86

← 435(290)	→ 115(240)
← 1,690(1,510)	→ 795(505)
← 390(290)	→ 305(180)
← 400(500)	→ 95(135)
← 225(285)	→ 270(900)
← 180(140)	→ 275(295)

HINDRY AV. & ARBOR VITAE ST

87

← 300(340)	→ 125(290)
← 1,200(860)	→ 1,070(620)
← 140(140)	→ 160(5)
← 285(490)	→ 55(365)
← 300(505)	→ 560(1,095)
← 170(280)	→ 140(65)

CONCOURSE WAY & CENTURY BL

88

← 75(70)	→ 105(245)
← 710(620)	→ 340(355)
← 30(80)	→ 95(190)
← 735(760)	→ 210(80)
← 95(70)	→ 205(405)

AVIATION BL. & ARBOR VITAE ST

89

← 320(195)	→ 55(65)
← 1,270(1,510)	→ 930(1,000)
← 205(145)	→ 620(600)
← 160(245)	→ 880(2,200)
← 640(765)	→ 460(690)
← 160(140)	→ 510(705)

AVIATION BL. & CENTURY BL

90

← 140(85)	→ 70(70)
← 1,040(1,255)	→ 1,450(1,460)
← 40(10)	→ 110(85)
← 15(130)	→ 15(130)
← 91(130)	→ 91(130)

AVIATION BL. & 104TH ST

91

← 480(465)	→ 405(615)
← 580(1,215)	→ 85(65)
← 95(50)	→ 30(35)
← 98(185)	→ 55(60)
← 300(1,270)	→ 1,190(830)
← 10(15)	→ 10(25)

AVIATION BL. & 11TH ST

92

← 95(135)	→ 115(240)
← 270(900)	→ 795(505)
← 275(295)	→ 305(180)
← 335(395)	→ 95(135)
← 385(1,800)	→ 270(900)
← 70(425)	→ 275(295)

AVIATION BL. & IMPERIAL BL

93

← 300(340)	→ 125(290)
← 1,200(860)	→ 1,070(620)
← 140(140)	→ 160(5)
← 285(490)	→ 55(365)
← 300(505)	→ 560(1,095)
← 170(280)	→ 140(65)

AVIATION BL. & WEST 120TH ST

94

← 75(45)	→ 170(715)
← 35(35)	→ 35(35)
← 150(205)	→ 150(205)
← 65(50)	→ 35(45)
← 35(60)	→ 58(1,725)
← 10(35)	→ 235(260)

DOUGLAS ST. & IMPERIAL HWY

95

← 460(65)	→ 100(215)
← 1,850(630)	→ 735(400)
← 150(100)	→ 520(190)
← 110(310)	→ 100(215)
← 275(1,200)	→ 330(400)
← 40(85)	→ 510(705)

DOUGLAS ST. & EL SEGUNDO BL

96

← 365(375)	→ 105(305)
← 1,250(2,065)	→ 125(220)
← 1,520(1,300)	→ 125(220)
← 30(60)	→ 30(60)
← 495(270)	→ 450(545)
← 90(120)	→ 135(200)

DOUGLAS ST. & EL SEGUNDO BL

97

← 130(280)	→ 1,755(1,300)
← 390(355)	→ 325(220)
← 1515(2,175)	→ 225(110)
← 130(280)	→ 1,755(1,300)
← 390(355)	→ 325(220)

I-405 NB RAMP & LA TIJERA BL

98

← 100(520)	→ 715(200)
← 175(225)	→ 2,340(1,970)
← 40(50)	→ 115(240)
← 1,280(2,550)	→ 795(505)
← 100(520)	→ 305(180)
← 175(225)	→ 95(135)

I-405 SB RAMP & LA TIJERA BL

99

← 10(15)	→ 130(260)
← 475(330)	→ 235(560)
← 325(245)	→ 260(240)
← 95(330)	→ 10(120)
← 490(1,070)	→ 20(30)
← 5(25)	→ 5(10)

AVIATION BL. & WEST 120TH ST

100

← 280(180)	→ 120(165)
← 545(875)	→ 170(265)
← 135(230)	→ 135(230)
← 500(535)	→ 325(605)
← 280(215)	→ 180(270)

AIRPORT BL. & WESTCHESTER PKWY

101

← 195(210)	→ 60(120)
← 680(685)	→ 530(700)
← 120(295)	→ 100(215)
← 105(30)	→ 735(400)
← 100(215)	→ 520(190)
← 510(705)	→ 150(540)

AIRPORT BL. & WESTCHESTER PKWY

102

← 30(60)	→ 225(205)
← 495(270)	→ 450(545)
← 90(120)	→ 135(200)
← 85(170)	→ 85(170)
← 315(500)	→ 225(205)
← 180(185)	→ 225(205)

AIRPORT BL. & WESTCHESTER PKWY

103

← 440(295)	→ 45(45)
← 1,410(1,435)	→ 50(80)
← 43(145)	→ 15(55)
← 545(250)	→ 45(45)
← 840(440)	→ 50(80)
← 535(560)	→ 15(55)

AIRPORT BL. & WESTCHESTER PKWY

104

← 410(125)	→ 995(690)
← 940(190)	→ 410(115)
← 470(160)	→ 80(245)
← 645(1,065)	→ 55(180)
← 175(80)	→ 80(245)
← 175(80)	→ 55(180)

AIRPORT BL. & WESTCHESTER PKWY

105

← 520(140)	→ 10(120)
← 125(605)	→ 20(30)
← 105(25)	→ 5(10)
← 25(85)	→ 5(10)
← 70(65)	→ 10(120)
← 665(1,630)	→ 20(30)

AIRPORT BL. & WESTCHESTER PKWY

106

← 160(85)	→ 135(235)
← 160(85)	→ 120(290)
← 15(35)	→ 20(60)
← 135(315)	→ 45(90)
← 20(15)	→ 365(605)
← 105(145)	→ 1(10)

SEPULEDVA EASTWAY & WESTCHESTER PKWY

107

← 20(65)	→ 95(275)
← 145(215)	→ 275(705)
← 70(55)	→ 70(55)
← 50(60)	→ 15(60)
← 740(505)	→ 415(920)
← 340(255)	→ 15(60)

LA TIJERA BL. & MANCHESTER AV

108

← 15(135)	→ 1,220(1,335)
← 55(120)	→ 1,220(1,335)
← 45(110)	→ 665(1,195)
← 565(1,195)	→ 1,220(1,335)
← 15(135)	→ 1,220(1,335)
← 55(120)	→ 1,220(1,335)

LA TIJERA BL. & MANCHESTER AV

109

← 145(75)	→ 70(45)
← 1,475(1,950)	→ 40(115)
← 70(45)	→ 25(25)
← 60(125)	→ 75(80)
← 45(20)	→ 88(95)
← 85(100)	→ 94(55)

JENNY AV. & WESTCHESTER PKWY

110

← 10(20)	→ 345(600)
← 1,080(65)	→ 1(20)
← 565(565)	→ 315(80)
← 50(65)	→ 10(40)
← 85(120)	→ 35(60)
← 70(30)	→ 35(60)

AVON DR. & CENTURY BL

111

← 105(55)	→ 30(150)
← 1,015(60)	→ 470(750)
← 105(115)	→ 170(150)
← 45(115)	→ 50(60)
← 585(515)	→ 50(60)
← 65(115)	→ 110(135)

LA TIJERA BL. & AIRPORT BL

112

← 65(610)	→ 790(1,145)
← 30(620)	→ 1,125(1,525)
← 90(135)	→ 90(135)
← 150(190)	→ 165(290)
← 1,135(2,280)	→ 70(75)
← 235(145)	→ 70(75)

SEPULEDVA BL. & GRAND AV

113

← 145(170)	→ 380(255)
← 355(425)	→ 2,810(1,440)
← 180(200)	→ 450(355)
← 180(195)	→ 305(465)
← 965(2,895)	→ 100(135)
← 95(90)	→ 405(380)

SEPULEDVA BL. & EL SEGUNDO BL

114

← 535(665)	→ 495(415)
← 400(665)	→ 3,135(1,295)
← 340(530)	→ 310(260)
← 285(680)	→ 130(175)
← 990(2,720)	→ 130(175)
← 115(370)	→ 130(175)

SEPULEDVA BL. & ROSECRANS AV

115

← 55(45)	→ 1,215(1,410)
← 1,500(885)	→ 205(320)
← 2,125(925)	→ 205(320)
← 25(130)	→ 70(75)
← 45(45)	→ 436(285)
← 10(10)	→ 390(340)

SEPULEDVA BL. & ROSECRANS AV

116

← 55(35)	→ 160(485)
← 3,460(1,225)	→ 25(45)
← 480(335)	→ 40(35)
← 15(90)	→ 75(195)
← 10(45)	→ 35(70)
← 10(85)	→ 35(70)

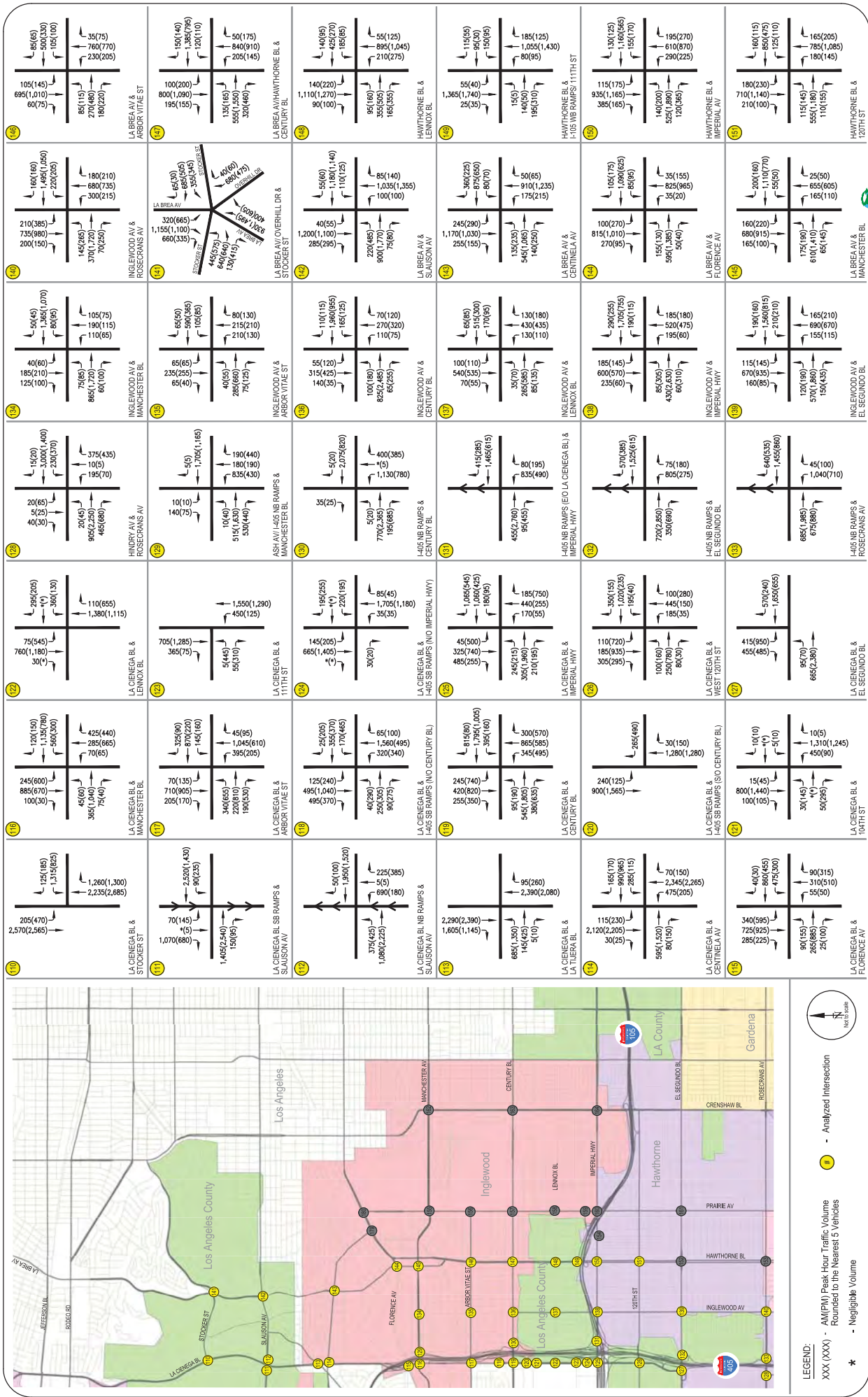
SR-80 WB RAMP & SLAUSON AV

117

← 25(615)	→ 20(120)
← 770(620)	→ 185(220)
← 45(15)	→ 90(80)
← 985(635)	→ 110(135)
← 45(15)	→ 90(80)
← 985(635)	→ 110(135)

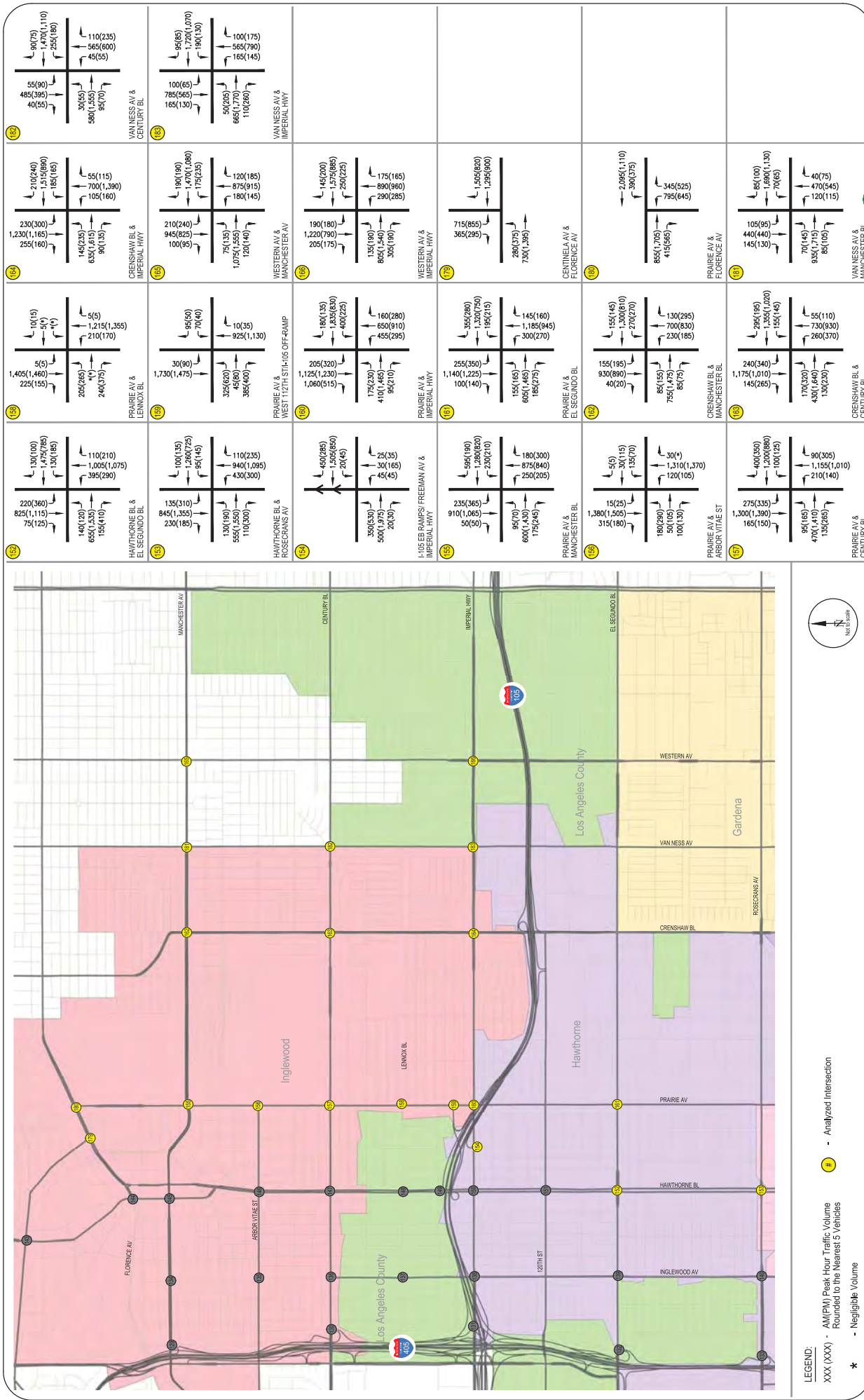
BUCKINGHAM PKWY & SLAUSON AV

**FIGURE 71C  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 400  
 RAJU Associates, Inc.



LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 - Analyzed Intersection  
 - Analyzed Intersection

**FIGURE 71D**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 RAJU Associates, Inc.



LEGEND:  
 XXX (XXX) - AM(PM) Peak Hour Traffic Volume  
 Rounded to the Nearest 5 Vehicles  
 \* - Negligible Volume  
 ● - Analyzed Intersection

25

90(75)	110(235)
55(90)	565(600)
485(395)	45(55)
40(55)	30(65)
580(1,585)	95(70)

VAN NESS AV & CENTURY BL

26

210(240)	55(115)
700(1,390)	105(160)
145(235)	90(135)
635(1,615)	120(140)
230(300)	100(90)

CRENSHAW BL & IMPERIAL HWY

27

10(15)	5(5)
1,215(1,355)	210(170)
205(285)	4(4)
240(375)	210(170)
1,405(1,460)	5(5)

PRAIRIE AV & LENNOX BL

28

95(50)	10(35)
925(1,130)	325(600)
45(80)	385(400)
30(90)	1,730(1,475)
1,001(38)	1,267(23)

PRAIRIE AV & WEST 117TH ST+IG OFF-RAMP

29

180(135)	160(280)
1,220(790)	650(910)
205(320)	455(295)
1,125(1,230)	175(200)
1,060(515)	410(1,465)

PRAIRIE AV & IMPERIAL HWY

30

355(280)	145(160)
1,200(750)	1,185(945)
255(350)	300(270)
1,140(1,225)	100(140)
100(140)	155(195)

PRAIRIE AV & EL SEGUNDO BL

31

155(195)	130(295)
930(890)	700(830)
40(20)	230(185)
85(185)	85(75)
755(1,475)	85(75)

CRENSHAW BL & MANCHESTER BL

32

295(195)	55(110)
1,355(1,020)	730(930)
240(340)	260(370)
1,175(1,010)	145(265)
170(320)	430(1,640)

CRENSHAW BL & CENTURY BL

33

100(175)	100(175)
665(790)	165(145)
180(130)	50(205)
865(1,770)	110(260)
100(65)	165(130)

VAN NESS AV & IMPERIAL HWY

34

145(200)	175(165)
1,575(865)	890(960)
250(225)	290(285)
190(180)	135(190)
2,220(790)	860(1,460)

WESTERN AV & MANCHESTER AV

35

175(165)	175(165)
1,505(820)	1,295(900)
365(295)	730(1,395)
715(855)	280(375)
365(295)	730(1,395)

WESTERN AV & IMPERIAL HWY

36

2,095(1,110)	390(375)
345(525)	70(65)
795(645)	
85(1,705)	415(665)

CENTINELA AV & FLORENCE AV

37

85(100)	40(75)
1,690(1,130)	470(545)
70(65)	120(115)
105(95)	70(145)
440(440)	935(1,715)

PRAIRIE AV & FLORENCE AV

38

295(195)	55(110)
1,355(1,020)	730(930)
240(340)	260(370)
1,175(1,010)	145(265)
170(320)	430(1,640)

CRENSHAW BL & CENTURY BL

39

400(350)	80(305)
1,200(880)	1,155(1,010)
100(125)	210(140)
275(335)	470(1,410)
1,300(1,380)	135(265)

PRAIRIE AV & CENTURY BL

40

180(300)	875(840)
250(205)	910(1,185)
950(90)	1,260(820)
230(210)	50(50)
235(365)	910(1,185)

I-05 EB RAMP/FREEMAN AV & IMPERIAL HWY

41

180(300)	875(840)
250(205)	910(1,185)
950(90)	1,260(820)
230(210)	50(50)
235(365)	910(1,185)

I-05 EB RAMP/FREEMAN AV & IMPERIAL HWY

42

152(25)	30(*)
1,310(1,370)	120(105)
15(25)	30(*)
315(180)	100(130)
180(280)	50(105)

PRAIRIE AV & MANCHESTER BL

43

152(25)	30(*)
1,310(1,370)	120(105)
15(25)	30(*)
315(180)	100(130)
180(280)	50(105)

PRAIRIE AV & MANCHESTER BL

44

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

45

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

46

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

47

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

48

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

49

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

50

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL

51

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

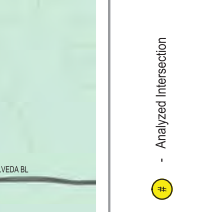
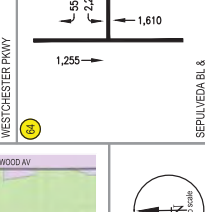
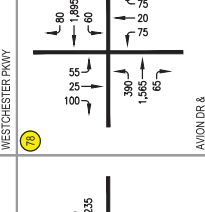
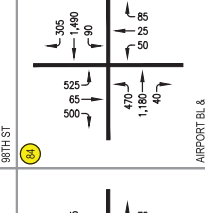
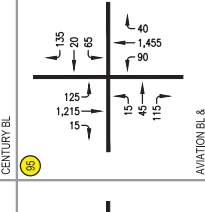
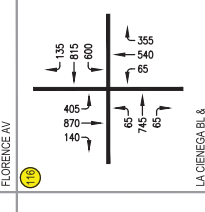
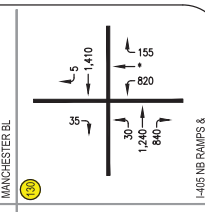
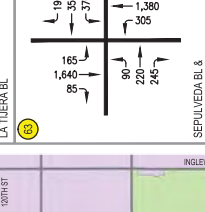
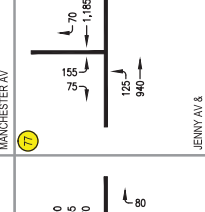
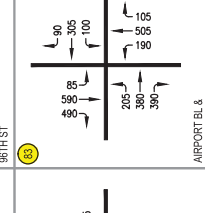
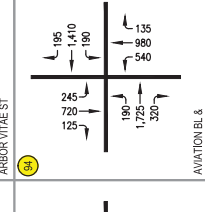
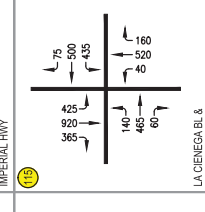
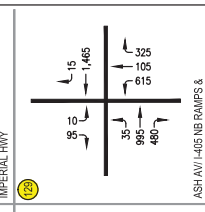
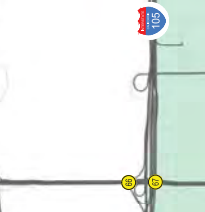
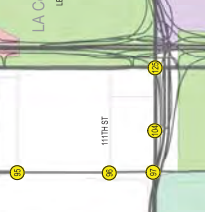
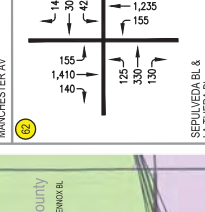
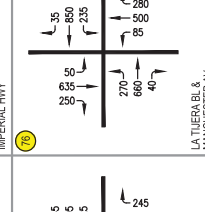
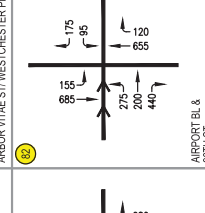
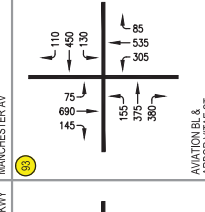
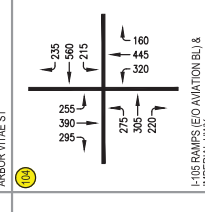
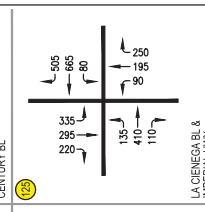
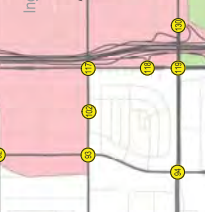
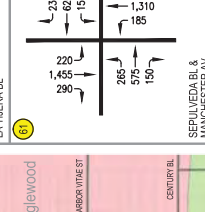
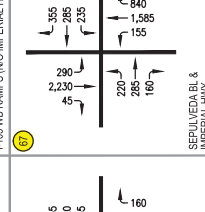
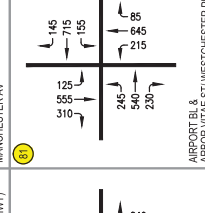
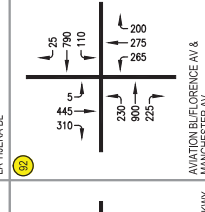
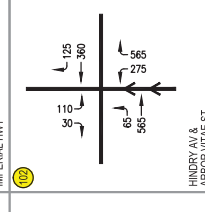
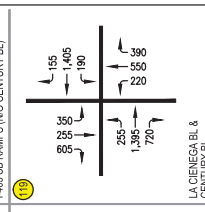
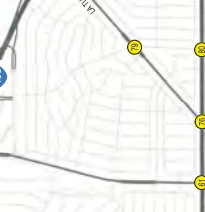
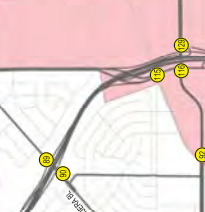
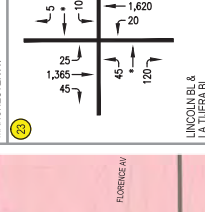
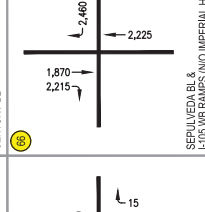
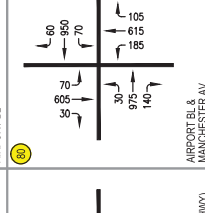
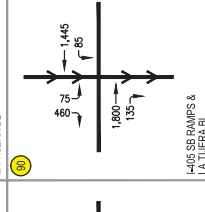
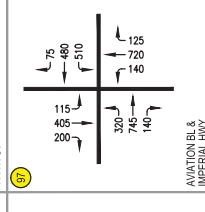
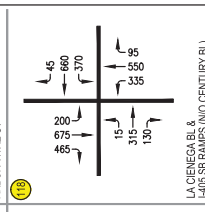
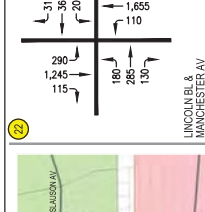
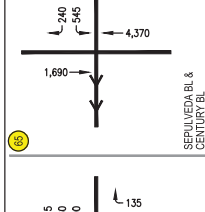
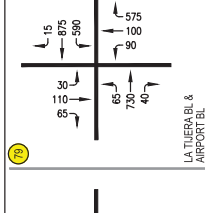
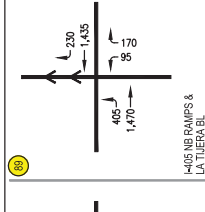
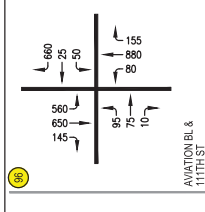
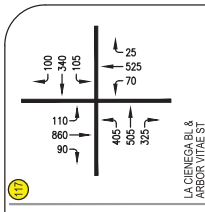
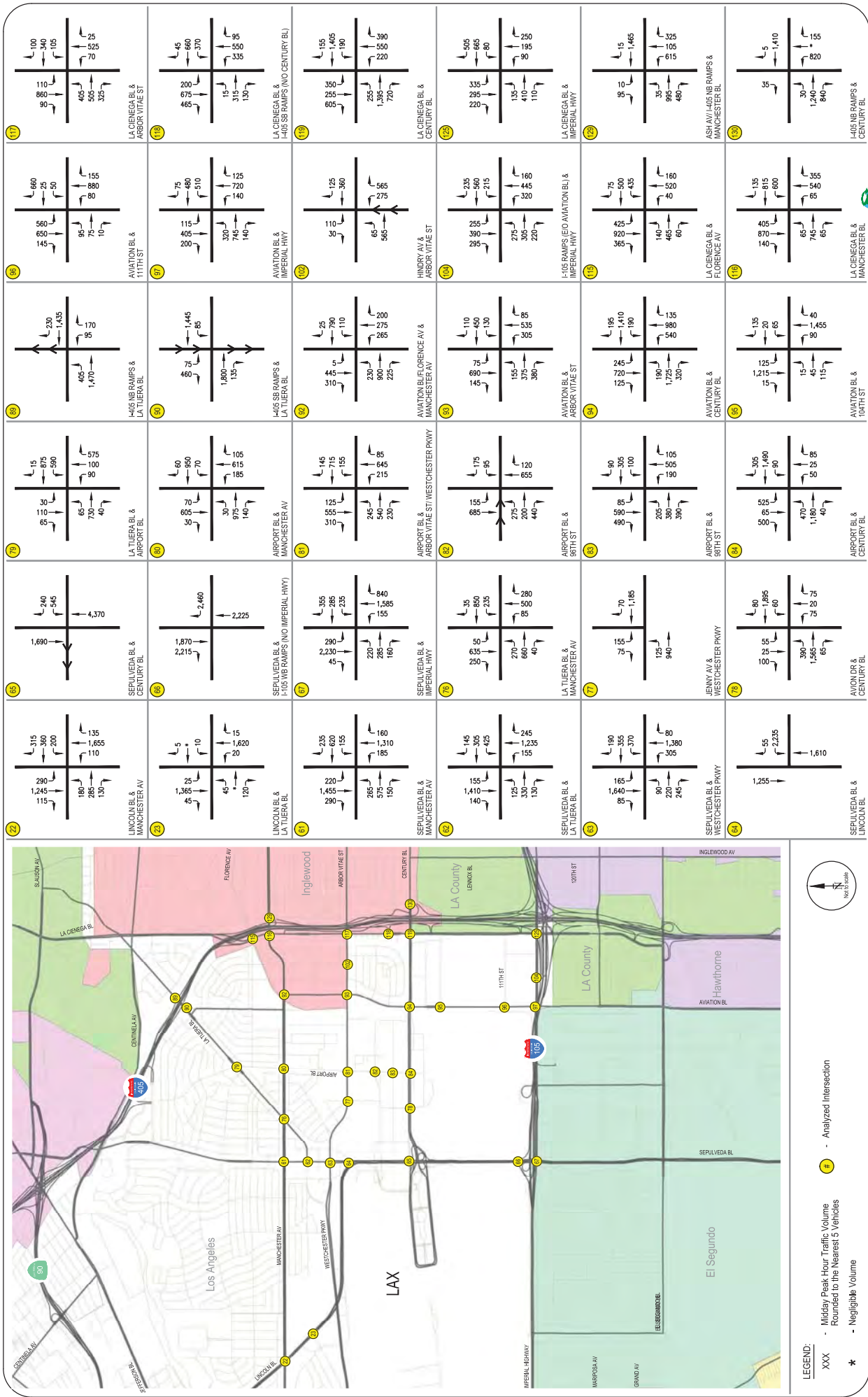
PRAIRIE AV & MANCHESTER BL

52

275(335)	470(1,410)
1,300(1,380)	135(265)
165(15)	
85(165)	470(1,410)
135(265)	

PRAIRIE AV & MANCHESTER BL





**FIGURE 72**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES**

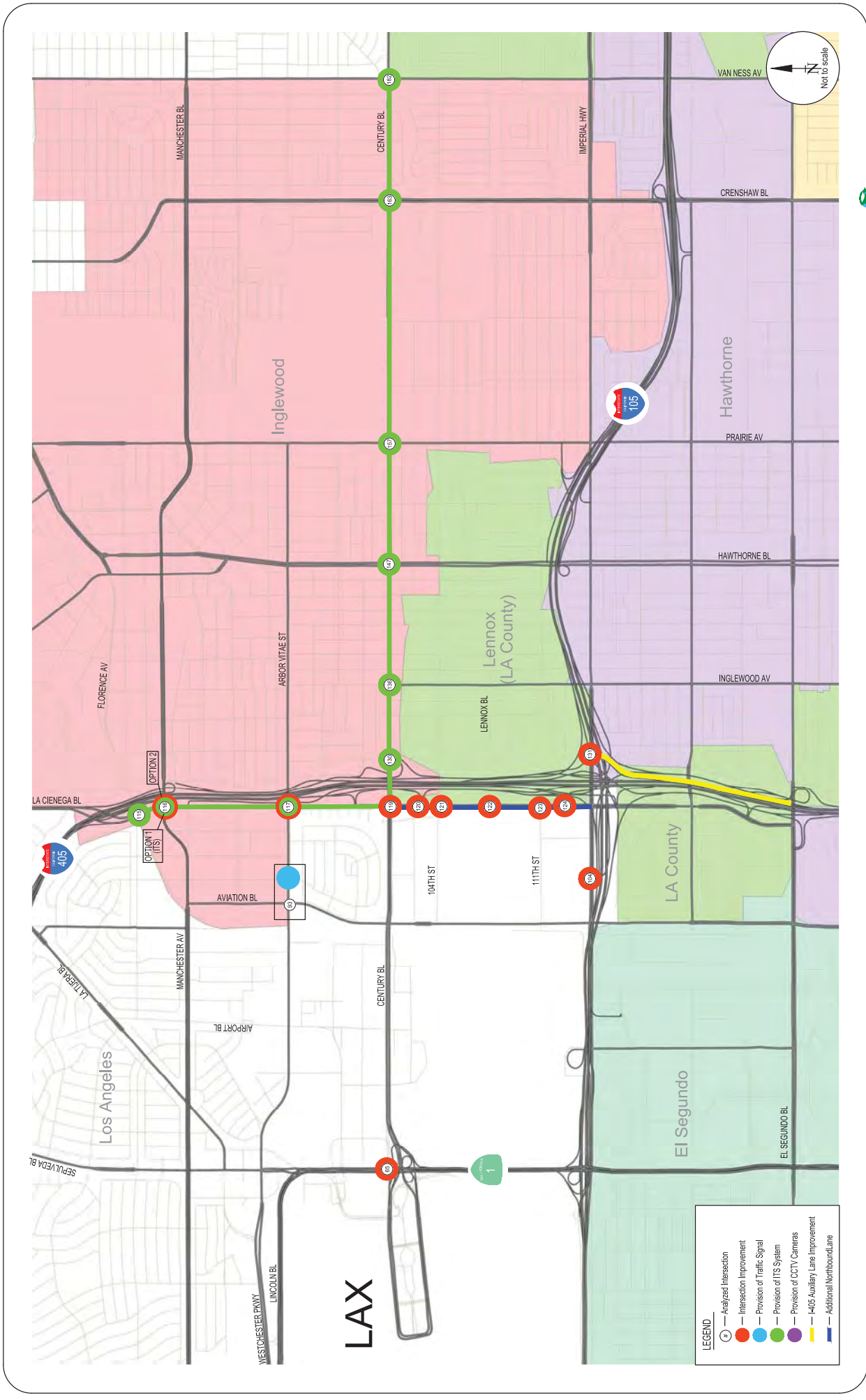


FIGURE 73 PROPOSED IMPROVEMENTS - FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS



**FIGURE 74A**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**

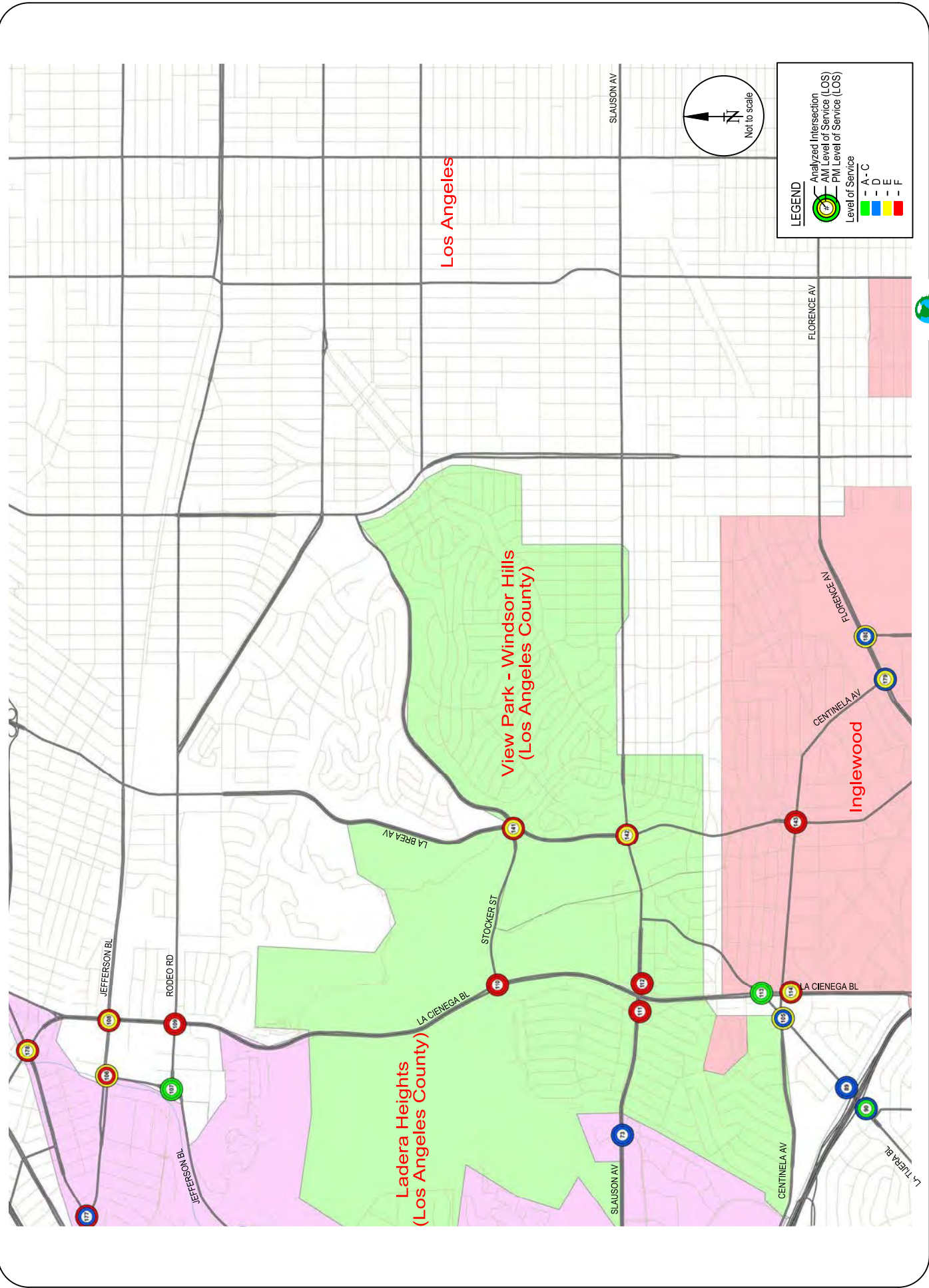
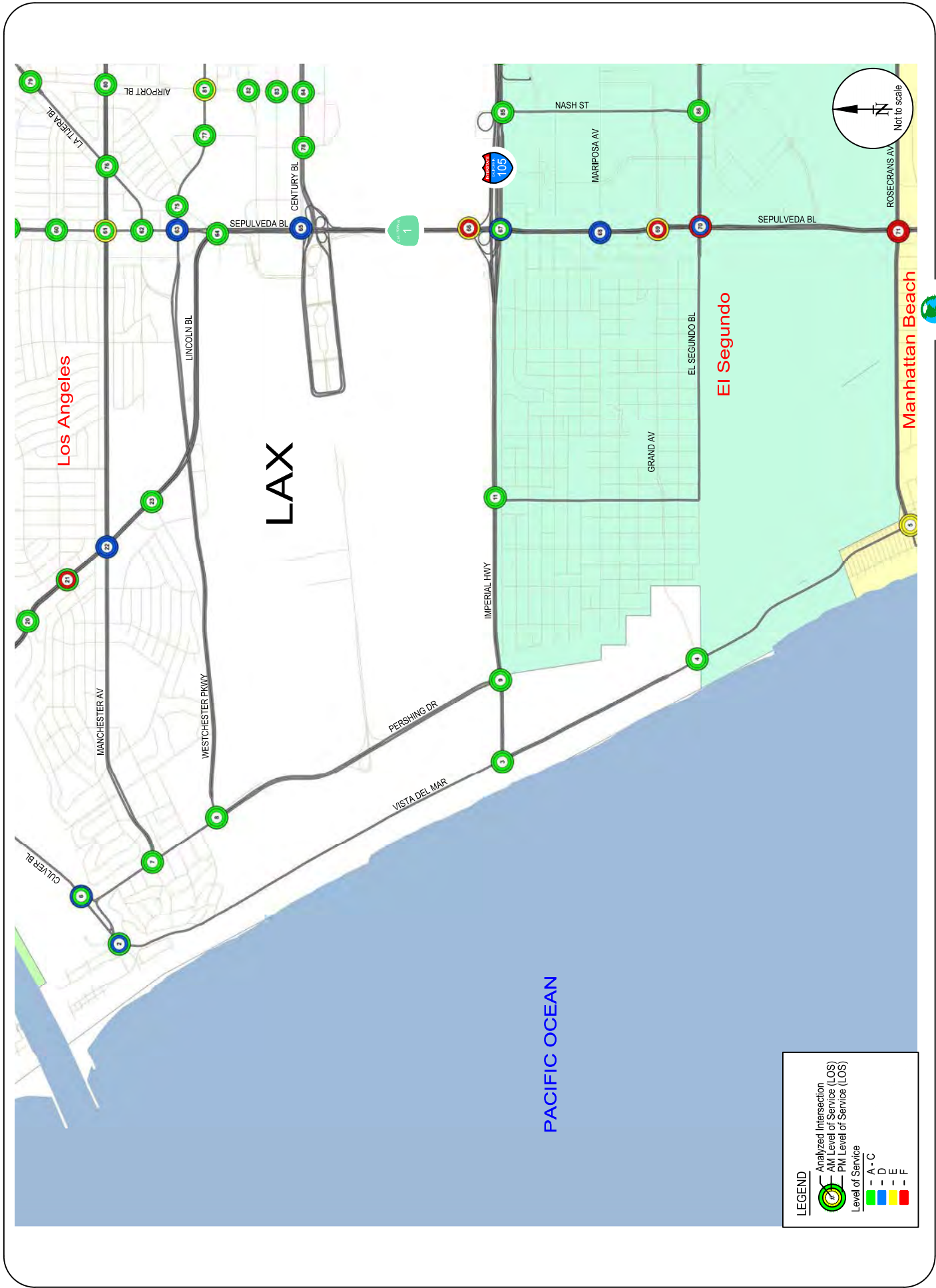


FIGURE 74B  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 74C**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**

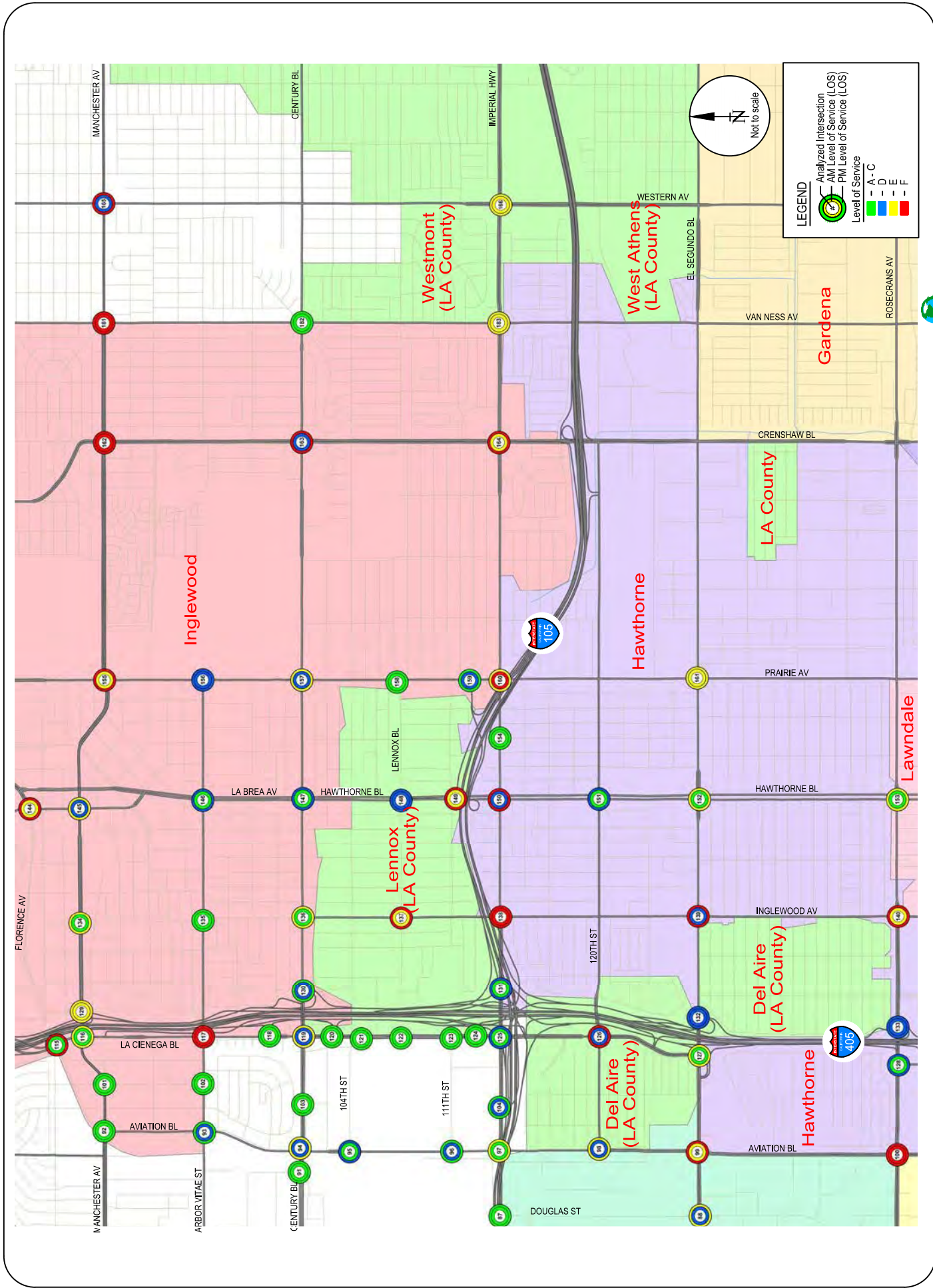
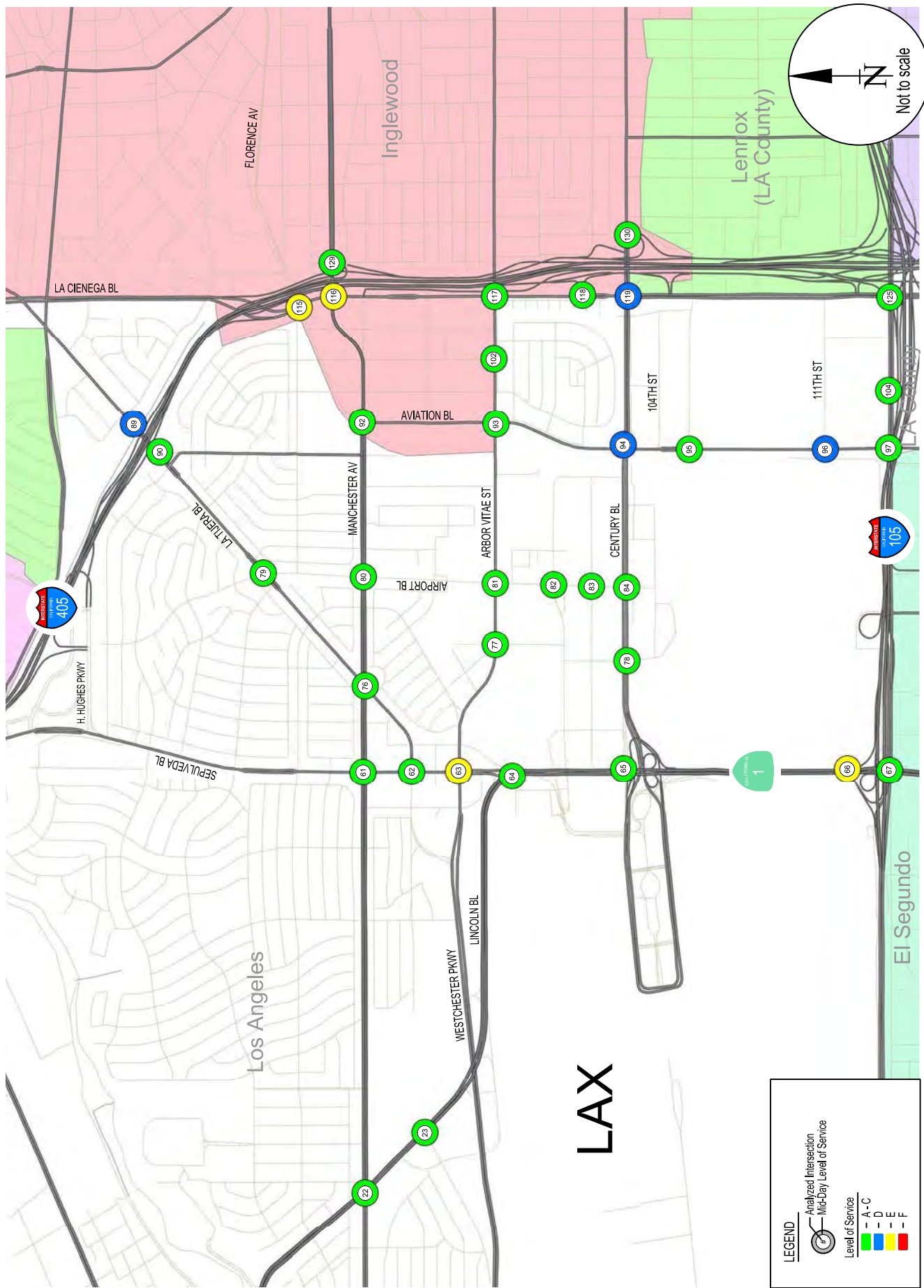


FIGURE 74D  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 75**  
**FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS**  
**MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)**



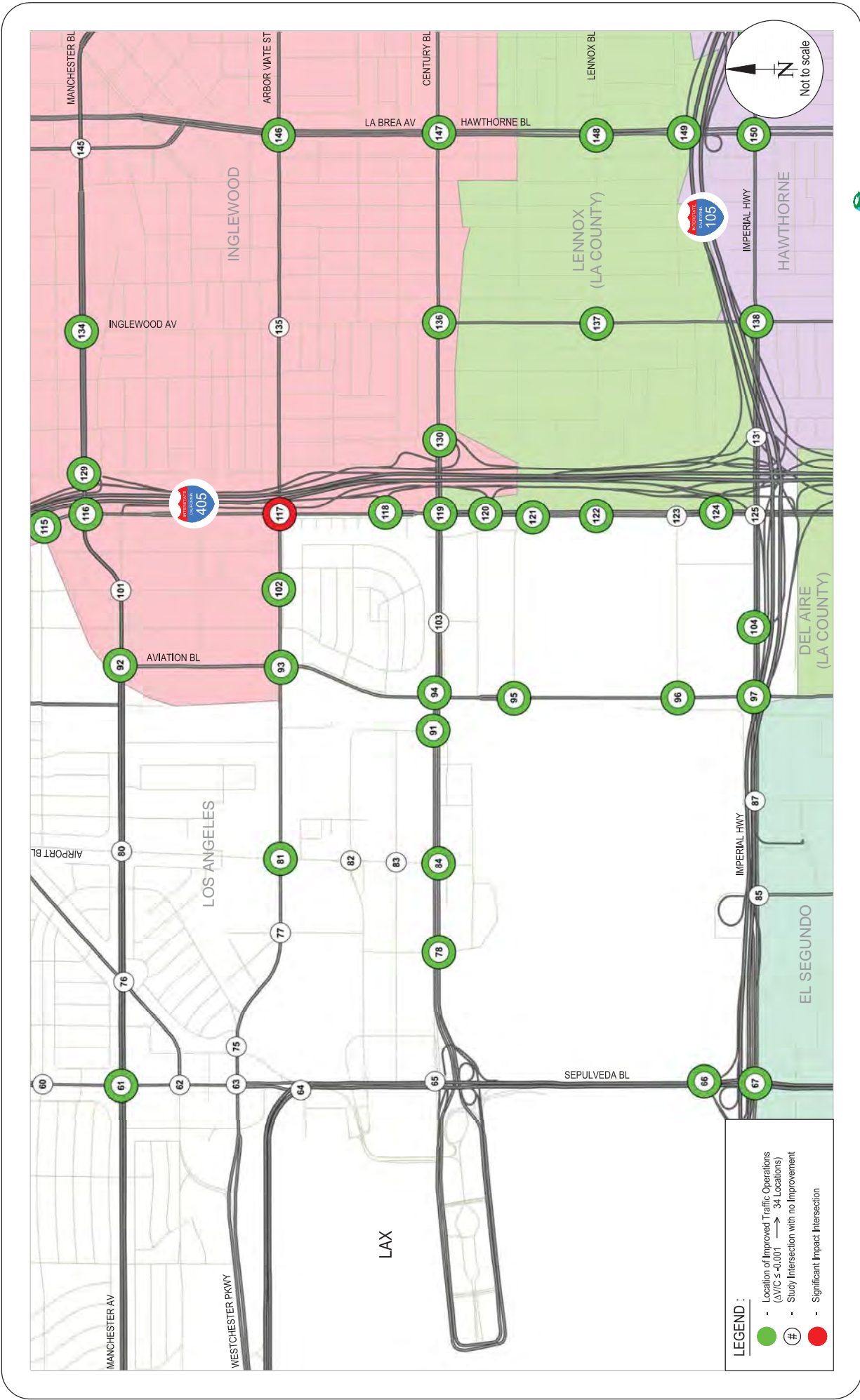


FIGURE 76A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR

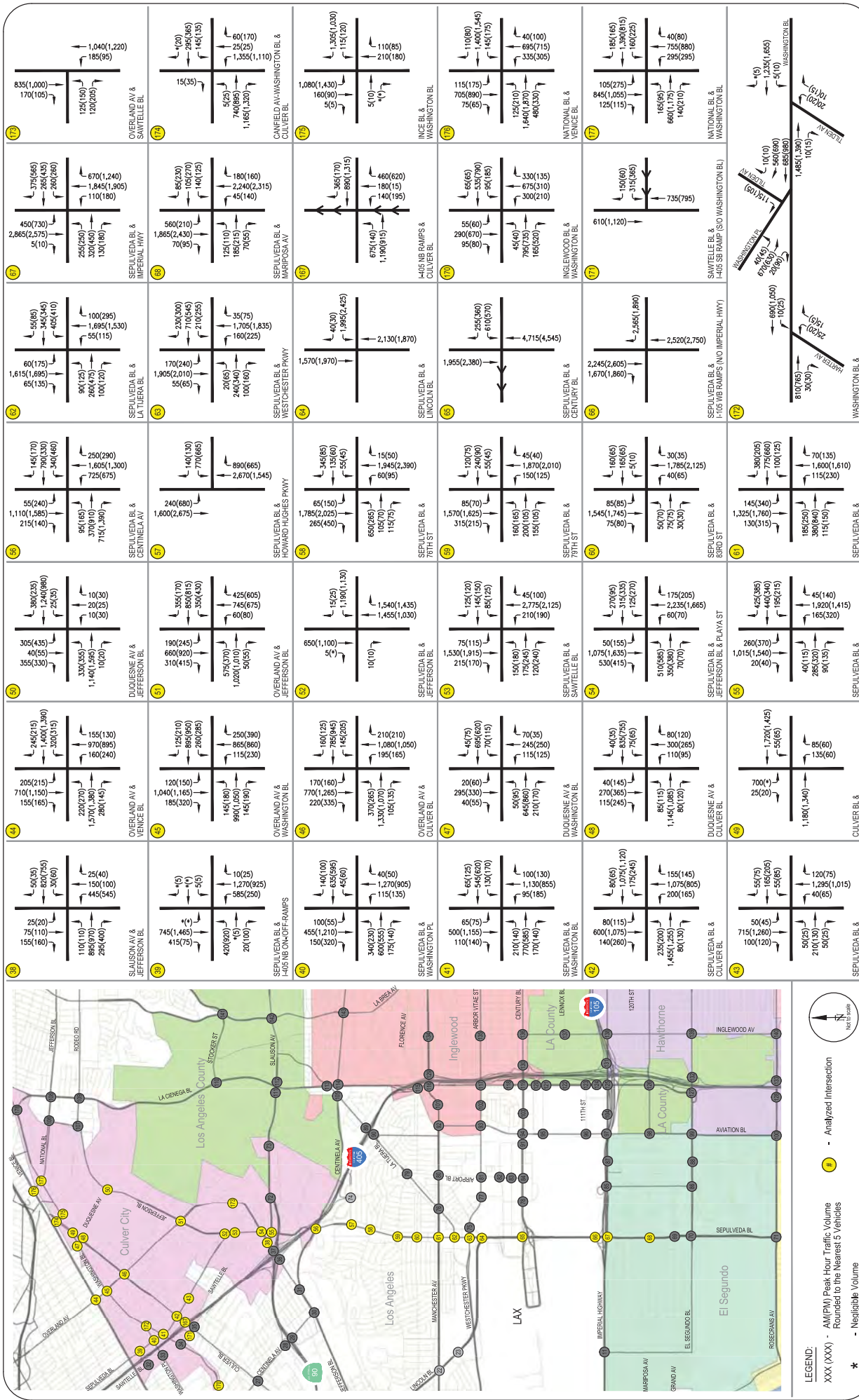




FIGURE 76B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT AND MITIGATION MEASURES CONDITIONS - PM PEAK HOUR



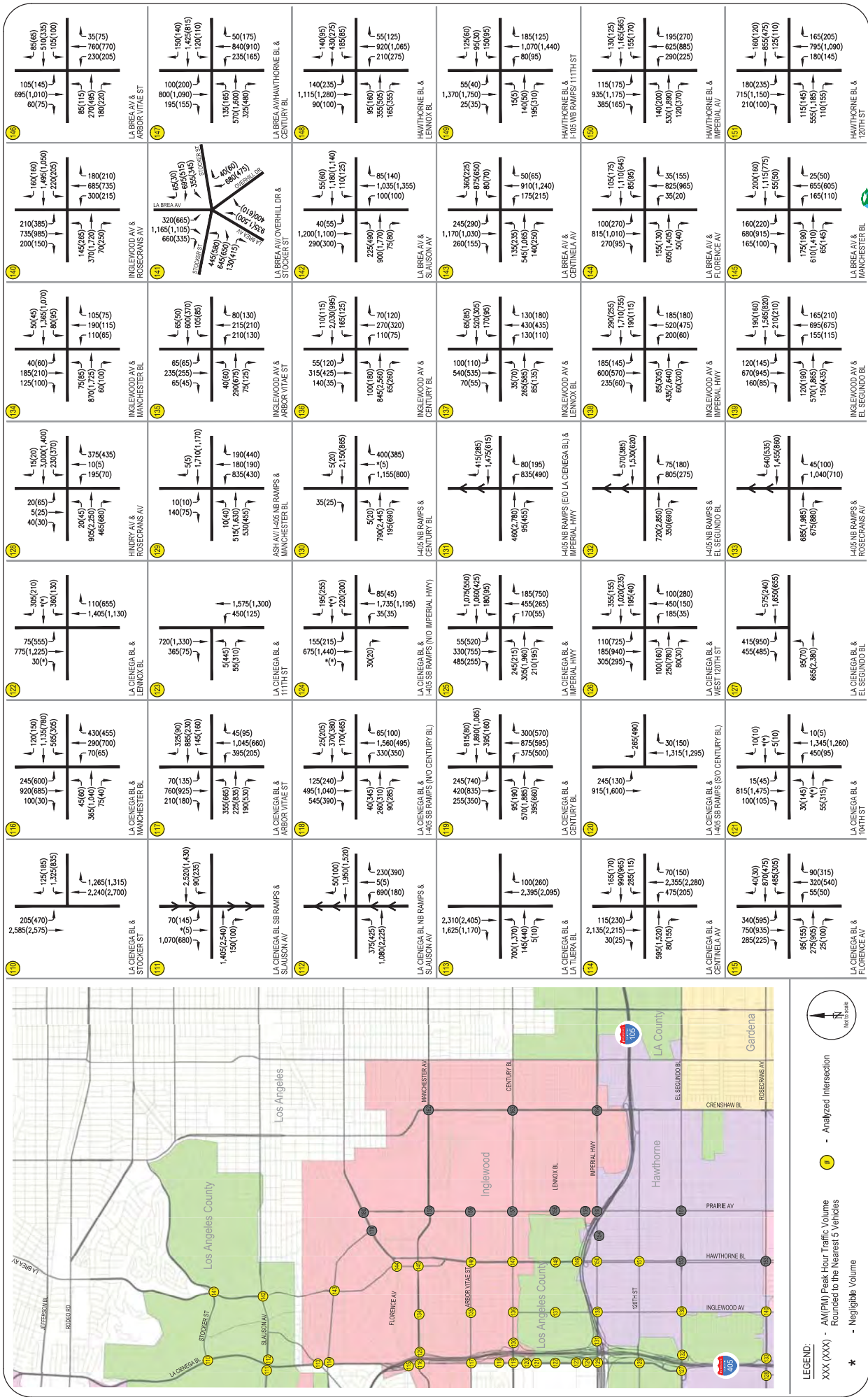
**FIGURE 77A**  
**FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM/PM PEAK HOUR TRAFFIC VOLUMES**



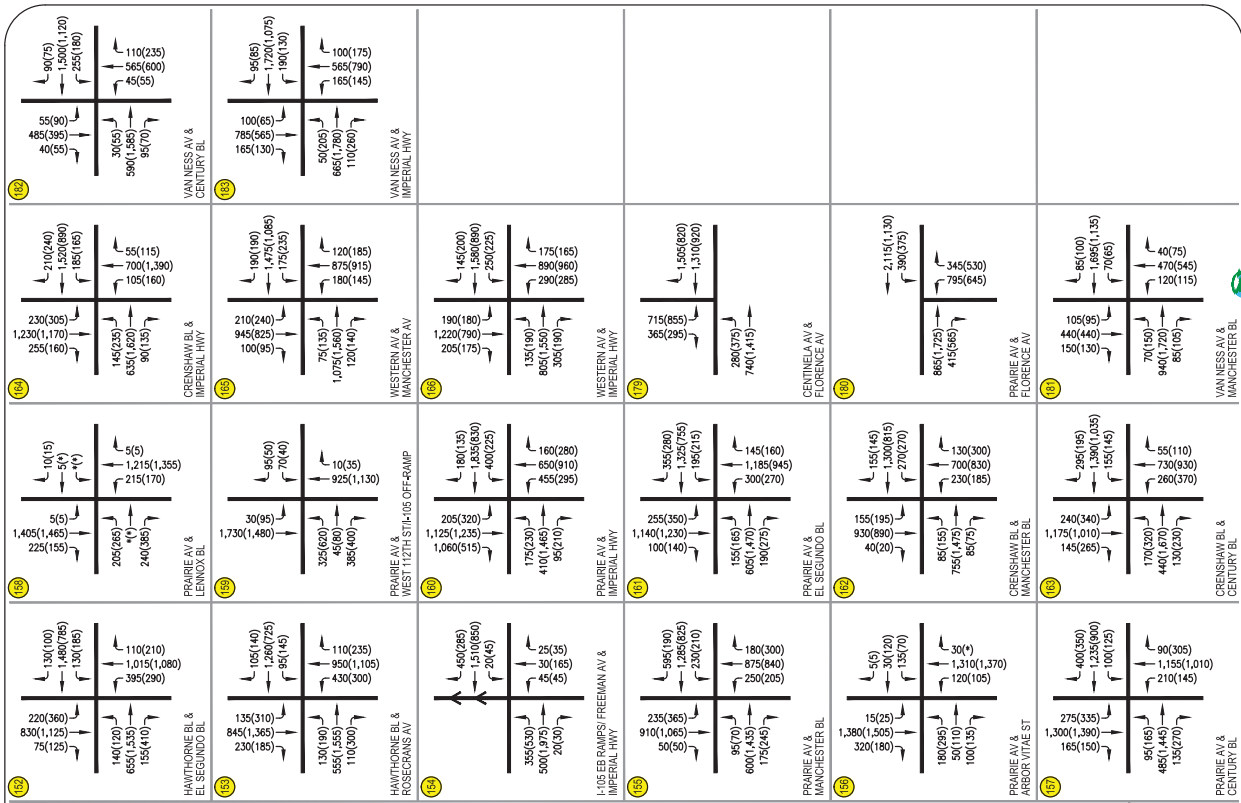
<p>38</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>155(160) ← 75(110) → 25(20) ← 50(35) →</p> <p>110(110) ← 895(970) → 25(40) ← 150(100) →</p> <p>285(300) ← 445(545) →</p>	<p>39</p> <p>SEPALVEDA BL &amp; CENTINELA AV</p> <p>1,110(1,685) ← 55(240) → 1,615(1,895) ← 65(135) →</p> <p>90(125) ← 1,695(1,530) → 100(295) ← 55(115) →</p> <p>100(120) ← 100(120) →</p>	<p>40</p> <p>OVERLAND AV &amp; VENCE BL</p> <p>710(1,150) ← 155(165) → 220(270) ← 1,570(1,380) →</p> <p>280(145) ← 220(270) → 155(130) ← 155(130) →</p> <p>160(240) ← 155(130) →</p>	<p>41</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,700(1,080) ← 220(270) → 1,040(1,165) ← 185(320) →</p> <p>145(160) ← 980(1,050) → 145(190) →</p> <p>115(230) ← 250(390) →</p>	<p>42</p> <p>SEPALVEDA BL &amp; WESTCHESTER PKWY</p> <p>1,570(1,970) ← 40(20) → 1,955(2,380) →</p> <p>1,955(2,380) ← 610(570) →</p> <p>2,130(1,870) ← 1,985(2,425) →</p>	<p>43</p> <p>SEPALVEDA BL &amp; MARPOSA AV</p> <p>1,865(2,430) ← 580(210) → 1,865(2,430) →</p> <p>125(110) ← 185(215) → 70(50) →</p> <p>70(50) ← 140(125) →</p>	<p>44</p> <p>OVERLAND AV &amp; WASHINGTON BL &amp; CULVER BL</p> <p>1,080(1,430) ← 5(5) → 1,395(1,030) →</p> <p>115(120) ← 110(85) → 210(180) →</p> <p>110(80) ← 110(80) →</p>	<p>45</p> <p>SEPALVEDA BL &amp; LINCOLN BL</p> <p>1,955(2,380) ← 55(80) → 2,245(2,605) →</p> <p>1,670(1,880) ← 2,245(2,605) →</p> <p>2,520(2,750) ← 2,585(2,880) →</p>	<p>46</p> <p>OVERLAND AV &amp; JEFFERSON BL</p> <p>1,700(1,600) ← 770(1,285) → 220(335) →</p> <p>370(285) ← 1,330(1,070) → 165(130) →</p> <p>195(165) ← 210(210) →</p>	<p>47</p> <p>OVERLAND AV &amp; WASHINGTON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>48</p> <p>DUQUESNE AV &amp; WASHINGTON BL</p> <p>80(115) ← 600(1,075) → 140(260) →</p> <p>235(200) ← 1,455(1,265) → 80(130) →</p> <p>155(145) ← 1,075(1,120) → 175(245) →</p>	<p>49</p> <p>SEPALVEDA BL &amp; BRADDOCK DR</p> <p>715(1,260) ← 50(45) → 100(120) →</p> <p>50(25) ← 210(30) → 50(25) →</p> <p>120(75) ← 1,295(1,015) → 40(65) →</p>	<p>50</p> <p>SEPALVEDA BL &amp; MANCHESTER AV</p> <p>1,115(1,140) ← 185(250) → 380(840) →</p> <p>115(150) ← 185(250) → 380(840) →</p> <p>115(150) ← 115(150) →</p>	<p>51</p> <p>SEPALVEDA BL &amp; HOWARD HUGHES PKWY</p> <p>1,700(240) ← 20(85) → 1,905(2,010) →</p> <p>55(65) ← 240(30) → 100(160) →</p> <p>1,705(1,835) ← 160(225) →</p>	<p>52</p> <p>SEPALVEDA BL &amp; LA TIERRA BL</p> <p>1,615(1,895) ← 60(175) → 1,615(1,895) →</p> <p>65(135) ← 90(125) → 1,695(1,530) →</p> <p>100(120) ← 100(120) →</p>	<p>53</p> <p>SEPALVEDA BL &amp; CENTINELA AV</p> <p>1,110(1,685) ← 55(240) → 1,615(1,895) →</p> <p>65(135) ← 90(125) → 1,695(1,530) →</p> <p>100(120) ← 100(120) →</p>	<p>54</p> <p>OVERLAND AV &amp; JEFFERSON BL</p> <p>1,700(1,600) ← 770(1,285) → 220(335) →</p> <p>370(285) ← 1,330(1,070) → 165(130) →</p> <p>195(165) ← 210(210) →</p>	<p>55</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>56</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>57</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>58</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>59</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>60</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>61</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>62</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>63</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>64</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>65</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>66</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>67</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>68</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>69</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>70</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>71</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>72</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>73</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>74</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>75</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>76</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>77</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>78</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>79</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>80</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>81</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>82</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>83</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>84</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>85</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>86</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>87</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>88</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>89</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>	<p>90</p> <p>SEPALVEDA BL &amp; JEFFERSON BL</p> <p>1,570(1,625) ← 85(70) → 1,570(1,625) →</p> <p>315(215) ← 165(165) → 155(105) →</p> <p>155(105) ← 155(105) →</p>
--	---	--	--	--	---	--	--	--	---	--	---	--	--	--	--	--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

FIGURE 77B  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES





**FIGURE 77D**  
**FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**



<p>220(360) ← 130(100) →        830(1,125) ← 130(180) →</p> <p>140(120) ← 110(210) →        655(1,535) ← 1,015(1,080) →        155(410) ← 395(290) →</p> <p>HAWTHORNE BL &amp; EL SEGUNDO BL</p>	<p>1,405(1,465) ← 5(5) →        225(155) ← 10(15) →</p> <p>205(285) ← 5(5) →        240(385) ← 1,215(1,355) →</p> <p>PRAIRIE AV &amp; LENNOX BL</p>	<p>210(240) ← 100(190) →        1,230(305) ← 185(185) →        255(160) ← 55(115) →        700(1,390) ← 95(70) →        105(160) ← 30(35) →        590(1,585) ← 95(70) →</p> <p>CRENSHAW BL &amp; IMPERIAL HWY</p>	<p>100(175) ← 55(90) →        565(600) ← 45(55) →        110(235) ← 255(180) →</p> <p>VAN NESS AV &amp; CENTURY BL</p>
<p>135(310) ← 105(140) →        845(1,365) ← 1,260(225) →        230(185) ← 95(145) →</p> <p>130(190) ← 110(235) →        550(1,535) ← 950(1,105) →        110(300) ← 430(300) →</p> <p>HAWTHORNE BL &amp; ROSECRANS AV</p>	<p>1,125(1,235) ← 10(35) →        1,060(515) ← 925(1,130) →</p> <p>205(320) ← 325(600) →        1,125(1,235) ← 45(80) →        1,060(515) ← 385(400) →</p> <p>PRAIRIE AV &amp; WEST 112TH ST+I-05 OFF-RAMP</p>	<p>190(180) ← 100(95) →        1,220(790) ← 945(825) →        205(175) ← 100(95) →</p> <p>190(180) ← 120(185) →        1,220(790) ← 875(915) →        205(175) ← 180(145) →</p> <p>WESTERN AV &amp; MANCHESTER AV</p>	<p>100(175) ← 100(65) →        565(790) ← 165(130) →        110(260) ← 190(130) →</p> <p>VAN NESS AV &amp; IMPERIAL HWY</p>
<p>355(530) ← 25(35) →        500(1,795) ← 30(165) →        20(30) ← 45(45) →</p> <p>450(285) ← 1,510(830) →        20(45) ← 40(225) →</p> <p>I-05 EB RAMP/FREEMAN AV &amp; IMPERIAL HWY</p>	<p>1,140(1,230) ← 255(350) →        100(140) ← 185(280) →        685(1,475) ← 1,85(215) →        192(275) ← 145(160) →        300(270) ← 1,185(945) →</p> <p>PRAIRIE AV &amp; EL SEGUNDO BL</p>	<p>135(190) ← 175(165) →        860(1,550) ← 890(960) →        385(190) ← 290(285) →</p> <p>WESTERN AV &amp; IMPERIAL HWY</p>	<p>715(855) ← 280(275) →        365(295) ← 740(1,415) →</p> <p>WESTERN AV &amp; IMPERIAL HWY</p>
<p>235(365) ← 180(300) →        910(1,165) ← 1,255(825) →        50(50) ← 230(210) →</p> <p>180(300) ← 875(840) →        600(1,450) ← 250(205) →        175(240) ← 180(300) →</p> <p>PRAIRIE AV &amp; MANCHESTER BL</p>	<p>155(195) ← 130(300) →        930(890) ← 700(830) →        40(20) ← 230(185) →</p> <p>CRENSHAW BL &amp; MANCHESTER BL</p>	<p>865(1,725) ← 85(100) →        415(665) ← 440(440) →        150(130) ← 150(130) →</p> <p>PRAIRIE AV &amp; FLORENCE AV</p>	<p>2,115(1,130) ← 40(75) →        390(575) ← 470(545) →        70(65) ← 120(115) →</p> <p>PRAIRIE AV &amp; FLORENCE AV</p>
<p>180(280) ← 400(350) →        1,380(1,525) ← 1,310(1,370) →        320(180) ← 120(105) →</p> <p>15(25) ← 30(*) →        180(280) ← 180(300) →        50(110) ← 1,310(1,370) →        100(135) ← 120(105) →</p> <p>PRAIRIE AV &amp; ARBOR VITAE ST</p>	<p>1,175(1,010) ← 240(340) →        145(265) ← 170(320) →        130(230) ← 440(1,670) →        130(230) ← 130(230) →</p> <p>CRENSHAW BL &amp; CENTURY BL</p>	<p>105(95) ← 85(100) →        440(440) ← 1,695(1,135) →        150(130) ← 70(65) →</p> <p>PRAIRIE AV &amp; FLORENCE AV</p>	<p>105(95) ← 85(100) →        440(440) ← 1,695(1,135) →        150(130) ← 70(65) →</p> <p>PRAIRIE AV &amp; FLORENCE AV</p>

**FIGURE 77E**  
**FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM(PM) PEAK HOUR TRAFFIC VOLUMES**

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**RAJU Associates, Inc.**

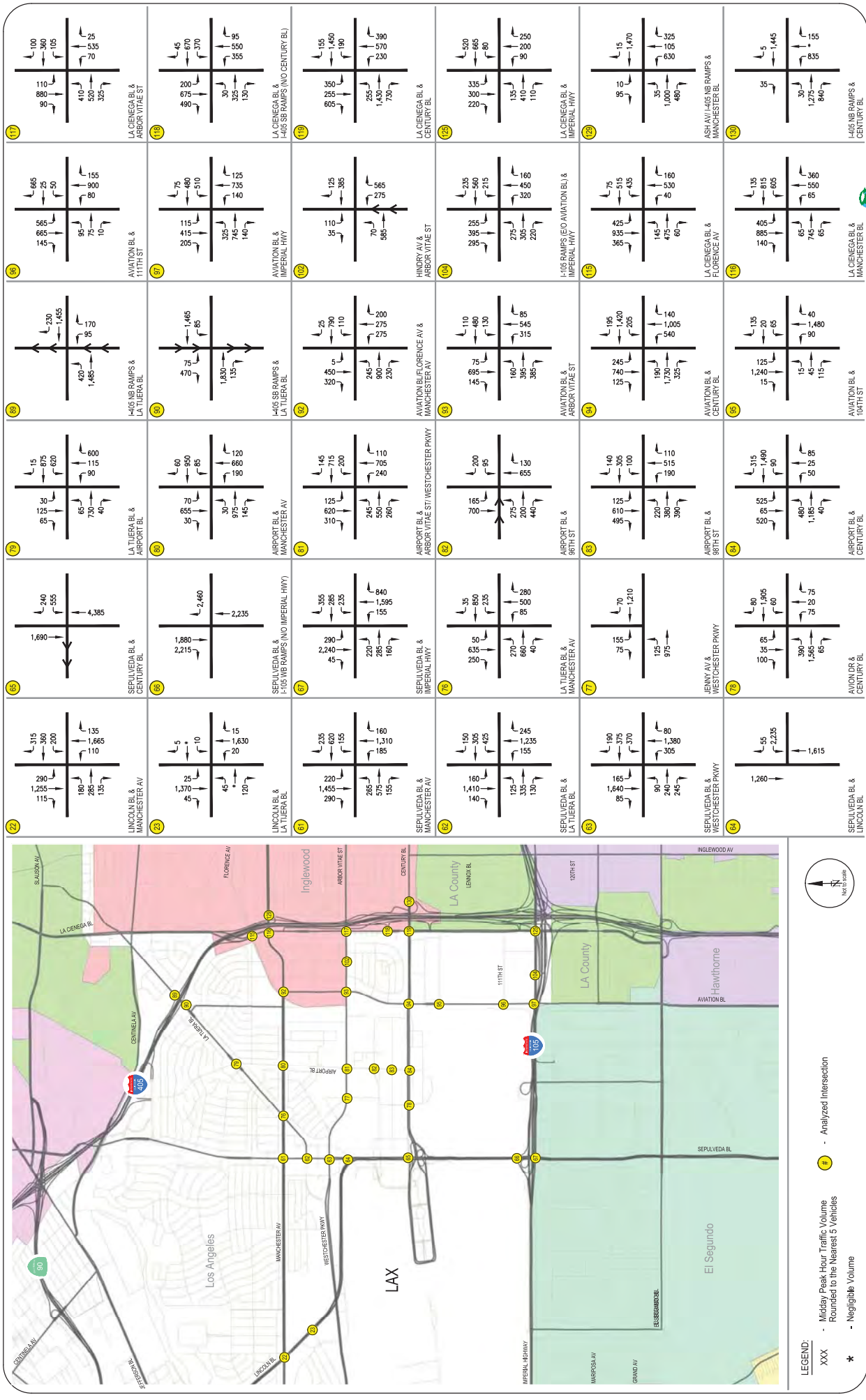


FIGURE 78  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - MID-DAY PEAK HOUR TRAFFIC VOLUMES

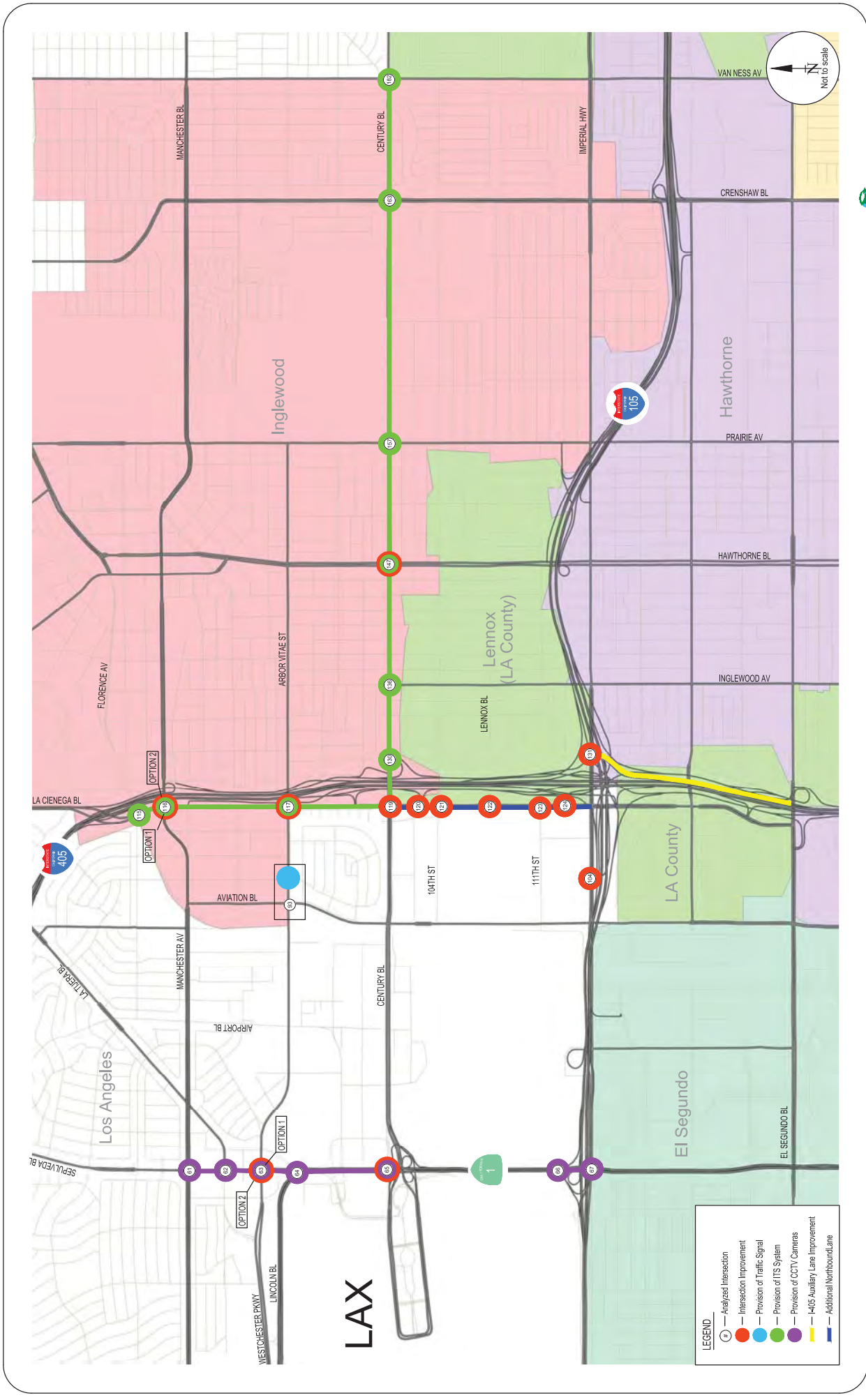


FIGURE 79 PROPOSED IMPROVEMENTS - FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS



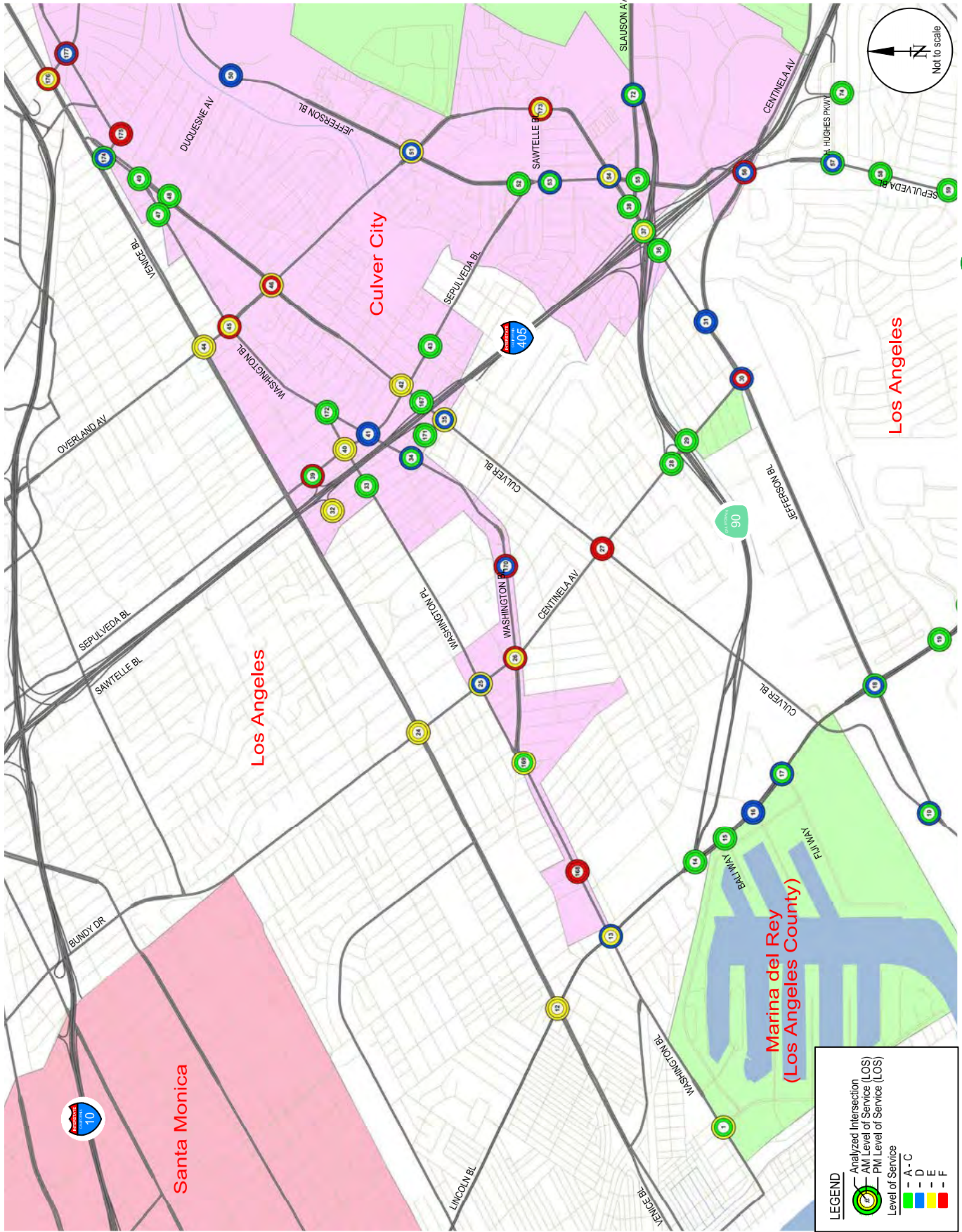
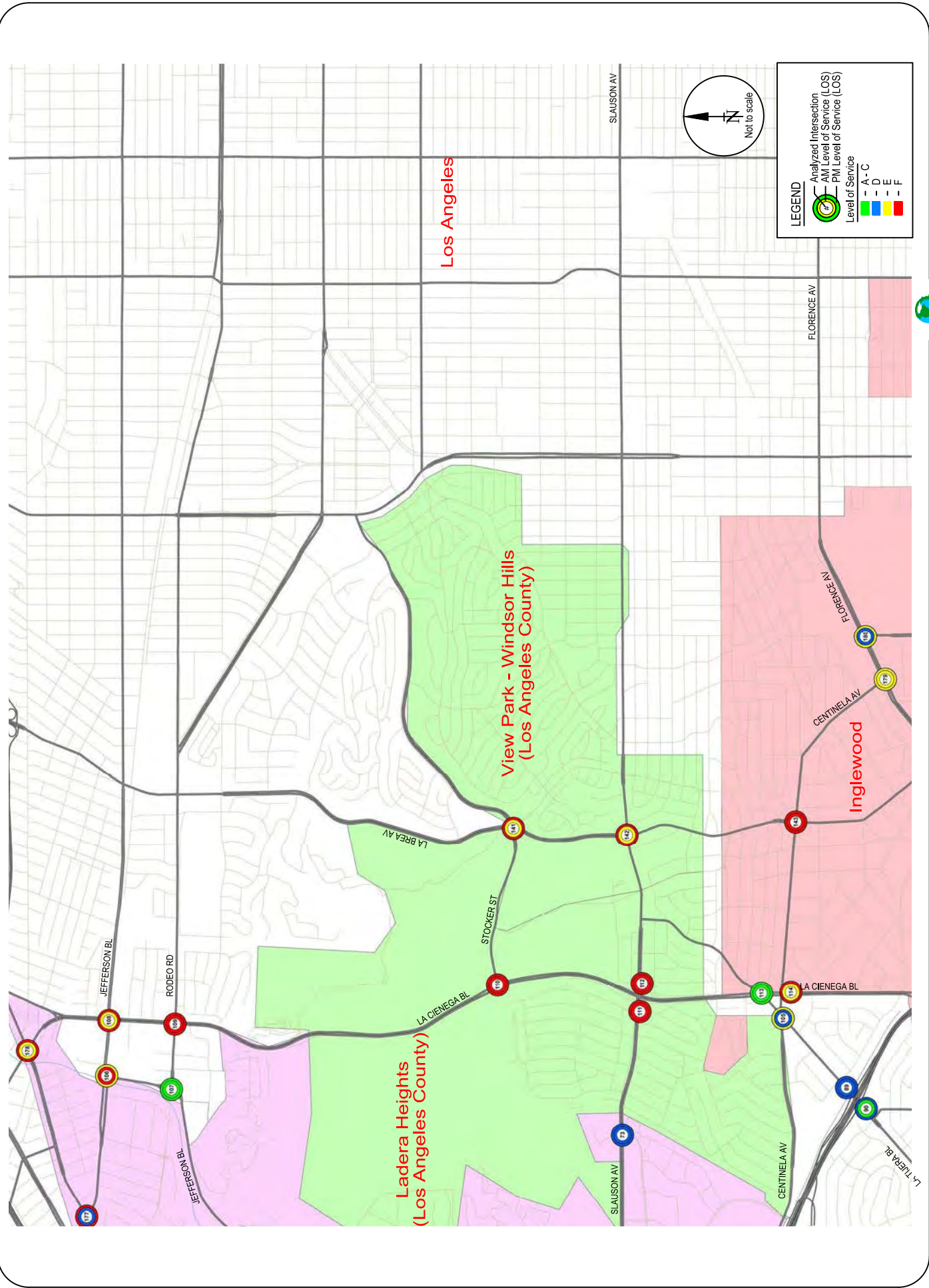


FIGURE 80A  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



RAJU Associates, Inc.



**FIGURE 80B**  
**FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS**  
**AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)**



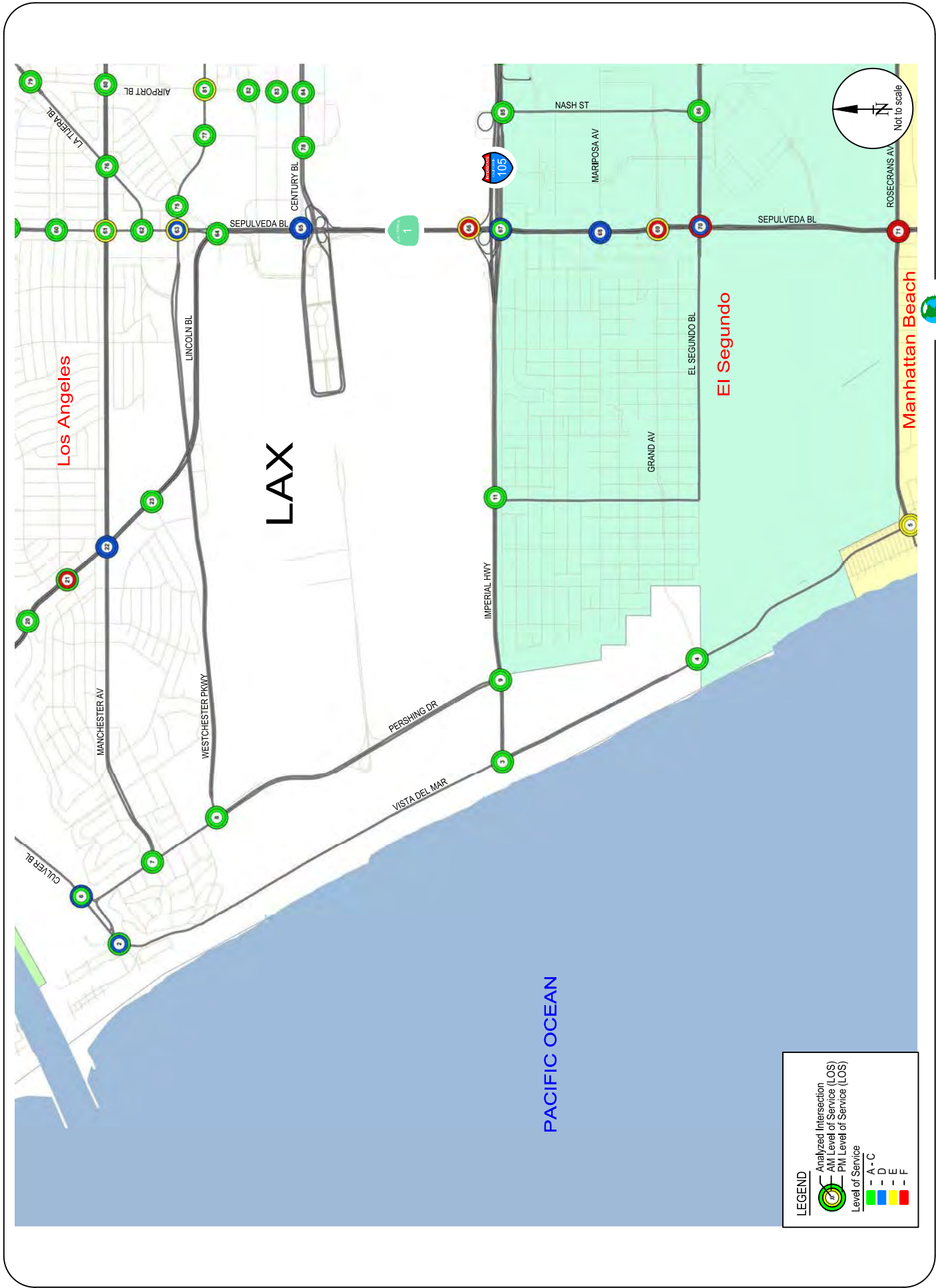


FIGURE 80C  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS) **RAJU** Associates, Inc.

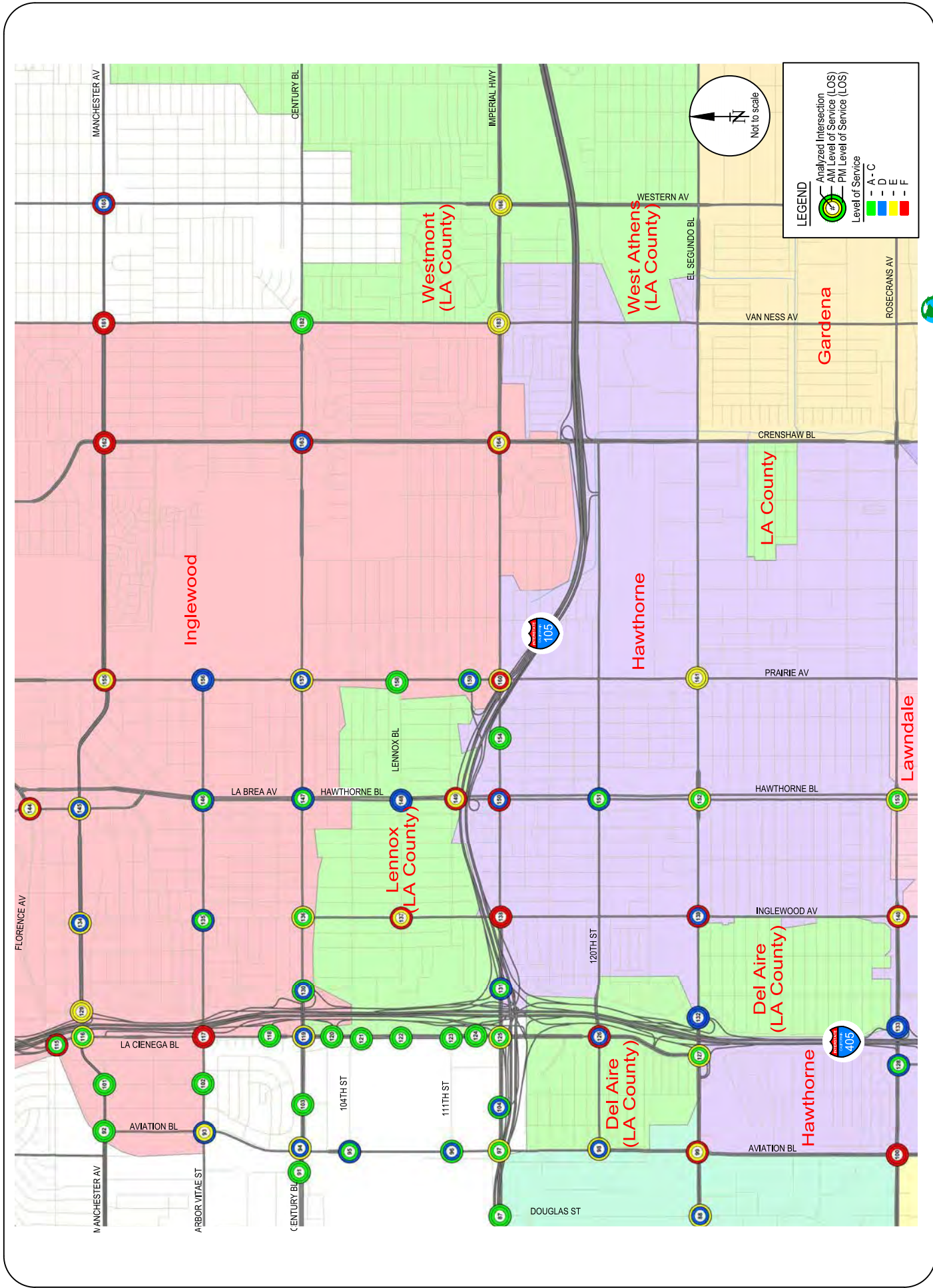
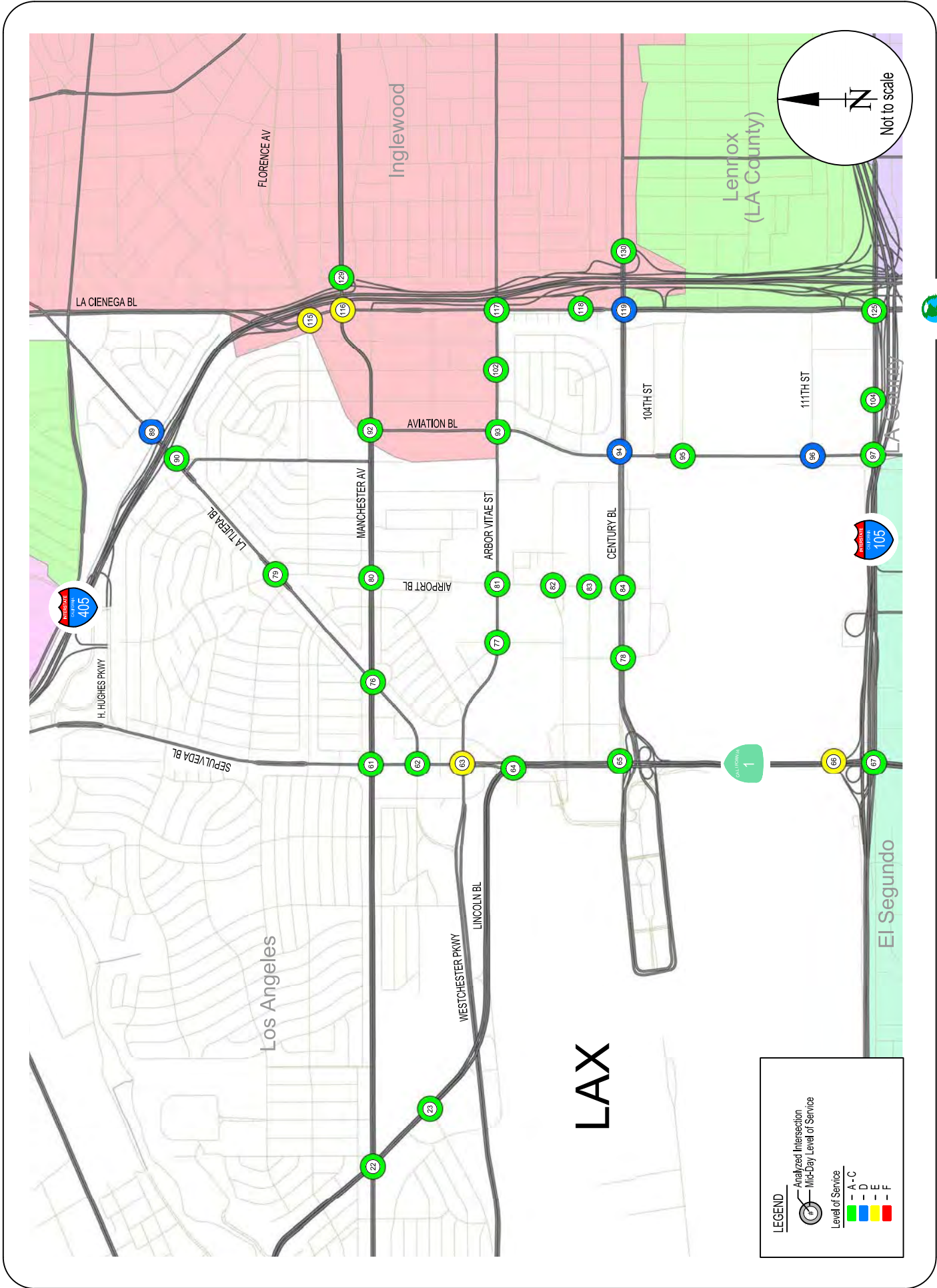


FIGURE 80D  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS  
 AM(PM) PEAK HOUR LEVELS OF SERVICE (LOS)



**FIGURE 81** FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS **RAJU** Associates, Inc. MID-DAY PEAK HOUR LEVELS OF SERVICE (LOS)

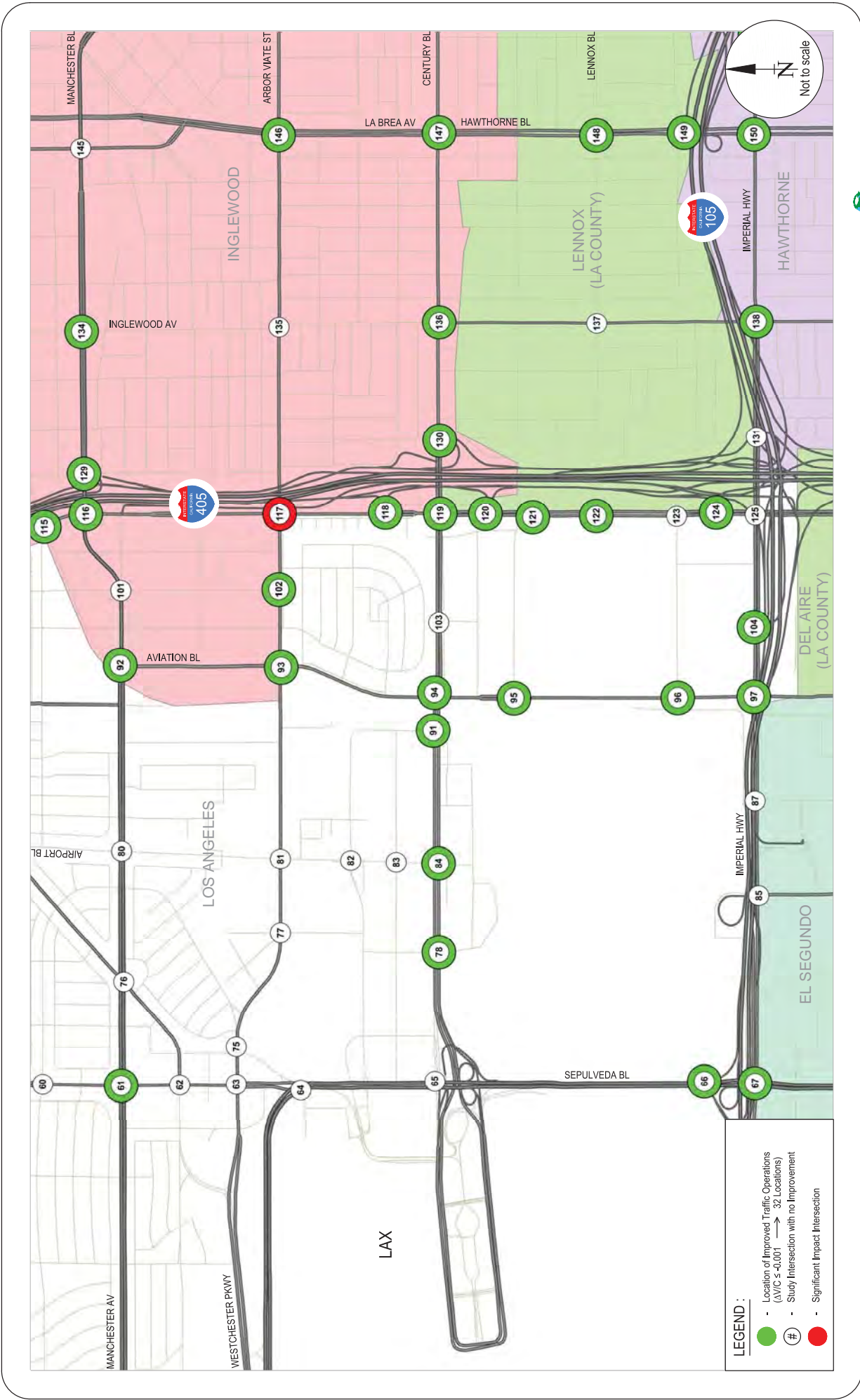


FIGURE 82A  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR

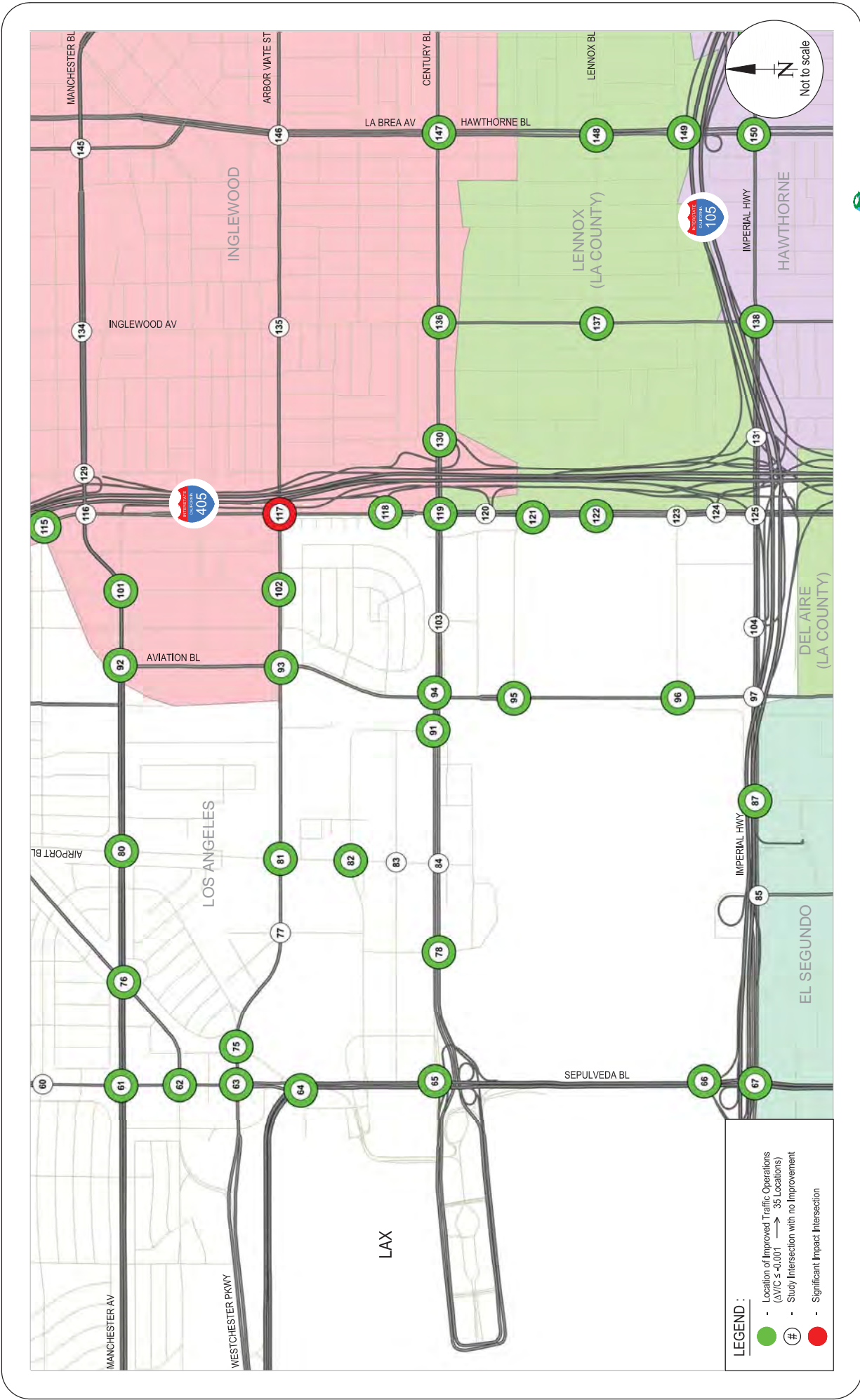


FIGURE 82B  
 AREA OF INFLUENCE - IMPROVED INTERSECTION OPERATIONS  
 FUTURE (2035) WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION MEASURES CONDITIONS - AM PEAK HOUR

## **VII. REGIONAL/CONGESTION MANAGEMENT PROGRAM ANALYSIS**

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

The CMP guidelines for determining the study area for analysis of CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed Project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

### **CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA**

As mentioned in Chapter IV, a significant project-related impact would be identified if the CMP facility is projected to operate at LOS F ( $V/C > 1.00$ ) and if project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.

### **CMP ARTERIAL MONITORING STATIONS TRAFFIC IMPACT ANALYSIS**

Although the Proposed LAMP Project is not projected to add 50 or more trips during either the AM and PM peak hours of adjacent street traffic, CMP arterial monitoring stations traffic impact analysis was conducted. There are 14 CMP arterial monitoring stations (i.e., intersections) in the study area. The CMP arterial monitoring stations identified for analysis were analyzed using the CMA/Circular 212 method or the ICU method as described in Chapter I. They include:



- Lincoln Boulevard and Venice Boulevard (CMP ID #50)
- Lincoln Boulevard and Marina (SR-90) Expressway (CMP ID #49)
- Lincoln Boulevard and Manchester Avenue (CMP ID #48)
- Lincoln Boulevard and Sepulveda Boulevard (CMP ID #63)
- Sepulveda Boulevard & Manchester Avenue (CMP ID #52)
- Sepulveda Boulevard & El Segundo Boulevard (CMP ID #20)
- Sepulveda Boulevard & Rosecrans Avenue (CMP ID #110)
- Centinela Avenue & Venice Boulevard (CMP ID #70)
- Overland Avenue and Venice Boulevard (CMP ID #15)
- La Cienega Boulevard and Jefferson Boulevard (CMP ID #46)
- La Cienega Boulevard & Centinela Avenue (CMP ID #47)
- La Cienega Boulevard and Stocker Street (CMP ID #95)
- La Brea Avenue and Manchester Boulevard (CMP ID #25)
- Crenshaw Boulevard & Manchester Avenue (CMP ID #24)

All of these CMP arterial locations are study intersection locations included in this traffic impact study and have been evaluated in the previous chapters including development of traffic volume forecasts and level of service methodologies. The sections below include a summary of the traffic impacts results utilizing Los Angeles County CMP significant impact criteria at these CMP arterial locations for each of the analyzed scenarios.

#### **CMP Arterial Monitoring Analysis - Baseline (2015) with Project Conditions**

Table 43 summarizes the results of the LOS analysis at the analyzed CMP arterial locations for the Baseline (2015) with Project conditions. As indicated in the table, the proposed Project would not cause significant impacts at any of the CMP arterial monitoring locations under Baseline (2015) with Project conditions.

#### **CMP Arterial Monitoring Analysis – Future (2024) with Phase 1 Project Conditions**

Table 44 summarizes the results of the LOS analysis at the analyzed CMP arterial locations for the Future (2024) with Project conditions. As indicated in the table, the Proposed Phase 1 Project would not cause significant impacts at any of the CMP arterial monitoring intersection locations under Future (2024) with Phase 1 Project conditions.

### **CMP Arterial Monitoring Analysis – Future (2035) with Project Conditions**

Table 45 summarizes the results of the LOS analysis at the analyzed CMP arterial locations for the Future (2035) with Project conditions. As indicated in the table, the proposed Project would not cause significant impacts at any of the CMP arterial monitoring intersection locations under Future (2035) with Project conditions.

### **CMP Arterial Monitoring Analysis – Future (2035) with Project and Potential Future Related Development Conditions**

Table 46 summarizes the results of the LOS analysis at the analyzed CMP arterial locations for the Future (2035) with Project and Potential Future Related Development conditions. As indicated in the table, the proposed Project would not cause significant impacts at any of the CMP arterial monitoring intersection locations under Future (2035) with Project and Potential Future Related Development conditions.

### **CMP FREEWAY SEGMENT TRAFFIC IMPACT ANALYSIS**

Again, although the Proposed LAMP Project was not projected to add 150 or more trips to any of the CMP freeway segment monitoring locations, a regional analysis was conducted to quantify potential impacts of Project traffic on the CMP highway system serving the project area. A total of 5 freeway mainline locations were identified in the sphere of influence of the Project along two major freeways, namely the I-105 and I-405. These six mainline locations are identified as CMP Freeway Monitoring Stations in the 2010 Congestion Management Program for Los Angeles County:

- I-405 Freeway north of Inglewood Avenue (south of Rosecrans Avenue) – post mile 18.63
- I-405 Freeway north of La Tijera Boulevard – post mile 24.27
- I-405 north of Venice Boulevard – post mile 28.30
- I-105 Freeway east of Sepulveda Boulevard – post mile R1.00
- I-105 Freeway east of Crenshaw Boulevard – post mile R5.50

Operating conditions on freeways are also classified by LOS. LOS for freeways is based on the measured flow past a point on a “screenline” compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in

each segment. In accordance with CMP guidelines, the lane capacities are assumed to be 2,000 vph per freeway mainline lane and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. The LOS definitions for freeway segments are presented in Table 47. The traffic volume forecasts along the freeway segments were developed utilizing the updated City of Los Angeles model, existing freeway traffic volumes obtained from Caltrans and the appropriate post-processing methodology.

Additional freeway operation analyses (freeway mainline and ramp intersections) were conducted at Caltrans' request for long range planning and informational purposes using Caltrans' guidelines and are provided in the next Chapter.

### **CMP Freeway Segment Analysis - Baseline (2015) with Project Conditions**

Table 48 summarizes the results of the CMP freeway segment analysis for Baseline (2015) with Project scenario. As indicated in the table, the proposed Project would not cause significant impacts at any of the CMP freeway segment under Baseline (2015) with Project conditions.

### **CMP Freeway Segment Analysis - Future (2024) with Phase 1 Project Conditions**

Table 49 summarizes the results of the CMP freeway segment analysis for Future (2024) with Phase 1 Project scenario. As indicated in the table, the Proposed Phase 1 Project would not cause significant impacts at any of the CMP freeway segment under Future (2024) with Phase 1 Project conditions.

### **CMP Freeway Segment Analysis – Future (2035) with Project Conditions**

Table 50 summarizes the results of the CMP freeway segment analysis for Future (2035) with Project scenario. As indicated in the table, the proposed Project would not cause significant impacts at any of the CMP freeway segment under Future (2035) with Project conditions.

### **CMP Freeway Segment Analysis - Future (2035) with Project and Potential Future Related Development Conditions**

Table 51 summarizes the results of the CMP freeway segment analysis for Future (2035) with Project and Potential Future Related Development scenario. As indicated in the table, the proposed Project and Potential Future Related Development would not cause significant impacts

at any of the CMP freeway segment under Future (2035) with Project and Potential Future Related Development conditions.

## **REGIONAL TRANSIT IMPACT ANALYSIS**

This section provides a description of the transit analysis performed in accordance with the CMP TIA guidelines. The CMP transit analysis requirements entail the following components that are described in further detail below:

- Evidence that affected transit operators received the NOP
- Existing transit service in the study area
- Project trip generation estimates
- Project transit trip estimates
- Project components to encourage transit use
- Analysis and mitigation

### **Notice of Preparation**

The NOP was sent to Metro and the various relevant jurisdictions in the region. A copy of the NOP and the distribution list can be found in the DEIR document.

### **Existing Transit Service**

Various transit providers including Metro, LADOT, Santa Monica Big Blue Bus, Culver City Transit, City of Torrance and Beach Cities Transit provide service within the Study Area. Table 5 and Figure 9 summarizing the various bus transit lines operating in the Study Area can be found in Chapter II of this report. Currently, 15 bus lines and the Metro Green Line operate in the vicinity of the Project Site.

### **Project Trip Generation Estimates**

Given that the Project is not a development project and consists of roadway improvements and construction of facilities (ITF's and CONRAC) that would accommodate the anticipated growth at

LAX, the Project would not generate any additional new trips. In fact, the Project would reduce the number of trips on the street system under Baseline (2015) with Project, Future (2024) with Phase 1 Project and Future (2035) with Project conditions as shown in Tables 19-21 in Chapter V and not generate any additional transit trips. Therefore, no further transit impact analysis is required by the Project under Baseline (2015) with Project, Future (2024) with Phase 1 Project and Future (2035) with Project conditions.

**TABLE 43  
CMP ARTERIAL MONITORING STATIONS - PEAK HOUR LEVELS OF SERVICE  
BASELINE (2015) WITHOUT AND WITH PROJECT CONDITIONS**

MAP #	CMP ARTERIAL MONITORING LOCATION	PEAK HOUR	EXISTING (2015) CONDITIONS		BASELINE (2015) WITH PROJECT CONDITIONS			
			V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
12	Lincoln Boulevard & Venice Boulevard	AM	0.871	D	0.872	D	0.001	No
		PM	0.840	D	0.839	D	-0.001	No
14	Lincoln Boulevard & SR-90 Ramps	AM	0.665	B	0.658	B	-0.007	No
		PM	0.608	B	0.609	B	0.001	No
22	Lincoln Boulevard & Manchester Avenue	AM	0.856	D	0.858	D	0.002	No
		PM	0.669	B	0.670	B	0.001	No
24	Centinela Avenue & Venice Boulevard	AM	0.928	E	0.930	E	0.002	No
		PM	0.804	D	0.805	D	0.001	No
44	Overland Avenue & Venice Boulevard	AM	0.841	D	0.841	D	0.000	No
		PM	0.819	D	0.819	D	0.000	No
61	Sepulveda Boulevard & Manchester Avenue	AM	0.715	C	0.708	C	-0.007	No
		PM	0.808	D	0.789	C	-0.019	No
64	Sepulveda Boulevard & Lincoln Boulevard	AM	0.601	B	0.613	B	0.012	No
		PM	0.620	B	0.621	B	0.001	No
70	Sepulveda Boulevard & El Segundo Boulevard	AM	0.815	D	0.817	D	0.002	No
		PM	0.967	E	0.967	E	0.000	No
71	Sepulveda Boulevard & Rosecrans Avenue	AM	0.937	E	0.937	E	0.000	No
		PM	1.001	F	1.003	F	0.002	No
108	La Cienega Boulevard & Jefferson Boulevard	AM	0.912	E	0.915	E	0.003	No
		PM	0.931	E	0.931	E	0.000	No
110	La Cienega Boulevard & Stocker Street	AM	1.080	F	1.076	F	-0.004	No
		PM	1.089	F	1.088	F	-0.001	No
114	La Cienega Boulevard & Centinela Avenue	AM	0.930	E	0.923	E	-0.007	No
		PM	1.040	F	1.029	F	-0.011	No
145	La Brea Avenue & Manchester Boulevard	AM	0.792	C	0.789	C	-0.003	No
		PM	0.746	C	0.749	C	0.003	No
162	Crenshaw Boulevard & Manchester Avenue	AM	0.946	E	0.942	E	-0.004	No
		PM	0.992	E	0.993	E	0.001	No

**TABLE 44  
CMP ARTERIAL MONITORING STATIONS - PEAK HOUR LEVELS OF SERVICE  
FUTURE (2024) WITHOUT AND WITH PHASE 1 PROJECT CONDITIONS**

MAP #	CMP ARTERIAL MONITORING LOCATION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS			
			V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
12	Lincoln Boulevard & Venice Boulevard	AM	0.931	E	0.934	E	0.003	No
		PM	0.915	E	0.911	E	-0.004	No
14	Lincoln Boulevard & SR-90 Ramps	AM	0.666	B	0.669	B	0.003	No
		PM	0.667	B	0.664	B	-0.003	No
22	Lincoln Boulevard & Manchester Avenue	AM	0.859	D	0.866	D	0.007	No
		PM	0.781	C	0.777	C	-0.004	No
24	Centinela Avenue & Venice Boulevard	AM	0.961	E	0.961	E	0.000	No
		PM	0.891	D	0.891	D	0.000	No
44	Overland Avenue & Venice Boulevard	AM	0.885	D	0.885	D	0.000	No
		PM	0.923	E	0.923	E	0.000	No
61	Sepulveda Boulevard & Manchester Avenue	AM	0.736	C	0.733	C	-0.003	No
		PM	0.917	E	0.901	E	-0.016	No
64	Sepulveda Boulevard & Lincoln Boulevard	AM	0.645	B	0.659	B	0.014	No
		PM	0.692	B	0.688	B	-0.004	No
70	Sepulveda Boulevard & El Segundo Boulevard	AM	0.840	D	0.844	D	0.004	No
		PM	1.036	F	1.033	F	-0.003	No
71	Sepulveda Boulevard & Rosecrans Avenue	AM	1.046	F	1.044	F	-0.002	No
		PM	1.055	F	1.052	F	-0.003	No
108	La Cienega Boulevard & Jefferson Boulevard	AM	0.967	E	0.964	E	-0.003	No
		PM	1.016	F	1.018	F	0.002	No
110	La Cienega Boulevard & Stocker Street	AM	1.138	F	1.136	F	-0.002	No
		PM	1.182	F	1.178	F	-0.004	No
114	La Cienega Boulevard & Centinela Avenue	AM	0.970	E	0.962	E	-0.008	No
		PM	1.115	F	1.104	F	-0.011	No
145	La Brea Avenue & Manchester Boulevard	AM	0.834	D	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No
162	Crenshaw Boulevard & Manchester Avenue	AM	1.015	F	1.012	F	-0.003	No
		PM	1.110	F	1.109	F	-0.001	No

**TABLE 45  
CMP ARTERIAL MONITORING STATIONS - PEAK HOUR LEVELS OF SERVICE  
FUTURE (2035) WITHOUT AND WITH PROJECT CONDITIONS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS			
			V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
12	Lincoln Boulevard & Venice Boulevard	AM	0.966	E	0.966	E	0.000	No
		PM	0.973	E	0.973	E	0.000	No
14	Lincoln Boulevard & SR-90 Ramps	AM	0.689	B	0.691	B	0.002	No
		PM	0.686	B	0.682	B	-0.004	No
22	Lincoln Boulevard & Manchester Avenue	AM	0.815	D	0.821	D	0.006	No
		PM	0.850	D	0.850	D	0.000	No
24	Centinela Avenue & Venice Boulevard	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.956	E	0.001	No
44	Overland Avenue & Venice Boulevard	AM	0.910	E	0.910	E	0.000	No
		PM	0.949	E	0.950	E	0.001	No
61	Sepulveda Boulevard & Manchester Avenue	AM	0.752	C	0.750	C	-0.002	No
		PM	0.961	E	0.937	E	-0.024	No
64	Sepulveda Boulevard & Lincoln Boulevard	AM	0.685	B	0.706	C	0.021	No
		PM	0.715	C	0.719	C	0.004	No
70	Sepulveda Boulevard & El Segundo Boulevard	AM	0.848	D	0.850	D	0.002	No
		PM	1.050	F	1.049	F	-0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue	AM	1.056	F	1.053	F	-0.003	No
		PM	1.068	F	1.067	F	-0.001	No
108	La Cienega Boulevard & Jefferson Boulevard	AM	1.000	E	0.996	E	-0.004	No
		PM	1.052	F	1.053	F	0.001	No
110	La Cienega Boulevard & Stocker Street	AM	1.156	F	1.152	F	-0.004	No
		PM	1.244	F	1.240	F	-0.004	No
114	La Cienega Boulevard & Centinela Avenue	AM	0.985	E	0.981	E	-0.004	No
		PM	1.149	F	1.141	F	-0.008	No
145	La Brea Avenue & Manchester Boulevard	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
162	Crenshaw Boulevard & Manchester Avenue	AM	1.055	F	1.054	F	-0.001	No
		PM	1.145	F	1.151	F	0.006	No



**TABLE 46  
 CMP ARTERIAL MONITORING STATIONS - PEAK HOUR LEVELS OF SERVICE  
 FUTURE (2035) WITHOUT AND WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

MAP #	CMP ARTERIAL MONITORING LOCATION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS			
			V/C	LOS	V/C	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
12	Lincoln Boulevard & Venice Boulevard	AM	0.966	E	0.967	E	0.001	No
		PM	0.973	E	0.975	E	0.002	No
14	Lincoln Boulevard & SR-90 Ramps	AM	0.689	B	0.692	B	0.003	No
		PM	0.686	B	0.685	B	-0.001	No
22	Lincoln Boulevard & Manchester Avenue	AM	0.815	D	0.822	D	0.007	No
		PM	0.850	D	0.856	D	0.006	No
24	Centinela Avenue & Venice Boulevard	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.957	E	0.002	No
44	Overland Avenue & Venice Boulevard	AM	0.910	E	0.911	E	0.001	No
		PM	0.949	E	0.951	E	0.002	No
61	Sepulveda Boulevard & Manchester Avenue	AM	0.752	C	0.751	C	-0.001	No
		PM	0.961	E	0.940	E	-0.021	No
64	Sepulveda Boulevard & Lincoln Boulevard	AM	0.685	B	0.707	C	0.022	No
		PM	0.715	C	0.721	C	0.006	No
70	Sepulveda Boulevard & El Segundo Boulevard	AM	0.848	D	0.851	D	0.003	No
		PM	1.050	F	1.051	F	0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue	AM	1.056	F	1.054	F	-0.002	No
		PM	1.068	F	1.068	F	0.000	No
108	La Cienega Boulevard & Jefferson Boulevard	AM	1.000	E	0.999	E	-0.001	No
		PM	1.052	F	1.056	F	0.004	No
110	La Cienega Boulevard & Stocker Street	AM	1.156	F	1.157	F	0.001	No
		PM	1.244	F	1.246	F	0.002	No
114	La Cienega Boulevard & Centinela Avenue	AM	0.985	E	0.987	E	0.002	No
		PM	1.149	F	1.146	F	-0.003	No
145	La Brea Avenue & Manchester Boulevard	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
162	Crenshaw Boulevard & Manchester Avenue	AM	1.055	F	1.055	F	0.000	No
		PM	1.145	F	1.151	F	0.006	No

**TABLE 47  
CMP LEVEL OF SERVICE DEFINITIONS FOR FREEWAY SEGMENTS**

LEVEL OF SERVICE	VOLUME/CAPACITY RATIO	FLOW CONDITIONS
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	> 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: 2010 Congestion Management Program for Los Angeles County , Los Angeles County Metropolitan Transportation Authority, 2010.

TABLE 48  
SUMMARY OF CMP FREEWAY SEGMENT MAINLINE LEVELS OF SERVICE - BASELINE (2015) WITHOUT AND WITH PROJECT CONDITIONS

CMP FREEWAY SEGMENT	DIRECTION	LANES	Existing (2015) AM Peak Hour			Existing (2015) PM Peak Hour			BASELINE (2015) WITH PROJECT AM PEAK HOUR				BASELINE (2015) WITH PROJECT PM PEAK HOUR				
			VOLUME [a]	D/C [b]	LOS [c]	VOLUME [a]	D/C [b]	LOS [c]	VOLUME [d]	D/C [b]	LOS [c]	D/C INCREASE	LOS [c]	D/C INCREASE	LOS [c]	SIGNIFICANT IMPACT	
I-405 North of Venice	NB	5	7,262	0.726	C	7,898	0.790	D	7,261	0.726	C	0.000	7,894	0.789	D	-0.001	No
	SB	5	8,390	0.839	D	6,849	0.685	C	8,387	0.839	D	0.000	6,858	0.686	C	0.001	No
I-405 North of La Tijera Boulevard	NB	4	7,594	0.949	E	8,533	1.067	F(0)	7,607	0.951	E	0.002	8,555	1.069	F(0)	0.002	No
	SB	4	6,823	0.853	D	7,227	0.903	D	6,830	0.854	D	0.001	7,216	0.902	D	-0.001	No
I-405 North of Inglewood Avenue	NB	4	8,616	1.077	F(0)	7,953	0.994	E	8,615	1.077	F(0)	0.000	7,965	0.996	E	0.002	No
	SB	4	7,709	0.964	E	7,056	0.882	D	7,707	0.963	E	-0.001	7,055	0.882	D	0.000	No
I-105 East of Sepulveda Boulevard	EB	3	4,092	0.682	C	4,190	0.698	C	4,005	0.668	C	-0.014	4,121	0.687	C	-0.011	No
	WB	3	5,408	0.901	D	3,058	0.510	A	5,394	0.899	D	-0.002	3,050	0.508	A	-0.002	No
I-105 East of Crenshaw Boulevard	EB	4	6,857	0.857	D	7,097	0.887	D	6,858	0.857	D	0.000	7,094	0.887	D	0.000	No
	WB	4	7,123	0.890	D	6,859	0.857	D	7,110	0.889	D	-0.001	6,823	0.853	D	-0.004	No

[a] Peak hour volume base on traffic volumes provided by Caltrans.

[b] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[c] Freeway mainline Levels of Service is based on the following D/C scale:

D/C Ratio	LOS
> 0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
> 0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

**TABLE 49  
SUMMARY OF CMP FREEWAY SEGMENT MAINLINE LEVELS OF SERVICE - FUTURE 2024 WITHOUT AND PHASE 1 PROJECT CONDITIONS**

CMP FREEWAY SEGMENT	DIRECTION	LANES	FUTURE (2024) WITHOUT PROJECT				FUTURE (2024) WITHOUT PROJECT				FUTURE (2024) WITH PHASE 1 PROJECT				FUTURE (2024) WITH PHASE 1 PROJECT											
			AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR									
			VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	SIGNIFICANT IMPACT					
I-405 North of Venice	NB	5	7,262	0.726	C	8,407	0.841	D	7,270	0.727	C	8,407	0.841	D	7,270	0.727	C	0.001	No	0.001	No	8,380	0.838	D	-0.003	No
	SB	5	8,806	0.881	D	7,141	0.714	C	8,805	0.881	D	7,141	0.714	C	8,805	0.881	D	0.000	No	0.000	No	7,135	0.714	C	0.000	No
I-405 North of La Tijera Boulevard	NB	4	7,594	0.949	E	8,840	1.105	F(0)	7,615	0.952	E	8,840	1.105	F(0)	7,615	0.952	E	0.003	No	0.003	No	8,888	1.111	F(0)	0.006	No
	SB	4	7,295	0.912	D	7,492	0.937	E	7,297	0.912	D	7,492	0.937	E	7,297	0.912	D	0.000	No	0.000	No	7,479	0.935	E	-0.002	No
I-405 North of Inglewood Avenue	NB	4	8,703	1.088	F(0)	8,234	1.029	F(0)	8,696	1.087	F(0)	8,234	1.029	F(0)	8,696	1.087	F(0)	-0.001	No	-0.001	No	8,217	1.027	F(0)	-0.002	No
	SB	4	7,908	0.989	E	7,400	0.925	D	7,919	0.990	E	7,400	0.925	D	7,919	0.990	E	0.001	No	0.001	No	7,410	0.926	D	0.001	No
I-105 East of Sepulveda Boulevard	EB	3	4,136	0.689	C	4,461	0.744	C	4,057	0.676	C	4,461	0.744	C	4,057	0.676	C	-0.013	No	-0.013	No	4,406	0.734	C	-0.010	No
	WB	3	5,604	0.934	E	3,095	0.516	A	5,596	0.933	E	3,095	0.516	A	5,596	0.933	E	-0.001	No	-0.001	No	3,092	0.515	A	-0.001	No
I-105 East of Crenshaw Boulevard	EB	4	6,960	0.870	D	7,496	0.937	E	6,965	0.871	D	7,496	0.937	E	6,965	0.871	D	0.001	No	0.001	No	7,496	0.937	E	0.000	No
	WB	4	7,396	0.925	D	7,112	0.889	D	7,358	0.920	D	7,112	0.889	D	7,358	0.920	D	-0.005	No	-0.005	No	7,044	0.881	D	-0.008	No

[a] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[b] Freeway mainline Levels of Service is based on the following D/C scale:

D/C Ratio	LOS
> 0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
> 0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

TABLE 50  
SUMMARY OF CMP FREEWAY SEGMENT MAINLINE LEVELS OF SERVICE - FUTURE 2035 WITHOUT AND WITH PROJECT CONDITIONS

CMP FREEWAY SEGMENT	DIRECTION	LANES	FUTURE (2035) WITHOUT PROJECT AM PEAK HOUR			FUTURE (2035) WITHOUT PROJECT PM PEAK HOUR			FUTURE (2035) WITH PROJECT AM PEAK HOUR					FUTURE (2035) WITH PROJECT PM PEAK HOUR												
			VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	VOLUME	D/C [a]	LOS [b]	D/C INCREASE	LOS [b]	D/C [a]	VOLUME	D/C INCREASE	LOS [b]	D/C [a]	VOLUME	D/C INCREASE	LOS [b]	SIGNIFICANT IMPACT				
																							SIGNIFICANT IMPACT	SIGNIFICANT IMPACT		
I-405 North of Venice	NB	5	7,252	0.726	C	8,651	0.865	D	7,259	0.726	C	7,259	0.726	C	0.000	D	8,648	0.865	D	0.000	D	8,648	0.865	D	0.000	No
	SB	5	9,016	0.902	D	7,247	0.725	C	8,999	0.900	D	8,999	0.900	D	-0.002	C	7,212	0.721	C	-0.004	C	7,212	0.721	C	-0.004	No
I-405 North of La Tijera Boulevard	NB	4	7,594	0.949	E	9,016	1.127	F(0)	7,621	0.953	E	7,548	0.944	E	0.004	E	9,083	1.135	F(0)	0.008	F(0)	9,083	1.135	F(0)	0.008	No
	SB	4	7,564	0.946	E	7,492	0.937	E	7,548	0.944	E	7,548	0.944	E	-0.002	E	7,462	0.933	E	-0.004	E	7,462	0.933	E	-0.004	No
I-405 North of Inglewood Avenue	NB	4	8,692	1.087	F(0)	8,353	1.044	F(0)	8,666	1.083	F(0)	8,047	1.006	F(0)	-0.004	F(0)	8,317	1.040	F(0)	-0.004	F(0)	8,317	1.040	F(0)	-0.004	No
	SB	4	8,060	1.008	F(0)	7,449	0.931	E	8,047	1.006	F(0)	8,047	1.006	F(0)	-0.002	F(0)	7,478	0.935	E	0.004	E	7,478	0.935	E	0.004	No
I-105 East of Sepulveda Boulevard	EB	3	4,189	0.698	C	4,563	0.761	C	4,107	0.685	C	4,107	0.685	C	-0.013	C	4,504	0.751	C	-0.010	C	4,504	0.751	C	-0.010	No
	WB	3	5,656	0.943	E	3,135	0.523	A	5,652	0.942	E	5,652	0.942	E	-0.001	E	3,154	0.526	A	0.003	A	3,154	0.526	A	0.003	No
I-105 East of Crenshaw Boulevard	EB	4	7,092	0.887	D	7,608	0.951	E	7,097	0.887	D	7,097	0.887	D	0.000	D	7,640	0.955	E	0.004	E	7,640	0.955	E	0.004	No
	WB	4	7,469	0.934	E	7,235	0.904	D	7,428	0.929	D	7,428	0.929	D	-0.005	D	7,160	0.895	D	-0.009	D	7,160	0.895	D	-0.009	No

[a] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[b] Freeway mainline Levels of Service is based on the following D/C scale:

D/C Ratio	LOS
> 0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
> 0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

**TABLE 51  
SUMMARY OF CMP FREEWAY SEGMENT MAINLINE LEVELS OF SERVICE - FUTURE 2035 WITHOUT AND WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

CMP FREEWAY SEGMENT	DIRECTION	LANES	FUTURE (2035) WITHOUT PROJECT AM PEAK HOUR				FUTURE (2035) WITHOUT PROJECT PM PEAK HOUR				FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT AM PEAK HOUR				FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT PM PEAK HOUR								
			VOLUME	D/C [a]	LOS [b]		VOLUME	D/C [a]	LOS [b]		VOLUME	D/C [a]	LOS [b]		VOLUME	D/C [a]	LOS [b]		VOLUME	D/C [a]	LOS [b]		
I-405 North of Venice	NB	5	7,262	0.726	C	8,651	0.865	D	7,272	0.727	C	8,669	0.867	D	7,228	0.723	C	8,669	0.867	D	7,228	0.723	C
	SB	5	9,016	0.902	D	7,247	0.725	C	9,023	0.902	D	7,228	0.723	C	8,669	0.867	D	7,228	0.723	C	8,669	0.867	D
I-405 North of La Tijera Boulevard	NB	4	7,594	0.949	E	9,016	1.127	F(0)	7,621	0.953	E	9,095	1.137	F(0)	7,468	0.934	E	9,095	1.137	F(0)	7,468	0.934	E
	SB	4	7,564	0.946	E	7,492	0.937	E	7,565	0.946	E	7,468	0.934	E	9,095	1.137	F(0)	7,468	0.934	E	9,095	1.137	F(0)
I-405 North of Inglewood Avenue	NB	4	8,692	1.087	F(0)	8,353	1.044	F(0)	8,691	1.086	F(0)	8,338	1.042	F(0)	7,502	0.938	E	8,338	1.042	F(0)	7,502	0.938	E
	SB	4	8,060	1.008	F(0)	7,449	0.931	E	8,066	1.008	F(0)	7,502	0.938	E	8,338	1.042	F(0)	7,502	0.938	E	8,338	1.042	F(0)
I-105 East of Sepulveda Boulevard	EB	3	4,189	0.698	C	4,563	0.761	C	4,107	0.685	C	4,504	0.751	C	4,504	0.751	C	4,504	0.751	C	4,504	0.751	C
	WB	3	5,656	0.943	E	3,135	0.523	A	5,652	0.942	E	3,154	0.526	A	5,652	0.942	E	3,154	0.526	A	5,652	0.942	E
I-105 East of Crenshaw Boulevard	EB	4	7,092	0.887	D	7,608	0.951	E	7,104	0.888	D	7,654	0.957	E	7,168	0.896	D	7,654	0.957	E	7,168	0.896	D
	WB	4	7,469	0.934	E	7,235	0.904	D	7,441	0.930	D	7,168	0.896	D	7,654	0.957	E	7,168	0.896	D	7,654	0.957	E

[a] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[b] Freeway mainline Levels of Service is based on the following D/C scale:

D/C Ratio	LOS
> 0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
> 0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

## VIII. CALTRANS ANALYSIS

This chapter presents an analysis of freeway mainline segments, freeway high occupancy vehicle (HOV) segments, freeway off-ramps, freeway on-ramps, and Caltrans arterial intersections within the study area. This analysis was conducted for the following scenarios:

- Existing 2015
- Baseline 2015 with Project
- Future (2024) without Phase 1 Project
- Future (2024) with Phase 1 Project
- Future (2035) without Project
- Future (2035) with Project
- Future (2035) with Project with Potential Future Related Development

The analysis is consistent with the Traffic Impact Study guidelines provided by Caltrans. Working closely with Caltrans, the following significant impact criteria for freeway segments and ramp junctions were determined. A project would have a significant impact if any of following conditions are met for either the AM or PM peak hours.

- If vehicle queues exceed the length of an on-ramp or off-ramp where there is no auxiliary lane.
- When an auxiliary lane is present, there is a significant impact when the queue exceeds the lesser of one-half the length of the auxiliary lane or 1000 feet, which creates a speed differential between the auxiliary lane and the adjacent lane.
- If freeway ramp terminus or ramp foremost or associated queue storage is blocked due to queuing or spillover at a surface street driveway or at an intersection.
- If any intersection or driveway on the State Highway System (SHS) is in such proximity to another LAMP's intersection or driveway that safety concerns may arise.
- If the LAMP traffic conditions cause the Level of Service (LOS) to deteriorate to below LOS F. If a freeway segment is already at LOS F, then an increase in the demand/capacity ratio of greater than 1% determined by comparing the future with Project conditions to the future without Project conditions would result in a significant impact.

## **CALTRANS MAINLINE SEGMENT TRAFFIC ANALYSIS**

A total of 23 freeway mainline segments were identified along the I-405 Freeway, I-105 Freeway and SR-90 Freeway and include the following:

1. I-405 Freeway south of Venice (Post Mile 27.81)
2. I-405 Freeway at Culver Boulevard (Post Mile 27.35)
3. I-405 Freeway at Braddock Boulevard (Post Mile 26.84)
4. I-405 Freeway north of SR-90 Freeway (Post Mile 26.15)
5. I-405 Freeway at Jefferson Boulevard (Post Mile 26.00)
6. I-405 Freeway at Centinela Avenue (Post Mile 25.41)
7. I-405 Freeway at Howard Hughes Parkway (Post Mile 25.10/24.90)
8. I-405 Freeway at La Tijera Boulevard (Post Mile 24.25)
9. I-405 Freeway at La Cienega Boulevard (Post Mile 23.61)
10. I-405 Freeway south of Manchester Avenue (Post Mile 23.36/23.29)
11. I-405 Freeway at Century Boulevard (Post Mile 22.68/22.00)
12. I-405 Freeway south of I-105 Freeway (Post Mile 20.60)
13. I-405 Freeway south of El Segundo Boulevard (Post Mile 19.57)
14. I-405 Freeway at Rosecrans Avenue (Post Mile 19.16)
15. I-105 Freeway at Hughes Way (Post Mile R.90)
16. I-105 Freeway at Douglas Street (Post Mile R1.30)
17. I-105 Freeway at Imperial Highway (Post Mile R1.80)
18. I-105 Freeway west of Hawthorne Boulevard (Post Mile R2.82/2.60)
19. I-105 Freeway west of Prairie Avenue (Post Mile R3.10/3.30)
20. I-105 Freeway west of Crenshaw Boulevard (Post Mile R4.20/4.00)
21. I-105 Freeway West of Normandie Avenue (Post Mile R5.50)
22. SR-90 Freeway east of Ballona Creek (Post Mile 1.24)
23. SR-90 Freeway at Centinela Avenue (Post Mile 1.61)



## **FREEWAY MAINLINE - EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS**

The existing freeway mainline traffic volumes were obtained from five weeks of traffic data from October 2014 provided by Caltrans. Caltrans provided 24-hour traffic counts along the I-105 Freeway, I-405 Freeway and SR-90 Freeway. The morning (6:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) peak period traffic volumes by direction were selected for each analyzed freeway segment based on the five weeks of data from Tuesday through Thursday. These traffic volumes reflect typical weekday operations during existing year conditions.

### **Freeway Mainline Level of Service Methodology**

In accordance with the Caltrans' *Guide for the Preparation of Traffic Impact Studies*, Highway Capacity Manual (HCM) 2010 Operational Methodology was utilized to determine the freeway mainline segments operating conditions (i.e. level of service). The HCM 2010 states that "A basic freeway segment can be characterized by three performance measures: density in passenger cars per mile per lane (pc/mi/ln), space mean speed in miles per hour (mi/h), and the ratio of demand flow rate to capacity (v/c). Each of these measures is an indication of how well traffic is being accommodated by the basic freeway segment."

Because speed is constant through a broad range of flows and the v/c ratio is not discernible to road users (except at capacity), the service measure for basic freeway segments is density, which is sensitive to flow rates throughout the range of flows. Operating conditions on freeways were classified by LOS based on the measured flow (density) past a point on a section of freeway.

The LOS definitions for freeway segments are presented in Table 52. Density (D) is calculated using the ratio of demand flow rate ( $V_p$ ) to congested/estimated speeds (S) ( $D = V_p/S$ ).

The demand flow rate ( $V_p$ ) was determined from the peak hour mainline volumes (V), the peak hour factor (PHF), number of lanes (N), and factors for presence of heavy vehicles (fHV) and unfamiliar driver populations (fp) ( $V_p = V / (PHF \times N \times fHV \times fp)$ ).

Utilizing the existing peak hour traffic volumes in conjunction with the level of service methodology described above, and the current freeway characteristics (i.e. number of lanes and speeds), to determine the existing operating conditions at the analyzed freeway segments were determined.

Existing freeway mainline segment operations during the weekday morning and evening peak hours are shown in Table 53. Table 53 summarizes the density and corresponding LOS at each analyzed freeway segment location. Figures 83A-F graphically illustrate the existing weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets for existing conditions are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were also conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 53, 10 of the analyzed segments during the morning peak hour and 12 analyzed segments during the evening peak hour currently operate at LOS D or better on weekdays. Three (3) of the analyzed segments in the morning peak hour and 4 segments in the evening peak hour are operating at LOS E. At these locations operating at LOS E, motorists experience measurable delay and traffic flow is restricted. Ten of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are currently experiencing LOS F (congested) conditions. The freeway mainline segments operating at LOS E or F during one or more peak hours include:

- I-405 Freeway at Jefferson Boulevard
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Centinela Avenue
  - Northbound direction – LOS E, AM and PM peak hours
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway at Howard Hughes Parkway
  - Northbound direction – LOS E, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway at La Tijera Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
- I-405 Freeway at La Cienega Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS E, AM and PM Peak Hours
- I-405 Freeway south of Manchester Avenue
  - Northbound direction – LOS E, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour

- I-405 Freeway at Century Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway south of El Segundo Boulevard
  - Northbound direction – LOS F, AM and PM Peak Hours
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Rosecrans Avenue
  - Northbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
  - Southbound direction – LOS E, AM Peak Hour
- I-105 Freeway at Douglas Street
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway at Imperial Highway
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway west of Prairie Avenue
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway west of Crenshaw Boulevard
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM and PM Peak Hours

In the study area, traffic congestion occurs along the I-405 Freeway during the morning peak hour in the northbound direction and in the southbound direction, north of the I-105 Freeway. During the morning peak hour, traffic congestion occurs along the I-105 Freeway in the westbound direction in the study area. In the evening peak hour, traffic congestion along the I-405 Freeway occurs in both directions in the study area. Traffic congestion during the evening peak hour occurs in the eastbound direction along the I-105 Freeway.

## **FREEWAY MAINLINE - FUTURE TRAFFIC VOLUMES AND OPERATING CONDITIONS**

The development of Baseline (2015) with Phase 1 Project, and Future with and without Project traffic volume forecasts along the freeway segments were developed using the baseline volumes and the forecasts obtained from the updated City of Los Angeles model. The resulting traffic volumes and operating conditions for the Baseline (2015) with Phase 1 Project, and Future with and without Project scenarios are discussed in the sections below.

## **Baseline (2015) with Project – Traffic Volumes and Operating Conditions**

The Baseline with Project peak hour traffic volumes are shown in Table 54. Table 54 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Baseline (2015) with Project conditions. Figures 83A-F graphically illustrate the Baseline with Project weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 54, 10 of the analyzed segments during the morning peak hour and 12 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the analyzed segments in the morning peak hour and 4 segments in the evening peak hour are projected to operate at LOS E. Ten (10) of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are projected to operate at LOS F conditions.

The freeway mainline segments projected to operate at LOS E or F during one or more peak hours are similar to Existing conditions. The LOS for one segment improved from LOS F during the morning peak hour for Existing conditions to LOS E for Baseline (2015) with Project conditions and includes:

- I-105 Freeway at Douglas Street
  - Eastbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hours
  - Westbound direction – LOS F, AM Peak Hour

In the study area, traffic congestion continues to occur along the I-405 Freeway during the morning peak hour in the northbound direction and in the southbound direction, north of the I-105 Freeway. During the morning peak hour, traffic congestion continues to occur along the I-105 Freeway in the westbound direction in the study area. In the evening peak hour, traffic congestion along the I-405 Freeway continues to occur in the both directions in the study area. Traffic congestion during the evening peak hour continues to occur in the eastbound direction along the I-105 Freeway.

## **Future (2024) without Phase 1 Project – Traffic Volumes and Operating Conditions**

The Future (2024) without Phase 1 Project peak hour traffic volumes are shown in Table 55. Table 55 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Future (2024) without Phase 1 Project conditions. Figures 84A-F graphically illustrate the Future (2024) without Phase 1 Project weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 55, 7 of the analyzed segments during the morning peak hour and 10 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the analyzed segments in the morning peak hour and 6 segments in the evening peak hour are projected to operate at LOS E. Eleven (11) of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are projected to operate at LOS F conditions. The freeway mainline segments projected to operate at LOS E or F during one or more peak hours include:

- I-405 Freeway north of SR-90 Freeway
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway at Jefferson Boulevard
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Centinela Avenue
  - Northbound direction – LOS E, AM and PM peak hours
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway at Howard Hughes Parkway
  - Northbound direction – LOS E, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway at La Tijera Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS E, AM and PM Peak Hours
- I-405 Freeway at La Cienega Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour

- I-405 Freeway south of Manchester Avenue
  - Northbound direction – LOS E, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway at Century Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway south of El Segundo Boulevard
  - Northbound direction – LOS F, AM and PM Peak Hours
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Rosecrans Avenue
  - Northbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
  - Southbound direction – LOS E, AM and PM Peak Hours
- I-105 Freeway at Hughes Way
  - Westbound direction – LOS E, AM Peak Hour
- I-105 Freeway at Douglas Street
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway at Imperial Highway
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway west of Prairie Avenue
  - Eastbound direction – LOS E, AM Peak Hour
  - Westbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-105 Freeway west of Crenshaw Boulevard
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM and PM Peak Hours
- I-105 Freeway west of Normandie Avenue
  - Eastbound direction – LOS E, PM Peak Hour
  - Westbound direction – LOS E, AM Peak Hour

In the study area, traffic congestion continues to occur along the I-405 Freeway during the morning peak hour in the northbound direction and in the southbound direction, north of the I-105 Freeway. During the morning peak hour, traffic congestion continues to occur along the I-105 Freeway in the westbound direction in the study area. In the evening peak hour, traffic congestion along the I-405 Freeway continues to occur in the both directions in the study area. Traffic congestion during the evening peak hour continues to occur in the eastbound direction along the I-105 Freeway.

## **Future (2024) with Phase 1 Project – Traffic Volumes and Operating Conditions**

The Future (2024) with Phase 1 Project peak hour traffic volumes are shown in Table 55. Table 55 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Future (2024) with Phase 1 Project conditions. Figures 84A-F graphically illustrates the Future (2024) with Phase 1 Project weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 55, 7 of the analyzed segments during the morning peak hour and 10 analyzed segments during the evening peak hour are currently operate at LOS D or better on weekdays. Five (5) of the analyzed segments in the morning peak hour and 6 segments in the evening peak hour are projected to operate at LOS E. Eleven (11) of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are projected to operate at LOS F conditions.

The freeway mainline segments projected to operate at LOS E or F during one or more peak hours are similar to Future (2024) without Phase 1 Project conditions. The LOS for one segment worsened from LOS D during the evening peak hour for Future (2024) without Phase 1 Project conditions to LOS E for Future (2024) with Phase 1 Project conditions and includes:

- I-405 Freeway south of I-105 Freeway
  - Northbound direction – LOS E, PM Peak Hour

The LOS for two segments along the I-105 Freeway improved. During the morning peak hour, the LOS along the I-105 Freeway at Douglas Street for Future (2024) without Phase 1 Project conditions improved from LOS F to LOS E for Future (2024) with Phase 1 Project conditions. During the evening peak hour, the LOS along the I-105 Freeway, west of Prairie Avenue, for Future (2024) without Phase 1 Project conditions improved from LOS E to LOS D for Future (2024) with Phase 1 Project conditions. The LOS summary of the two improved locations include:

- I-105 Freeway at Douglas Street
  - Eastbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Westbound direction – LOS F, AM Peak Hour

- I-105 Freeway west of Prairie Avenue
  - Eastbound direction – LOS E, AM Peak Hour
  - Westbound direction – LOS F, AM Peak Hour; LOS D, PM Peak Hour

**Future (2035) without Project – Traffic Volumes and Operating Conditions**

The Future (2035) without Project peak hour traffic volumes are shown in Table 56. Table 56 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Future (2035) without Project conditions. Figures 85A-F graphically illustrate the Future (2035) without Project weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 56, 5 of the analyzed segments during the morning peak hour and 8 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Six (6) of the analyzed segments in the morning peak hour and 5 segments in the evening peak hour are projected to operate at LOS E. Twelve (12) of the analyzed segments during the morning peak hour and 10 analyzed segments in evening peak hours are projected to operate at LOS F conditions. The freeway mainline segments projected to operate at LOS E or F during one or more peak hours include:

- I-405 Freeway at Culver Boulevard
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway at Braddock Drive
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway north of SR-90 Freeway
  - Southbound direction – LOS E, AM Peak Hour
- I-405 Freeway at Jefferson Boulevard
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Centinela Avenue
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour



- I-405 Freeway at Howard Hughes Parkway
  - Northbound direction – LOS E, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway at La Tijera Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS E, AM and PM Peak Hours
- I-405 Freeway at La Cienega Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway south of Manchester Avenue
  - Northbound direction – LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway at Century Boulevard
  - Northbound direction – LOS E, AM Peak Hour; LOS F, PM Peak Hour
  - Southbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-405 Freeway south of I-105 Freeway
  - Northbound direction – LOS E, PM Peak Hour
- I-405 Freeway south of El Segundo Boulevard
  - Northbound direction – LOS F, AM and PM Peak Hours
  - Southbound direction – LOS F, AM and PM Peak Hours
- I-405 Freeway at Rosecrans Avenue
  - Northbound direction – LOS F, AM and PM Peak Hours
  - Southbound direction – LOS E, AM and PM Peak Hours
- I-105 Freeway at Hughes Way
  - Westbound direction – LOS E, AM Peak Hour
- I-105 Freeway at Douglas Street
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway at Imperial Highway
  - Westbound direction – LOS F, AM Peak Hour
- I-105 Freeway west of Prairie Avenue
  - Eastbound direction – LOS E, AM Peak Hour
  - Westbound direction – LOS F, AM Peak Hour; LOS E, PM Peak Hour
- I-105 Freeway west of Crenshaw Boulevard
  - Eastbound direction – LOS F, AM and PM Peak Hours
  - Westbound direction – LOS F, AM and PM Peak Hours

- I-105 Freeway west of Normandie Avenue
  - Eastbound direction – LOS E, PM Peak Hour
  - Westbound direction – LOS E, AM and PM Peak Hours

In the study area, traffic congestion continues to occur along the I-405 Freeway during the morning peak hour in the northbound direction and in the southbound direction, north of the I-105 Freeway. During the morning peak hour, traffic congestion continues to occur along the I-105 Freeway in the westbound direction in the study area. In the evening peak hour, traffic congestion along the I-405 Freeway continues to occur in the both directions in the study area. Traffic congestion during the evening peak hour continues to occur in the eastbound direction along the I-105 Freeway.

### **Future (2035) with Project – Traffic Volumes and Operating Conditions**

The Future (2035) with Project peak hour traffic volumes are shown in Table 56. Table 56 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Future (2035) with Project conditions. Figures 85A-F graphically illustrate the Future (2035) with Project weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 56, 6 of the analyzed segments during the morning peak hour and 8 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the analyzed segments in the morning peak hour and 5 segments in the evening peak hour are projected to operate at LOS E. Twelve (12) of the analyzed segments during the morning peak hour and 10 analyzed segments in evening peak hours are projected to operate at LOS F conditions.

The LOS for one segment along the I-405 Freeway and one segment along the I-105 Freeway improved. During the morning peak hour, the LOS along the I-405 Freeway at Culver Boulevard for Future (2035) without Project conditions improved from LOS E to LOS D for Future (2035) with Project conditions. During the evening peak hour, the LOS along the I-105 Freeway, west of Normandie Avenue, for Future (2035) without Project conditions improved from LOS E to LOS D for Future (2035) with Project conditions. The LOS summary of the two improved locations include:

- I-405 Freeway at Culver Boulevard
  - Southbound direction – LOS D, AM Peak Hour
- I-105 Freeway west of Normandie Avenue
  - Eastbound direction – LOS E, PM Peak Hour
  - Westbound direction – LOS E, AM Peak Hour; LOS D, PM Peak Hour

**Future 2035 with Project and Potential Future Related Development – Traffic Volumes and Operating Conditions**

The Future (2035) with Project and Potential Future Related Development peak hour traffic volumes are shown in Table 57. Table 57 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hours for Future (2035) with Project and Potential Future Related Development conditions. Figures 86A-F graphically illustrate the Future (2035) with Project and Potential Future Related Development weekday morning and evening peak hour LOS along the analyzed freeway segments, respectively. Detailed HCM 2010 LOS worksheets are provided in Appendix P. Per Caltrans request, additional analysis of selected mainline segments (Segments No. 8, 9, and 10) were conducted with a 55 mile per hour free flow speed. This analysis is provided in Appendix P.

As shown in Table 57, 5 of the analyzed segments during the morning peak hour and 8 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Six (6) of the analyzed segments in the morning peak hour and 5 segments in the evening peak hour are projected to operate at LOS E. Twelve (12) of the analyzed segments during the morning peak hour and 10 analyzed segments in evening peak hours are projected to operate at LOS F conditions.

The LOS for one segment along the I-105 Freeway improved. During the evening peak hour, the LOS along the I-105 Freeway, west of Normandie Avenue, for Future (2035) without Project conditions improved from LOS E to LOS D for Future (2035) with Project and Potential Future Related Development conditions. The LOS summary of the improved location includes:

- I-105 Freeway west of Normandie Avenue
  - Eastbound direction – LOS E, PM Peak Hour
  - Westbound direction – LOS E, AM Peak Hour; LOS D, PM Peak Hour

## **FREEWAY MAINLINE SEGMENT TRAFFIC IMPACT ANALYSIS**

A regional analysis was conducted to quantify potential impacts of the Project on the regional freeway system serving the Study Area based on significant traffic impact criteria developed in conjunction with Caltrans staff.

### **Significant Impact Criteria**

Per consultation with Caltrans, significant impact criteria for freeway segments and ramp junctions were determined. A project would have a significant impact if any of following conditions are met for either the AM or PM peak hours.

- If vehicle queues exceed the length of an on-ramp or off-ramp where there is no auxiliary lane.
- When an auxiliary lane is present, there is a significant impact when the queue exceeds the lesser of one-half the length of the auxiliary lane or 1000 feet, which creates a speed differential between the auxiliary lane and the adjacent lane.
- If freeway ramp terminus or ramp foremost or associated queue storage is blocked due to queuing or spillover at a surface street driveway or at an intersection.
- If any intersection or driveway on the State Highway System (SHS) is in such proximity to another LAMP's intersection or driveway that safety concerns may arise.
- If the LAMP traffic conditions cause the Level of Service (LOS) to deteriorate to below LOS F. If a freeway segment is already at LOS F, then an increase in the demand/capacity ratio of greater than 1% determined by comparing the future with Project conditions to the future without Project conditions would result in a significant impact.

### **Freeway Mainline Segment Analysis – Baseline (2015) with Project Conditions**

Significant impact analysis was conducted for the 23 analyzed freeway mainline segment based on the significant impact criteria discussed above. Table 58 provides a summary of the impacted freeway segments based on the significant criteria during the morning and evening peak hours. Under Baseline 2015 conditions, the proposed Project would not result in significant impacts at any of the the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Freeway Mainline Segment Analysis – Baseline (2015) with Project and Mitigation Measures Conditions**

The Baseline (2015) with Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Baseline Year 2015 following development of the Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place. The results of the implementation of the mitigation program are discussed below.

As shown in Table 59, 10 of the analyzed segments during the morning peak hour and 12 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the analyzed segments in the morning peak hour and 4 segments in the evening peak hour are projected to operate at LOS E. Ten (10) of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are projected to operate at LOS F conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix P.

Significant impact analysis with mitigation measures was conducted for the 23 analyzed freeway mainline segment based on the significant impact criteria discussed above. Table 59 provides a summary of the impacted freeway segments based on the significant criteria during the morning and evening peak hours. Under Baseline 2015 conditions, the proposed Project with mitigation measures would not result in significant impacts at any of the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Freeway Mainline Segment Analysis – Future (2024) with Phase 1 Project Conditions**

Table 60 provides a summary of the impacted freeway segments under Future (2024) with Phase 1 Project conditions based on the significant criteria during the morning and evening peak hours.

Under Future 2024 conditions, the Proposed Phase 1 Project would not result in significant impacts at any of the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Freeway Mainline Segment Analysis – Future (2024) with Phase 1 Project and Mitigation Measures Conditions**

The Future (2024) with Phase 1 Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2024 following development of the Phase 1 Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place.

As shown in Table 61, 8 of the analyzed segments during the morning peak hour and 10 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Four (4) of the analyzed segments in the morning peak hour and 6 segments in the evening peak hour are projected to operate at LOS E. Eleven (11) of the analyzed segments during the morning peak hour and 7 analyzed segments in evening peak hours are projected to operate at LOS F conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix P.

Significant impact analysis with mitigation measures was conducted for the 23 analyzed freeway mainline segment based on the significant impact criteria discussed above. Table 61 provides a summary of the impacted freeway segments based on the significant criteria during the morning and evening peak hours. Under Future 2024 conditions, the Proposed Phase 1 Project with mitigation measures would not result in significant impacts at any of the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Freeway Mainline Segment Analysis – Future (2035) with Project Conditions**

Table 62 provides a summary of the impacted freeway segments under Future (2035) with Project conditions based on the significant criteria during the morning and evening peak hours. Under Future 2035 conditions, the proposed Project is expected to result in significant impacts at one freeway mainline segment during the evening peak hour and includes:

- I-405 Freeway at La Cienega Boulevard

The Project would not result in significant traffic impacts at 22 of the 23 freeway mainline segments during either peak hour.

### **Freeway Mainline Segment Analysis – Future (2035) with Project and Mitigation Measures Conditions**

The Future (2035) with Project and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2035 following development of the Project with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place.

As shown in Table 63, 6 of the analyzed segments during the morning peak hour and 8 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the analyzed segments in the morning peak hour and 5 segments in the evening peak hour are projected to operate at LOS E. Twelve (12) of the analyzed segments during the morning peak hour and 10 analyzed segments in evening peak hours are projected to operate at LOS F conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix P.

Table 63 provides a summary of the impacted freeway segments under Future (2035) with Project and Mitigation Measure conditions based on the significant criteria during the morning and evening peak hours. Per Caltrans' Traffic Study Guidelines, providing a fair-share contribution towards I-405 Freeway mobility improvements would serve as mitigation for the cumulative impact of the project identified along the I-405 Freeway. An unavoidable significant impact remains at this location, I-405 Freeway at La Cienega Boulevard.

### **Freeway Mainline Segment Analysis – Future (2035) with Project and Potential Future Related Development Conditions**

Table 64 provides a summary of the impacted freeway segments under Future (2035) with Project and Potential Future Related Development conditions based on the significant criteria at different levels of service during the morning and evening peak hours. Under Future 2035 conditions, the proposed Project and Potential Future Related Development is expected to result in significant impacts at three freeway mainline segments during the evening peak hour and includes:

- I-405 Freeway at La Tijera Boulevard
- I-405 Freeway at La Cienega Boulevard
- I-105 Freeway west of Crenshaw Boulevard

The Project would not result in significant traffic impacts at 20 of the 23 freeway mainline segments during either peak hour.

## **Freeway Mainline Segment Analysis – Future (2035) with Project, Potential Future Related Development and Mitigation Measures Conditions**

The Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the Future Year 2035 following development of the Project and potential future related development with the proposed TDM program, regional transportation improvements, and specific intersection improvements in place.

As shown in Table 65, 5 of the analyzed segments during the morning peak hour and 8 analyzed segments during the evening peak hour are projected to operate at LOS D or better on weekdays. Six (6) of the analyzed segments in the morning peak hour and 5 segments in the evening peak hour are projected to operate at LOS E. Twelve (12) of the analyzed segments during the morning peak hour and 10 analyzed segments in evening peak hours are projected to operate at LOS F conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix P.

Table 65 provides a summary of the impacted freeway segments under Future (2035) with Project, Potential Future Related Development, and Mitigation Measures conditions based on the significant criteria at different levels of service during the morning and evening peak hours. Per Caltrans' Traffic Study Guidelines, providing a fair-share contribution to the I-405 Freeway mobility and ITS improvements and I-105 Freeway ITS improvements would serve as mitigations for the cumulative impacts identified along I-405 and I-105 Freeways. An unavoidable significant impact remains at these three segments – I-405 Freeway at La Cienega Boulevard, I-405 Freeway at La Tijera Boulevard and I-105 Freeway west of Crenshaw Boulevard.

### **CALTRANS HOV SEGMENT TRAFFIC ANALYSIS**

A total of four freeway HOV segments were identified along the I-405 Freeway and include the following:

- I-405 Freeway north of SR-90 Freeway (Post Mile 26.15)
- I-405 Freeway at La Tijera Boulevard (Post Mile 24.25)
- I-405 Freeway south of Manchester Avenue (Post Mile 23.36/23.29)
- I-405 Freeway at Century Boulevard (Post Mile 22.68/22.00)



## **FREEWAY HOV - EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS**

The existing freeway HOV traffic volumes were obtained from traffic data from April and October 2015 provided by Caltrans. Caltrans provided 24-hour HOV traffic counts along the I-405 Freeway. The morning (6:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) peak hour traffic volumes by direction were selected for each analyzed freeway segment based on the data. These traffic volumes reflect typical weekday operations during existing year conditions.

HOV or Managed Lanes analysis methodologies per the Chapter 38 – Managed Lanes section of the Highway Capacity Manual (HCM) 2010 and the National Highway Cooperative Highway Research Board (NCHRP) Web-Only Document 191 were utilized with the FREEVAL-ML (HCM 2010) software to determine the freeway HOV segments operating conditions (i.e. level of service) base on density (passenger car/per mile/per lane). Operating conditions on freeways were classified by LOS based on the measured flow (density) past a point on a section of freeway.

Three (3) of the 4 HOV analyzed segments (HOV segments No. 4, No.8, and No.11) have a painted solid line (Buffer 1 Separation per HCM2010) separating the HOV lane from the mainline lanes. The No. 10 I-405 Freeway south of Manchester Avenue segment has a dashed line (Managed Lane Access per HCM2010) allowing the lane changing of vehicles between the HOV lane and the mainline lanes.

Utilizing the existing peak hour traffic volumes in conjunction with the level of service methodologies described above, and the current freeway characteristics (i.e. number of lanes and speed limits), to determine the existing operating conditions at the analyzed freeway HOV segments. Each freeway HOV segment by direction was evaluated using the HCM methodology. Existing freeway HOV segment operations during the weekday morning and evening peak hours are shown in Table 66. Table 66 summarizes the density and corresponding LOS at each analyzed freeway HOV segment location. Detailed HCM 2010 LOS worksheets for existing conditions are provided in Appendix P.

As shown in Table 66, all four (4) analyzed segments during the morning peak hour and evening peak hour are currently operating at LOS D or better on weekdays.

## **FREEWAY HOV - FUTURE TRAFFIC VOLUMES AND OPERATING CONDITIONS**

The development of Baseline (2015) with Project, and Future with and without Project traffic volume forecasts along the freeway HOV segments is similar to the methodology described in Chapters IV and V for the development of traffic volume forecasts for study intersections. The resulting HOV traffic volumes and operating conditions for the Baseline (2015) with Project, and Future with and without Project scenarios are discussed in the sections below.

### **Baseline (2015) with Project – HOV Traffic Volumes and Operating Conditions**

The Baseline (2015) with Project peak hour HOV traffic volumes are shown in Table 67. Table 67 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the morning and evening peak hour for Baseline (2015) with Project conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 67, all four analyzed segments during the morning peak hour and evening peak hour are projected to operate at LOS D or better on weekdays. Based on the significance criteria, no significant impacts would result on the HOV facilities due to the proposed Project.

### **Future (2024) without Phase 1 Project – Traffic Volumes and Operating Conditions**

The Future (2024) without Project peak hour HOV traffic volumes are shown in Table 68. Table 68 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the morning and evening peak hour for Future (2024) without Project conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 68, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to operate at LOS D or better on weekdays. One (1) of the analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

### **Future (2024) with Phase 1 Project – Traffic Volumes and Operating Conditions**

The Future (2024) with Phase 1 Project peak hour traffic volumes are shown in Table 68. Table 68 also summarizes the freeway mainline segment operations, density and corresponding LOS, during the morning and evening peak hour for Future (2024) with Phase 1 Project conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 68, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to continue to operate at LOS D or better on weekdays. One (1) of the analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

Based on the significance criteria, no significant impacts would result on the HOV facilities due to the proposed Project.

### **Future (2035) without Project – Traffic Volumes and Operating Conditions**

The Future (2035) without Project peak hour traffic volumes are shown in Table 69. Table 69 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the morning and evening peak hour for Future (2035) without Project conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 69, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to operate at LOS D or better on weekdays. One (1) of the analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

### **Future (2035) with Project – Traffic Volumes and Operating Conditions**

The Future (2035) with Project peak hour traffic volumes are shown in Table 69. Table 69 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the

morning and evening peak hour for Future (2035) with Project conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 69, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to continue to operate at LOS D or better on weekdays. One (1) of the analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

Based on the significance criteria, no significant impacts would result on the HOV facilities due to the proposed Project.

#### **Future (2035) with Project and Potential Future Related Development – Traffic Volumes and Operating Conditions**

The Future (2035) with Project and Potential Future Related Development peak hour traffic volumes are shown in Table 70. Table 70 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the morning and evening peak hour for Future (2035) with Project and Potential Future Related Development conditions. Detailed HCM 2010 LOS worksheets are provided in Appendix Q.

As shown in Table 70, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to continue to operate at LOS D or better on weekdays. One (1) of the analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

Based on the significance criteria, no significant impacts would result on the HOV facilities due to the proposed Project.

## **FREEWAY OFF-RAMP QUEUE LENGTH ANALYSIS**

An analysis of the vehicle queues at the freeway off-ramps was conducted during the morning and evening peak hours. Per Caltrans methodology and procedures, the traffic queue length (95<sup>th</sup> percentile as determined by the Highway Capacity Manual 2010 Operations Methodology) on the off-ramp is compared to the storage length of the ramp at 85% capacity which can include portion of the freeway auxiliary lane. Caltrans is concerned with off-ramp vehicle queues backing into the freeway mainline lanes. Failing ramp conditions were determined if the queue long enough to result in backing up into the freeway mainline (identified as 'YES' next to the 'ramp' row in the table).

Analysis of the off-ramps was conducted for existing, 2015 baseline with Project, and future conditions without and with the Project. The following 26 freeway on-ramp locations were evaluated:

- Lincoln Boulevard & SR-90 Ramps
- Centinela Avenue & Sanford/SR-90 Westbound Ramps
- Centinela Avenue & SR-90 Eastbound On-/Off-Ramps
- Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)
- I-405 Southbound Ramps & Jefferson Boulevard
- I-405 Northbound Ramps & Jefferson Boulevard
- Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)
- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)
- SR-90 Westbound Ramps & Slauson Avenue
- I-405 Southbound Ramps & Howard Hughes Parkway
- Nash Street /I-105 Westbound Ramps & Imperial Highway
- I-405 Northbound Ramps & La Tijera Boulevard
- I-405 Southbound Ramps & La Tijera Boulevard
- I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)
- I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue
- I-405 Northbound Ramps & Century Boulevard
- I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway

- I-405 Northbound Ramps & El Segundo Boulevard
- I-405 Northbound Ramps & Rosecrans Avenue
- Hawthorne Boulevard & I-105 Westbound Ramps/111th Street
- Prairie Avenue & West 112th Street/I-105 Off-Ramp
- I-405 Northbound Ramps & Culver Boulevard
- Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)

**Off-Ramp Queue Length Analysis – Existing and Baseline (2015) with Project Conditions**

Table 71 summarizes the results of the off-ramp analysis for Existing Baseline conditions without and with the Project. As indicated in the table, one of the evaluated off-ramps have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Existing and Baseline (2015) conditions and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp occurs during the morning peak hour under Existing conditions and is projected to continue to occur under Baseline (2015) with Project conditions. The queue is a result of the merging lanes along the I-405 northbound lanes to I-105 westbound lanes and the along the I-405 southbound lanes to the I-105 westbound lanes.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project.

**Off-Ramp Queue Length Analysis – Existing and Baseline (2015) with Project and Mitigation Measures Conditions**

Table 72 summarizes the results of the off-ramp analysis for Existing (2015) with Project and Mitigation Measures conditions. As indicated in the table, one of the evaluated off-ramps have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Existing (2015) with Project and Mitigation Measures conditions and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp occurs during the morning peak hour under Existing conditions and is projected to continue to occur under Baseline (2015) with Project and Mitigation Measures conditions. The queue is a result of the merging lanes along the I-405 northbound lanes to I-105 westbound lanes and the along the I-405 southbound lanes to the I-105 westbound lanes.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project.

#### **Off-Ramp Queue Length Analysis – Future (2024) without and with Phase 1 Project Conditions**

Table 73 summarizes the results of the off-ramp analysis for Future (2024) conditions without and with the Phase 1 Project. As indicated in the table, one of the evaluated off-ramps that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) without and with the Phase 1 Project and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024) without and with Phase 1 Project conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project with mitigation measures.

### **Off-Ramp Queue Length Analysis – Future (2024) with Phase 1 Project and Mitigation Measures Conditions**

Table 74 summarizes the results of the off-ramp analysis for Future (2024) with the Phase 1 Project and Mitigation Measures conditions. As indicated in the table, one of the evaluated off-ramps that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) with the Phase 1 Project and Mitigation Measures conditions and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024 with Phase 1 Project and Mitigation Measures conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project with mitigation measures.

### **Off-Ramp Queue Length Analysis – Future (2035) without and with Project Conditions**

Table 75 summarizes the results of the off-ramp analysis for Future (2035) conditions without and with the Project. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) without and with the Project and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) without and with Project conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.



Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project.

### **Off-Ramp Queue Length Analysis – Future (2035) with Project and Mitigation Measures Conditions**

Table 76 summarizes the results of the off-ramp analysis for Future (2035) with Project and Mitigation Measures conditions. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) with Project and Mitigation Measures conditions and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) with Project and Mitigation Measures conditions.

As indicated in the table, the Project with mitigation measures does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project with mitigation measures.

### **Off-Ramp Queue Length Analysis – Future (2035) without and with Project and Potential Future Related Development Conditions**

Table 77 summarizes the results of the off-ramp analysis for Future (2035) conditions without and with the Project and Potential Future Related Development. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) without and with the Project and Potential Future Related Development and include:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) without and with Project and Potential Future Related Development conditions.

As indicated in the table, the Project and Potential Future Related Development does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project.

#### **Off-Ramp Queue Length Analysis – Future (2035) with Project, Potential Future Related Development and Mitigation Measures Conditions**

Table 78 summarizes the results of the off-ramp analysis for Future (2035) conditions with Project, Potential Future Related Development and Mitigation Measures conditions. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions and include:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions.

As indicated in the table, the Project and Potential Future Related Development with mitigation measures does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix R.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to the proposed Project with mitigation measures.

#### **FREEWAY ON-RAMP ANALYSIS**

Based on on-ramp metering, Caltrans has established a maximum capacity of 900 vehicles per hour per lane (vphpl) for on-ramps. An on-ramp is considered to be over-saturated or failing if

the existing or future peak hour traffic on the ramp exceeds 900 vphpl. Analysis of the on-ramps was conducted for existing baseline and future conditions with and without the Project. The following 23 freeway on-ramp locations were evaluated:

- Centinela Avenue & Sanford/SR-90 Westbound Ramps
- Centinela Avenue & SR-90 Eastbound On-/Off-Ramps
- Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)
- I-405 Southbound Ramps & Jefferson Boulevard
- I-405 Northbound Ramps & Jefferson Boulevard
- Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)
- I-405 Southbound Ramps & Howard Hughes Parkway
- I-405 Northbound Ramps & La Tijera Boulevard
- I-405 Southbound Ramps & La Tijera Boulevard
- I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)
- I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue
- I-405 Northbound Ramps & Century Boulevard
- I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway (eastbound direction)
- I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway (westbound direction)
- I-405 Northbound Ramps & El Segundo Boulevard (eastbound direction)
- I-405 Northbound Ramps & El Segundo Boulevard (westbound direction)
- I-405 Northbound Ramps & Rosecrans Avenue (eastbound direction)
- I-405 Northbound Ramps & Rosecrans Avenue (westbound direction)
- I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway
- I-405 Northbound Ramps & Culver Boulevard

### **On-Ramp Analysis – Existing and Baseline (2015) with Project Conditions**

Analysis of the on-ramps was conducted for Existing and Baseline (2015) with Project conditions. The results of this analysis are provided in Table 79. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Existing and Baseline (2015) with Project during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project.

#### **On-Ramp Analysis – Baseline (2015) with Project and Mitigation Measures Conditions**

Analysis of the on-ramps was conducted for Baseline (2015) with Project and Mitigation Measures conditions. The results of this analysis are provided in Table 80. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Baseline (2015) with Project and Mitigation Measures conditions during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project with mitigation measures.

#### **On-Ramp Analysis – Future (2024) without and with Project Conditions**

Analysis of the on-ramps was conducted for Future (2024) without and with Phase 1 Project conditions. The results of this analysis are provided in Table 81. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2024) without and with Phase 1 Project during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project.

#### **On-Ramp Analysis – Future (2024) with Phase 1 Project and Mitigation Measures Conditions**

Analysis of the on-ramps was conducted for Future (2024) with Phase 1 Project and Mitigation Measures conditions. The results of this analysis are provided in Table 82. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2024) with Phase 1 Project and Mitigation Measures conditions during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project with mitigation measures.

#### **On-Ramp Analysis – Future (2035) without and with Project Conditions**

Analysis of the on-ramps was conducted for Future (2035) without and with Project conditions. The results of this analysis are provided in Table 83. As indicated in the tables, none of the

evaluated on-ramps exceed capacity under Future (2035) without and with the Project during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project.

#### **On-Ramp Analysis – Future (2035) with Project and Mitigation Measures Conditions**

Analysis of the on-ramps was conducted for Future (2035) with Project and Mitigation Measures conditions. The results of this analysis are provided in Table 84. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2035) with Project and Mitigation Measures conditions during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project with mitigation measures.

#### **On-Ramp Analysis – Future (2035) without and with Project and Potential Future Related Development Conditions**

Analysis of the on-ramps was conducted for Future (2035) without and with Project and Potential Future Related Development conditions. The results of this analysis are provided in Table 85. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2035) without and with the Project and Potential Future Related Development during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project.

#### **On-Ramp Analysis – Future (2035) with Project, Potential Future Related Development and Mitigation Measures Conditions**

Analysis of the on-ramps was conducted for Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions. The results of this analysis are provided in Table 86. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the proposed Project with mitigation measures.

## **CALTRANS ARTERIAL INTERSECTION ANALYSIS**

Caltrans requires that all intersections under its jurisdiction with the city street system be analyzed with the HCM 2010 Operations Methodology. As indicated in Chapter I, a total of 48 study intersections are State Highway arterial and freeway ramp intersection locations that also fall under Caltrans jurisdiction. Of these 48 intersections, 27 intersections are freeway ramp locations and 21 intersections are located along a designated State Highway. These locations include the following:

### **Freeway Ramp Intersections**

- Lincoln Boulevard & SR-90 Ramps
- Centinela Avenue & Sanford/SR-90 Westbound Ramps
- Centinela Avenue & SR-90 Eastbound On-/Off-Ramps
- Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)
- I-405 Southbound Ramps & Jefferson Boulevard
- I-405 Northbound Ramps & Jefferson Boulevard
- Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)
- Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)
- SR-90 Westbound Ramps & Slauson Avenue
- I-405 Southbound Ramps & Howard Hughes Parkway
- Nash Street /I-105 Westbound Ramps & Imperial Highway
- I-405 Northbound Ramps & La Tijera Boulevard
- I-405 Southbound Ramps & La Tijera Boulevard
- I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)
- La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)
- I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue
- I-405 Northbound Ramps & Century Boulevard
- I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway
- I-405 Northbound Ramps & El Segundo Boulevard
- I-405 Northbound Ramps & Rosecrans Avenue
- Hawthorne Boulevard & I-105 Westbound Ramps/111th Street

- I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway
- Prairie Avenue & West 112th Street/I-105 Off-Ramp
- I-405 Northbound Ramps & Culver Boulevard
- Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)

### **State Highway Intersections**

- Lincoln Boulevard & Venice Boulevard
- Lincoln Boulevard & Washington Boulevard
- Lincoln Boulevard & Bali Way
- Lincoln Boulevard & Mindanao Way
- Lincoln Boulevard & Fiji Way
- Lincoln Boulevard & Jefferson Boulevard
- Lincoln Boulevard & Bluff Creek Drive
- Lincoln Boulevard & Loyola Marymount University Drive
- Lincoln Boulevard & 83rd Street
- Lincoln Boulevard & Manchester Avenue
- Lincoln Boulevard & La Tijera Boulevard
- Centinela Avenue & Venice Boulevard
- Overland Avenue & Venice Boulevard
- Sepulveda Boulevard & Lincoln Boulevard
- Sepulveda Boulevard & Century Boulevard
- Sepulveda Boulevard & Imperial Highway
- Sepulveda Boulevard & Mariposa Avenue
- Sepulveda Boulevard & Grand Avenue
- Sepulveda Boulevard & El Segundo Boulevard
- Sepulveda Boulevard & Rosecrans Avenue
- National Boulevard & Venice Boulevard

Each of these intersections was evaluated using the HCM 2010 methodology. The HCM LOS definitions for signalized intersections are shown on Table 87.

### **Intersection Operations - Existing 2015 Conditions**

The results of the HCM 2010 intersection analysis for Existing Baseline conditions are presented in Table 88 and worksheets of this analysis are included in Appendix S. As shown in Table 88, 44 of the analyzed intersections during the morning peak hour and 43 analyzed

intersections during the evening peak hour are currently operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 4 intersections in the evening peak hour are operating at LOS E. One (1) analyzed intersection during both the morning and evening peak hours is currently experiencing LOS F conditions.

#### **Intersection Operations - Baseline (2015) with Project Conditions**

The results of the HCM 2010 intersection analysis for Baseline (2015) with Project conditions are presented in Table 89 and worksheets of this analysis are included in Appendix S. As shown in Table 89, 44 of the analyzed intersections during the morning peak hour and 44 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 3 intersections in the evening peak hour are projected to operate at LOS E. One (1) analyzed intersection during both morning and evening peak hours is projected to operate at LOS F conditions.

The proposed Project would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project at any of the Caltrans arterial intersections.

#### **Intersection Operations - Baseline (2015) with Project and Mitigation Measures Conditions**

The results of the HCM 2010 intersection analysis for Baseline (2015) with Project and Mitigation Measures conditions are presented in Table 90 and worksheets of this analysis are included in Appendix S. As shown in Table 90, 44 of the analyzed intersections during the morning peak hour and 44 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 3 intersections in the evening peak hour are projected to operate at LOS E. One (1) analyzed intersection during both morning and evening peak hours is projected to operate at LOS F conditions.

The proposed Project with mitigation measures would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project with mitigation measures at any of the Caltrans arterial intersections.



### **Intersection Operations - Future (2024) without Project Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) without Project conditions are presented in Table 91 and worksheets of this analysis are included in Appendix S. As shown in Table 91, 42 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Four (4) of the intersections in the morning peak hour and 5 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the both morning and evening peak hours are projected to operate at LOS F conditions.

### **Intersection Operations - Future (2024) with Phase 1 Project Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Phase 1 Project conditions are presented in Table 91 and worksheets of this analysis are included in Appendix S. As shown in Table 91, 43 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

The proposed Project would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project at any of the Caltrans arterial intersections.

### **Intersection Operations - Future (2024) with Phase 1 Project and Mitigation Measures Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Phase 1 Project and Mitigation Measures conditions are presented in Table 92 and worksheets of this analysis are included in Appendix S. As shown in Table 92, 42 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Four (4) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

The proposed Project with mitigation measures would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project with mitigation measures at any of the Caltrans arterial intersections.

#### **Intersection Operations - Future (2035) without Project Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) without Project conditions are presented in Table 93 and worksheets of this analysis are included in Appendix S. As shown in Table 93, 42 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Four (4) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the both morning and evening peak hours are projected to operate at LOS F conditions.

#### **Intersection Operations - Future (2035) with Project Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Project conditions are presented in Table 93 and worksheets of this analysis are included in Appendix S. As shown in Table 93, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

The proposed Project would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project at any of the Caltrans arterial intersections.

#### **Intersection Operations - Future (2035) with Project and Mitigation Measures Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Project and Mitigation Measures conditions are presented in Table 94 and worksheets of this analysis are included in Appendix S. As shown in Table 94, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS

D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

The proposed Project with mitigation measures would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project with mitigation measures at any of the Caltrans arterial intersections.

#### **Intersection Operations - Future (2035) with Project and Potential Future Related Development Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Project and Potential Future Related Development conditions are presented in Table 95 and worksheets of this analysis are included in Appendix S. As shown in Table 95, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hours are projected to operate at LOS F conditions.

The proposed Project would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project at any of the Caltrans arterial intersections.

#### **Intersection Operations - Future (2035) with Project, Potential Future Related Development and Mitigation Measures Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Project, Potential Future Related Development and Mitigation Measures conditions are presented in Table 96 and worksheets of this analysis are included in Appendix S. As shown in Table 96, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hours are projected to operate at LOS F conditions.

The proposed Project with mitigation measures would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to the proposed Project with mitigation measures at any of the Caltrans arterial intersections.

## **DESCRIPTION OF POTENTIAL REGIONAL IMPROVEMENTS**

The Project will fund a fair-share contribution to the potential regional improvements identified in this section. The potential regional improvements that the Project will provide a fair-share contribution towards include the following:

- I-405 Corridor Mobility and Access Enhancements
- I-105 Freeway Intelligent Transportation System (ITS) Improvements
- I-405 Freeway ITS Improvements

A brief description of each of these potential regional improvements follows.

### **I-405 Corridor and Network Connectivity Enhancements**

The Project will fund completion of a project study report and environmental documents as its fair share to Caltrans efforts towards identification, evaluation and implementation of the I-405 corridor mobility and access improvements such as the I-405 southbound collector-distributor roadway improvements between Florence Avenue and Century Boulevard; associated I-405 SB interchange access improvements at La Cienega Boulevard, Manchester Boulevard and Century Boulevard; I-405 northbound access improvements at Imperial Highway, Century Boulevard and La Cienega Boulevard; and the I-105 westbound to I-405 northbound freeway connector enhancement to potentially improve access to the Century Boulevard interchange. These improvements would be planned to operate in conjunction with the ITS improvements along the I-405 and I-105 freeway corridors such that traffic flow experiencing recurrent and non-recurrent congestion can be improved and managed, and safety is enhanced on an overall basis.

### **I-105 Freeway Intelligent Transportation System (ITS) Improvements**

The Project will contribute its fair share to Caltrans efforts towards implementation of Active Traffic Management (ATM) Strategies along the I-105 freeway corridor between I-110 and Sepulveda Boulevard. ATM is a proactive set of strategies to dynamically manage and regulate traffic based

on prevailing conditions of recurrent and non-recurrent congestion. These strategies could include part-time Hard Shoulder Running (HSR) with speed harmonization, queue warning, dynamic corridor adaptive ramp metering, adaptive traffic signal control, ramp meter-arterial signal coordination, dynamic routing, predictive traveler information and dynamic junction control. Two parallel arterials to the I-105 corridor namely El Segundo Boulevard and Imperial Highway would be included as part of the ATM improvements. These ATM strategies are expected to ultimately improve mobility and enhance safety by using real-time data, technology and decision support systems for making performance-driven decisions.

### **I-405 Freeway Intelligent Transportation System (ITS) Improvements**

The Project will contribute its fair share to Caltrans efforts towards implementation of Active Traffic Management (ATM) Strategies along the I-405 freeway corridor between SR 90 (Marina Freeway) and Rosecrans Avenue. These strategies would help dynamically manage and regulate traffic based on prevailing conditions of recurrent and non-recurrent congestion. The strategies could include dynamic speed harmonization, queue warning, dynamic corridor adaptive ramp metering, adaptive traffic signal control, ramp meter-arterial signal coordination, dynamic routing, predictive traveler information and dynamic junction control. Key parallel arterials to the I-405 corridor namely La Cienega Boulevard, Sepulveda Boulevard and Sawtelle Boulevard would be included as part of the ATM improvements. These ATM strategies are expected to ultimately improve mobility and enhance safety by using real-time data, technology and decision support systems for making performance-driven decisions during prevailing congested conditions.

Since the LAMP Project includes numerous facilities and improvements that would be implemented over time, the associated mitigation measures have been phased such that they would be in place prior to occurrence of significant impacts due to these project facilities. The phasing of these mitigation measures establishes the relationship between specific improvements and the particular facility planned to be built as part of the LAMP Project. A summary of phasing of all mitigation measures including those that address project intersection impacts as well as cumulative freeway mainline impacts is provided in Appendix X.

### **FAIR-SHARE ANALYSIS OF POTENTIAL REGIONAL IMPROVEMENTS**

There are no feasible mitigation measures that a single project can be expected to implement that would directly reduce mainline cumulative impacts to less than significant. Caltrans requires that the project applicant pay its fair-share of any feasible improvements that may be implemented at the significantly impacted segments. Caltrans has adopted a mathematical

formula to calculate a project's fair-share of an overall improvement cost for the significantly impacted segments. The fair-share calculation assigns costs to a project in proportion to the project's share of the traffic growth between existing conditions and the long-range planning horizon year of 2035. The payment of the fair-share amount is then deemed to be mitigation of the project impacts.

The Caltrans' Traffic Study Guidelines calls for assessment of cumulative traffic impacts of the Project and requires identification of mitigation measures, as well as fair share contributions associated with the Project. Cumulative traffic impacts and mitigation measures have been presented in the previous sections. This section describes the fair share analysis associated with the Project.

The methodology and the calculations used to estimate the project's proportional percentage at the impacted freeway mainline segments that require cumulative improvement measures are based on Caltrans' Traffic Study Guidelines. The fair share of the improvements was calculated using the weekday PM peak hour project generated traffic volumes on each significantly impacted freeway mainline segments and the overall growth in traffic associated with the project, regional growth and other development (related) traffic volumes.

The equation to calculate equitable share responsibility is:

$$P = \frac{T}{T_B - T_E}$$

P = The equitable share for the proposed Project's traffic impact

T = The vehicle trips generated by the project on State Highway

T<sub>B</sub> = The forecasted traffic volume on an impacted State Highway

T<sub>E</sub> = The existing traffic volume on the State Highway.

The mainline PM peak hour existing and future traffic volumes, future volume growth and project-related volume increases are shown on Table 97. Using the above equation, the equitable share responsibility of the LAMP Project for the impacted I-405 and I-105 mainline segments were calculated as shown on Table 97. From Table 97, it can be observed that the fair share percentages associated with the LAMP Project are:

- I-405 Freeway = 17.3%
- I-105 Freeway = 11.3%

**TABLE 52**  
**FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS**

LEVEL OF SERVICE	DENSITY (pc/mi/ln)
A	$\leq 11.0$
B	$> 11.0$ and $\leq 18.0$
C	$> 18.0$ and $\leq 26.0$
D	$> 26.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 45.0$
F	$> 45.0$

Source: Transportation Research Board, *Highway Capacity Manual 2010*.

pc/mi/ln - passenger cars per mile per lane

**TABLE 53  
 FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE  
 EXISTING CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	EXISTING (2015) AM PEAK HOUR				EXISTING (2015) PM PEAK HOUR			
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	64.1	25.8	C	7,898	62.7	28.7	D
		27.81	SB	5	8,390	61.3	31.2	D	6,849	64.9	24.1	C
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7,831	62.9	28.4	D	7,732	63.2	27.9	D
		27.35	SB	5	8,390	61.3	31.2	D	6,849	64.6	24.1	C
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	62.9	28.5	D	7,711	63.2	27.8	D
		26.84	SB	5	8,412	61.2	31.3	D	6,722	64.8	23.6	C
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	64.9	22.9	C	6,721	64.8	23.6	C
		26.15	SB	5	8,718	60.1	33.0	D	7,233	64.1	25.7	C
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	61.9	30.2	D	6,561	61.9	30.2	D
		26.00	SB	4	10,853	24.5	126.1	F	8,852	47.2	53.4	F
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	56.9	37.9	E	7,536	57.1	37.6	E
		25.41	SB	5	9,743	55.5	40.0	E	8,643	60.4	32.6	D
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	59.5	34.1	D	7,451	57.6	36.8	E
		24.90	SB	4	9,368	42.2	63.1	F	7,969	54.3	41.8	E
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	56.8	38.1	E	8,533	50.0	48.6	F
		24.25	SB	4	6,823	60.8	31.9	D	7,227	58.9	35.0	D
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	55.6	39.8	E	8,856	47.1	53.5	F
		23.61	SB	4	8,146	53.0	43.7	E	7,500	57.3	37.2	E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	60.2	32.9	D	7,879	54.9	40.8	E
		23.29	SB	4	9,991	35.4	80.4	F	7,777	55.6	39.8	E
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	54.5	41.5	E	9,087	45.0	57.5	F
		22.00	SB	4	9,404	41.8	64.0	F	7,815	55.3	40.2	E
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	62.4	29.3	D	6,903	60.5	32.5	D
		20.6	SB	4	6,340	62.7	28.8	D	5,483	64.6	24.2	C
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,541	28.7	104.7	F	10,728	26.2	116.8	F
		19.57	SB	4	9,594	39.8	68.6	F	9,095	44.9	57.7	F
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,616	49.3	49.8	F	7,953	54.4	41.6	E
		19.16	SB	4	7,709	56.0	39.2	E	7,056	59.7	33.6	D
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,092	64.7	24.0	C	4,190	64.5	24.7	C
		R0.90	WB	3	5,408	59.0	34.8	D	3,058	65.0	17.9	B
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,240	51.7	45.8	F	6,414	49.8	48.9	F
		R1.30	WB	3	7,160	40.4	67.3	F	3,480	65.0	20.3	C
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,029	65.0	17.7	B	3,614	65.0	21.1	C
		R1.80	WB	3	6,323	50.8	47.2	F	4,786	62.5	29.1	D
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,447	65.0	20.1	C	3,737	65.0	21.8	C
		R2.60	WB	3	4,724	62.8	28.5	D	2,919	65.0	17.0	B
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10	EB	3	5,382	59.1	34.5	D	4,610	63.3	27.7	D
		R3.30	WB	3	6,278	51.3	46.5	F	5,066	61.1	31.5	D
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20	EB	3	6,245	51.6	45.9	F	6,714	46.3	55.1	F
		R4.00	WB	3	7,884	29.0	103.1	F	7,104	41.1	65.5	F
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	EB	4	6,857	60.7	32.2	D	7,097	59.5	33.9	D
		R5.50	WB	4	7,123	59.4	34.1	D	6,859	60.7	32.2	D
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	EB	3	3,516	55.0	24.3	C	3,424	55.0	23.6	C
		1.24	WB	3	2,595	55.0	17.9	B	4,711	55.0	32.5	D
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	EB	3	3,156	55.0	21.8	C	2,844	55.0	19.6	C
		1.61	WB	4	2,644	55.0	13.7	B	2,448	55.0	12.7	B

[a] Peak hour volume based on traffic volumes provided by Caltrans.

[b] Speed = Average passenger car speed.

[c] Density >45 pc/mi/ln represents oversaturated conditions.



TABLE 54  
**FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE  
 BASELINE 2015 WITH PROJECT CONDITIONS**

NO.	FREEWAY SEGMENT	POS M/F	DIRECTION	EXISTING (2015) AM PEAK HOUR				EXISTING (2015) PM PEAK HOUR				BASELINE 2015 WITH PROJECT AM PEAK HOUR				BASELINE 2015 WITH PROJECT PM PEAK HOUR				
				LANES	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [d]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [d]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
1.	I-405 South of Venice (PM 27.81)	27.81 27.81	NB SB	5 5	7,262 8,390	64.1 61.3	25.8 31.2	C D	7,898 6,849	62.7 64.9	28.7 24.1	D C	7,261 8,387	64.1 61.3	25.8 31.2	C D	7,894 6,858	62.8 64.6	28.7 24.2	D C
2.	I-405 at Culver Boulevard (PM 27.35)	27.35 27.35	NB SB	5 5	7,831 8,390	62.9 61.3	28.4 31.2	D D	7,731 6,849	63.2 64.6	27.9 24.1	D C	7,830 8,394	62.9 61.3	28.4 31.2	D D	7,731 6,854	63.2 64.6	27.9 24.2	D C
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84 26.84	NB SB	5 5	7,863 8,412	62.9 61.2	28.5 31.3	D D	7,711 6,722	63.2 64.8	27.8 23.6	D C	7,851 8,420	62.9 61.2	28.4 31.3	D D	7,707 6,717	63.2 64.8	27.8 23.6	D C
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	5 5	6,529 8,718	64.9 60.1	22.9 33.0	C D	6,721 7,233	64.8 64.1	23.6 25.7	C C	6,528 8,741	64.9 60.0	22.9 33.2	C D	6,713 7,257	64.8 64.1	23.6 25.8	C C
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00 26.00	NB SB	4 4	6,569 10,853	61.9 24.5	30.2 126.1	D F	6,561 8,852	61.9 47.2	30.2 53.4	D F	6,566 10,876	61.9 24.2	30.2 128.2	D F	6,558 8,876	61.9 47.0	30.2 53.6	D F
6.	I-405 at Centinela Avenue (PM 25.41)	25.41 25.41	NB SB	4 5	7,568 9,743	56.9 55.5	37.9 40.0	E E	7,536 8,643	57.1 60.4	37.6 32.6	E D	7,560 9,733	57.0 55.5	37.8 39.9	E E	7,520 8,638	57.2 60.4	37.4 32.6	E D
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10 24.90	NB SB	4 4	7,112 9,368	59.5 42.2	34.1 63.1	D F	7,451 7,969	57.6 54.3	36.8 41.8	E E	7,101 9,376	59.5 42.1	34.0 63.4	D D	7,448 7,971	57.6 54.3	36.8 41.8	E E
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	4 4	7,594 6,823	56.8 60.8	38.1 31.9	E D	8,533 7,227	50.0 58.9	48.6 35.0	F D	7,607 6,830	56.7 60.8	38.2 32.0	E D	8,555 7,216	49.8 58.9	48.9 34.9	F D
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61 23.61	NB SB	4 4	7,772 8,146	55.6 53.0	39.8 43.7	E E	8,856 7,500	47.1 57.3	53.5 37.2	F E	7,784 8,159	55.6 52.9	39.9 43.9	E E	8,873 7,451	47.0 57.6	53.7 36.8	F E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	4 4	6,956 9,991	60.2 35.4	32.9 80.4	D F	7,879 7,777	54.9 55.6	40.8 39.8	E E	6,925 9,997	60.4 35.4	32.7 80.5	D F	7,864 7,720	55.0 56.0	40.7 39.3	E E
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	4 4	7,943 9,404	54.5 41.8	41.5 64.0	E F	9,087 7,815	45.0 55.3	57.5 40.2	F E	7,892 9,360	54.8 42.3	41.0 63.0	E F	9,086 7,751	45.0 55.8	57.5 39.6	F E
12.	I-405 South of I-105 (PM 20.60)	20.6 20.6	NB SB	4 4	6,424 6,340	62.4 62.7	29.3 28.8	D D	6,903 5,483	60.5 64.6	32.5 24.2	D D	6,411 6,367	62.4 62.6	29.2 29.0	D D	6,341 5,517	60.3 64.6	32.8 24.3	D C
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57 19.57	NB SB	4 4	10,541 9,594	28.7 39.8	104.7 68.6	F F	10,728 9,095	26.2 44.9	116.8 57.7	F F	10,538 9,582	28.7 40.0	104.5 68.2	F F	10,721 9,083	26.3 45.1	116.3 57.4	F F
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16 19.16	NB SB	4 4	8,616 7,709	49.3 56.0	49.8 39.2	F E	7,953 7,056	54.4 59.7	41.6 33.6	E D	8,615 7,707	49.3 56.1	49.8 39.1	F E	7,965 7,055	54.3 59.7	41.8 33.6	E D
15.	I-105 at Hughes Way (PM R.90)	R0.90 R0.90	EB WB	3 3	4,092 5,408	64.7 59.0	24.0 34.8	C D	4,190 3,058	64.5 65.0	24.7 17.9	C B	4,005 5,394	64.8 59.0	23.5 34.7	C D	4,121 3,050	64.6 65.0	24.2 17.8	C B
16.	I-105 at Douglas Street (PM R1.30)	R1.30 R1.30	EB WB	3 3	6,240 7,160	51.7 40.4	45.8 67.3	F F	6,414 3,480	49.8 65.0	48.9 20.3	F C	6,113 7,030	53.0 42.2	43.8 63.3	F F	6,329 3,338	50.7 65.0	47.4 19.5	F C
17.	I-105 at Imperial Highway (PM R1.80)	R1.80 R1.80	EB WB	3 3	3,029 6,323	65.0 50.8	17.7 47.2	B F	3,614 4,786	65.0 62.5	21.1 29.1	C D	2,883 6,260	65.0 51.5	16.8 46.1	B F	3,544 4,711	65.0 62.9	20.7 28.4	C D
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82 R2.60	EB WB	3 3	3,447 4,724	65.0 62.8	20.1 28.5	C D	3,737 2,919	65.0 65.0	21.8 17.0	C B	3,472 4,615	65.0 63.2	20.3 27.7	C D	3,808 2,783	65.0 65.0	22.3 16.3	C B
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10 R3.30	EB WB	3 3	5,382 6,278	59.1 51.3	34.5 46.5	D F	4,610 5,066	63.3 61.1	27.7 31.5	D F	5,408 6,223	59.0 51.9	34.8 45.5	D F	4,679 5,009	63.0 61.4	28.2 31.0	D D
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20 R4.00	EB WB	3 3	6,245 7,884	51.6 29.0	45.9 103.1	F F	6,714 7,104	46.3 41.1	55.1 65.5	F F	6,234 7,870	51.7 29.2	45.7 102.2	F F	6,716 7,075	46.2 41.5	55.1 64.6	F F
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50 R5.50	EB WB	4 4	6,857 7,123	60.7 59.4	32.2 34.1	D D	7,097 6,859	59.5 60.7	33.9 32.2	D D	6,858 7,110	60.7 59.5	32.2 34.0	D D	7,094 6,823	59.5 60.8	33.9 31.9	D D
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24 1.24	EB WB	3 3	3,516 2,595	55.0 55.0	24.3 17.9	C B	3,424 4,711	55.0 55.0	23.6 32.5	C D	3,504 2,545	55.0 55.0	24.2 17.6	C B	3,403 4,657	55.0 55.0	23.5 32.1	C D
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61 1.61	EB WB	4 4	3,156 2,644	55.0 55.0	21.8 13.7	C B	2,844 2,448	55.0 55.0	19.6 12.7	C B	3,145 2,639	55.0 55.0	21.7 13.7	C B	2,820 2,410	55.0 55.0	19.5 12.5	C B

[a] Peak hour volume based on traffic volumes provided by Caltrans.  
 [b] Speed = Average passenger car speed.  
 [c] Density > 45 pc/mi/ln represents oversaturated conditions.  
 [d] Model estimated volume data.

**TABLE 55  
 FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE  
 FUTURE 2024 CONDITIONS**

NO.	FREEWAY SEGMENT	POS MILE	DIRECTION	FUTURE 2024 WITHOUT PHASE 1 PROJECT AM PEAK HOUR				FUTURE 2024 WITHOUT PHASE 1 PROJECT PM PEAK HOUR				FUTURE 2024 WITH PHASE 1 PROJECT AM PEAK HOUR				FUTURE 2024 WITH PHASE 1 PROJECT PM PEAK HOUR				
				VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	
				LANES																
1.	I-405 South of Venice (PM 27.81)	27.81 27.81	NB SB	5 5	7,262 8,806	64.1 59.8	25.8 33.5	C D	8,407 7,141	61.2 64.3	31.3 25.3	D C	7,270 8,805	64.1 59.8	25.8 33.5	C D	8,380 7,135	61.3 64.3	31.1 25.3	D C
2.	I-405 at CuMer Boulevard (PM 27.35)	27.35 27.35	NB SB	5 5	7,831 8,842	62.9 59.7	28.4 33.8	D D	8,270 7,116	61.7 64.3	30.5 25.2	D C	7,839 8,842	62.9 59.7	28.4 33.8	D D	8,250 7,105	61.7 64.3	30.4 25.2	D C
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84 26.84	NB SB	5 5	7,853 8,913	62.9 59.4	28.5 34.2	D D	8,300 6,980	61.6 64.5	30.7 24.7	D C	7,859 8,913	62.8 59.4	28.5 34.2	D D	8,277 6,964	61.7 64.5	30.6 24.6	D C
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	5 5	6,529 9,045	64.9 58.8	22.9 35.0	C E	7,135 7,383	64.3 63.9	25.3 26.3	C D	6,538 9,053	64.9 58.8	22.9 35.1	C E	7,123 7,387	64.3 63.9	25.2 26.4	C D
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00 26.00	NB SB	4 4	6,569 11,180	61.9 19.9	30.2 159.8	D F	6,923 9,002	60.4 45.8	32.6 55.9	D F	6,576 11,188	61.8 19.8	30.3 160.7	D F	6,918 9,006	60.4 45.8	32.6 56.0	D F
6.	I-405 at Centinela Avenue (PM 25.41)	25.41 25.41	NB SB	4 5	7,568 10,185	56.9 53.0	37.9 43.8	E E	8,021 8,847	53.9 59.6	42.4 33.8	E D	7,554 10,170	57.0 53.1	37.7 43.7	E D	7,991 8,806	54.1 59.8	42.0 33.5	E D
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10 24.90	NB SB	4 4	7,112 9,760	59.5 38.0	34.1 73.1	D F	7,836 8,120	55.2 53.2	40.4 43.5	D E	7,099 9,771	59.5 37.9	33.9 73.4	D F	7,816 8,097	55.3 53.4	40.2 43.2	E E
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	4 4	7,594 7,295	56.8 58.5	36.1 35.5	E E	8,840 7,492	47.3 57.4	53.2 37.2	F E	7,615 7,297	56.6 58.5	38.3 35.5	E E	8,888 7,479	46.9 57.5	54.0 37.0	F E
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61 23.61	NB SB	4 4	7,772 8,584	55.6 49.5	39.8 49.3	E F	9,124 7,717	44.6 56.0	58.2 39.2	E F	7,792 8,600	55.5 49.4	40.0 49.6	E E	9,181 7,631	44.1 56.5	59.3 38.4	F E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	4 4	6,956 10,450	60.2 29.8	32.9 99.7	D F	8,147 8,023	53.0 53.9	43.8 42.4	E E	6,921 10,458	60.4 29.7	32.6 100.3	D F	8,177 7,928	52.8 54.6	44.1 41.3	E E
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	4 4	7,943 9,722	54.5 38.5	41.5 72.0	E F	9,429 8,062	41.6 53.6	64.6 42.8	F E	7,922 9,687	54.6 38.8	41.3 71.0	F F	9,390 7,982	42.0 54.2	63.7 41.9	F E
12.	I-405 South of I-105 (PM 20.60)	20.6 20.6	NB SB	4 4	6,426 6,668	62.4 61.5	29.3 30.9	D D	7,200 5,674	59.0 64.3	34.7 25.1	D C	6,402 6,693	62.5 61.4	29.2 31.1	D D	7,277 5,649	58.6 64.6	35.4 25.0	C C
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57 19.57	NB SB	4 4	10,605 9,862	27.8 36.9	108.5 76.1	F F	11,019 9,437	22.2 41.5	141.2 64.7	F F	10,599 9,884	27.9 36.6	108.3 76.8	F F	10,992 9,448	22.6 41.4	138.7 65.0	F F
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16 19.16	NB SB	4 4	8,703 7,908	48.5 54.7	51.1 41.2	F E	8,234 7,400	52.4 57.9	44.8 36.4	E E	8,696 7,919	48.6 54.6	51.0 41.3	F E	8,217 7,410	52.5 57.9	44.6 36.5	E E
15.	I-105 at Hughes Way (PM R.90)	R0.90 R0.90	EB WB	3 3	4,136 5,604	64.6 57.5	24.3 37.0	C E	4,461 3,095	63.8 65.0	26.6 18.1	D C	4,057 5,596	64.7 57.6	23.8 36.9	C E	4,406 3,092	63.9 65.0	26.2 18.1	D C
16.	I-105 at Douglas Street (PM R1.30)	R1.30 R1.30	EB WB	3 3	6,272 7,533	51.4 34.8	46.4 82.2	F F	6,777 3,736	45.5 65.0	56.6 21.8	F C	6,146 7,403	52.7 36.8	44.3 76.3	F F	6,691 3,594	46.6 65.0	54.5 21.0	F C
17.	I-105 at Imperial Highway (PM R1.80)	R1.80 R1.80	EB WB	3 3	3,056 6,656	65.0 47.0	17.8 53.8	B F	3,891 5,049	64.9 61.2	22.8 31.3	C D	2,916 6,576	65.0 48.0	17.0 52.0	B F	3,855 4,966	64.9 61.7	22.5 30.6	C D
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82 R2.60	EB WB	3 3	3,563 5,156	65.0 60.6	20.8 32.3	C D	3,965 3,392	64.8 65.0	23.2 19.8	C D	3,526 4,992	65.0 61.5	20.6 30.8	C D	4,069 3,221	64.7 65.0	23.9 18.8	C C
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10 R3.30	EB WB	3 3	5,535 6,628	58.0 47.3	36.2 53.1	E F	4,926 5,456	61.9 58.6	30.2 35.3	D E	5,497 6,543	58.3 48.3	35.8 51.4	E F	5,027 5,352	61.3 59.3	31.1 34.2	D D
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.00 R4.00	EB WB	3 3	6,419 8,205	49.8 23.3	49.0 133.7	F F	7,073 7,391	41.6 37.0	64.6 75.9	F F	6,404 8,144	49.9 24.4	48.7 126.7	F F	7,085 7,325	41.4 38.0	65.0 73.3	F F
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50 R5.50	EB WB	4 4	6,960 7,396	60.2 57.9	32.9 36.4	D E	7,496 7,112	57.4 59.5	37.2 34.1	D D	6,965 7,358	60.2 58.2	33.0 36.0	D E	7,496 7,044	57.4 59.8	37.2 33.5	E D
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24 1.24	EB WB	3 3	3,801 2,730	55.0 55.0	26.2 18.8	D C	3,608 5,013	55.0 54.7	24.9 34.8	D D	3,783 2,683	55.0 55.0	26.1 18.5	D C	3,573 4,964	55.0 54.8	24.7 34.4	C D
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61 1.61	EB WB	3 4	3,367 2,788	55.0 55.0	23.2 14.4	C B	3,032 2,684	55.0 55.0	20.9 13.9	C B	3,356 2,788	55.0 55.0	23.2 14.4	C B	2,990 2,664	55.0 55.0	20.6 13.8	C B

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.

TABLE 56  
**FREWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE**  
**FUTURE 2035 CONDITIONS**

NO.	FREWAY SEGMENT	TOTAL MILES	DIRECTION	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT				FUTURE 2035 WITH PROJECT				
				AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		
				VOLUME [a]	SPEED [b]	DENSITY [c]	LOS	VOLUME [a]	SPEED [b]	DENSITY [c]	LOS	VOLUME [a]	SPEED [b]	DENSITY [c]	LOS	
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	64.1	25.8	C	8,651	60.4	32.6	D	7,259	64.1	25.8	C
		27.81	SB	5	9,016	58.9	34.9	D	7,247	64.1	25.8	C	8,999	59.0	34.7	D
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7,831	62.9	28.4	D	8,527	60.8	31.9	D	7,823	62.9	28.4	D
		27.35	SB	5	9,069	58.7	35.2	E	7,205	64.2	25.6	C	9,044	58.8	35.0	D
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	62.9	28.5	D	8,583	60.6	32.2	D	7,844	62.9	28.4	D
		26.84	SB	5	9,185	58.2	35.9	E	7,074	64.4	25.0	C	9,165	58.3	35.8	E
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	64.9	22.9	C	7,338	64.0	26.1	D	6,521	64.9	22.9	C
		26.15	SB	5	9,274	57.8	36.5	E	7,374	63.9	26.3	D	9,260	57.9	36.4	E
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	61.9	30.2	D	7,112	59.5	34.1	D	6,559	61.9	30.2	D
		26.00	SB	4	11,409	16.6	196.0	F	8,993	45.9	55.8	F	11,395	16.8	193.3	F
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	56.9	37.9	E	8,311	51.8	45.7	F	7,545	57.1	37.6	E
		25.41	SB	5	10,499	51.1	46.8	F	8,844	59.7	33.8	D	10,461	51.3	46.5	F
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	59.5	34.1	D	8,082	53.5	43.0	E	7,089	59.6	33.9	D
		24.90	SB	4	10,042	34.8	82.1	F	8,091	53.4	43.1	E	10,023	35.0	81.5	F
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	56.8	38.1	E	9,016	45.7	56.2	F	7,621	56.6	38.3	E
		24.25	SB	4	7,564	56.9	37.8	E	7,492	57.4	37.2	E	7,548	57.0	37.7	E
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	55.6	39.8	E	9,282	43.1	61.3	F	7,801	55.4	40.1	E
		23.61	SB	4	8,825	47.4	53.0	F	7,708	56.0	39.2	E	8,823	47.5	52.9	F
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	60.2	32.9	D	8,305	51.8	45.7	F	6,920	60.4	32.6	D
		23.29	SB	4	10,698	26.6	114.6	F	8,047	53.7	42.6	E	10,692	26.7	114.1	F
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	54.5	41.5	E	9,653	39.2	70.0	F	7,918	54.7	41.2	E
		22.00	SB	4	9,934	36.1	78.4	F	8,113	53.3	43.4	E	9,883	36.6	76.8	F
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	62.4	29.3	D	7,349	58.2	35.9	E	6,389	62.5	29.1	D
		20.6	SB	4	6,842	60.7	32.1	D	5,743	64.2	25.5	C	6,857	60.7	32.2	D
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,606	27.8	108.7	F	11,137	20.5	154.5	F	10,574	28.2	106.8	F
		19.57	SB	4	10,033	34.9	81.9	F	9,504	40.8	66.3	F	10,035	34.9	81.9	F
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	48.6	50.9	F	8,353	51.4	46.2	F	8,666	48.9	50.5	F
		19.16	SB	4	8,060	53.6	42.8	E	7,449	57.6	36.8	E	8,047	53.7	42.6	E
15.	I-105 at Hughes Way (PM R. 90)	R0.90	EB	3	4,189	64.5	24.7	C	4,563	63.4	27.3	D	4,107	64.6	24.1	C
		R0.90	WB	3	5,656	57.1	37.6	E	3,135	65.0	18.3	C	5,652	57.1	37.6	E
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,349	50.5	47.7	F	6,894	44.0	59.5	F	6,207	52.0	45.3	F
		R1.30	WB	3	7,650	32.9	88.2	F	3,857	64.9	22.5	C	7,525	34.9	81.9	F
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,131	65.0	18.3	C	4,001	64.8	23.4	C	2,990	65.0	17.5	B
		R1.80	WB	3	6,708	46.3	55.0	F	5,131	60.7	32.1	D	6,673	46.8	54.1	F
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,603	65.0	21.0	C	4,041	64.7	20.7	C	3,607	65.0	21.1	C
		R2.60	WB	3	5,274	59.9	33.4	D	3,458	65.0	20.2	C	5,160	60.6	32.3	D
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10	EB	3	5,628	57.3	37.3	E	5,001	61.5	30.9	D	5,628	57.3	37.3	E
		R3.30	WB	3	6,735	46.0	55.6	F	5,545	58.0	36.3	E	6,674	46.8	54.2	F
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20	EB	3	6,549	48.3	51.5	F	7,191	39.9	68.4	F	6,551	48.2	51.5	F
		R4.00	WB	3	8,289	21.7	144.9	F	7,512	35.1	81.2	F	8,242	22.6	138.4	F
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	EB	4	7,092	59.6	33.9	D	7,608	56.7	38.2	E	7,097	59.5	33.9	D
		R5.50	WB	4	7,469	57.5	37.0	E	7,235	58.8	35.0	E	7,428	57.8	36.6	E
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	EB	3	3,903	55.0	26.9	D	3,677	55.0	25.4	C	3,895	55.0	26.9	D
		1.24	WB	3	2,775	55.0	19.1	C	5,164	54.4	36.1	E	2,731	55.0	18.9	C
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	EB	3	3,443	55.0	23.8	C	3,089	55.0	21.3	C	3,435	55.0	23.7	C
		1.61	WB	4	2,801	55.0	14.5	B	2,836	55.0	14.7	B	2,821	55.0	14.6	B

[a] Model estimated volume data.  
[b] Speed = Average passenger car speed.  
[c] Density >45 pc/mi/in represents oversaturated conditions.

**TABLE 57  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE  
FUTURE 2035 CONDITIONS WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT AM PEAK HOUR				FUTURE 2035 WITHOUT PROJECT PM PEAK HOUR				FUTURE 2035 WITH PROJECT AM PEAK HOUR				FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT PM PEAK HOUR			
				VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/in)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/in)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/in)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/in)	LOS
1.	I-405 South of Venice (PM 27.81)	27.81 27.81	NB SB	5 5	64.1 58.9	25.8 34.9	C D	8,651 7,247	60.4 64.1	32.6 25.8	D C	7,272 9,023	64.1 58.9	25.8 34.9	C D	8,669 7,228	60.3 64.1	32.7 25.7	D C
2.	I-405 at Culver Boulevard (PM 27.35)	27.35 27.35	NB SB	5 5	62.9 58.7	28.4 35.2	D E	7,831 7,205	60.8 64.2	31.9 25.6	D C	7,836 9,070	62.9 58.7	28.4 35.2	D E	8,543 7,190	60.8 64.2	32.0 25.5	D C
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84 26.84	NB SB	5 5	62.9 58.2	28.5 35.9	D E	7,853 9,185	60.6 64.4	32.2 25.0	D C	8,583 9,191	62.8 58.2	28.5 36.0	D E	8,594 7,060	60.6 64.4	32.3 25.0	D C
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	5 5	64.9 57.8	22.9 36.5	C E	6,529 9,274	64.0 63.9	26.1 26.3	D D	7,338 9,287	64.9 57.8	22.9 36.6	C E	7,367 7,381	63.9 63.9	26.3 26.3	D D
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00 26.00	NB SB	4 4	61.9 16.6	30.2 196.0	D F	6,569 11,409	59.5 45.9	34.1 55.8	D F	7,112 11,422	61.9 16.4	30.2 198.7	D F	7,145 9,000	59.3 45.8	34.3 55.9	D F
6.	I-405 at Centinela Avenue (PM 25.41)	25.41 25.41	NB SB	4 5	56.9 51.1	37.9 46.8	F F	7,568 10,489	51.8 59.7	45.7 33.8	F D	8,311 8,844	57.0 51.1	37.8 46.7	F F	8,323 8,793	51.7 59.8	45.9 33.5	F D
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10 24.90	NB SB	4 4	59.5 34.8	34.1 82.1	D F	7,112 10,042	59.5 53.4	43.0 43.1	E E	8,082 8,091	59.5 34.7	34.0 82.5	D F	8,098 8,060	53.4 53.6	43.2 42.8	E E
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	4 4	56.8 56.9	38.1 37.8	E E	7,594 7,564	45.7 57.4	56.2 37.2	F F	7,621 7,565	56.6 56.9	38.3 38.8	E E	9,095 7,468	44.9 57.5	57.7 37.0	F E
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61 23.61	NB SB	4 4	55.6 47.4	39.8 53.0	E F	7,772 8,825	43.1 56.0	61.3 39.2	F E	7,801 8,840	55.4 47.3	40.1 53.2	F F	9,371 7,609	42.2 56.7	63.2 38.2	F E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	4 4	60.2 26.6	32.9 114.6	D E	6,956 10,698	51.8 53.7	45.7 42.6	F F	8,305 8,047	60.4 26.4	32.6 115.3	D E	8,359 7,962	51.4 54.3	46.3 41.7	F E
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	4 4	54.5 36.1	41.5 78.4	E F	7,943 9,934	39.2 53.3	70.0 43.4	F E	9,653 8,113	54.7 36.4	41.2 77.3	F F	9,631 8,090	39.5 53.4	69.5 43.1	F E
12.	I-405 South of I-105 (PM 20.60)	20.6 20.6	NB SB	4 4	62.4 60.7	29.3 32.1	D D	6,424 6,842	62.4 60.7	29.3 25.5	E C	7,349 5,743	62.4 60.6	29.3 32.3	D D	6,417 5,764	57.8 64.2	36.5 25.6	E C
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57 19.57	NB SB	4 4	27.8 34.9	108.7 81.9	F F	10,606 10,033	27.8 40.8	154.5 66.3	F F	11,137 9,504	27.9 34.6	108.3 82.6	F F	11,111 9,564	20.9 40.2	151.6 67.8	F F
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16 19.16	NB SB	4 4	48.6 53.6	50.9 42.8	F E	8,692 8,060	51.4 57.6	46.2 36.8	F E	8,691 8,066	48.6 53.6	50.9 42.9	F E	8,338 7,502	51.5 57.3	46.1 37.3	F E
15.	I-105 at Hughes Way (PM R. 90)	R0.90 R0.90	EB WB	3 3	41.89 56.56	24.7 37.6	E E	4,189 3,135	63.4 65.0	27.3 18.3	D C	4,107 5,652	41.89 56.56	24.1 37.6	C E	4,504 3,154	63.6 65.0	26.9 18.4	D C
16.	I-105 at Douglas Street (PM R1.30)	R1.30 R1.30	EB WB	3 3	63.49 32.9	47.7 88.2	F F	6,894 3,857	44.0 64.9	59.5 22.5	F C	6,207 7,525	44.9 34.9	45.3 81.9	F F	6,824 3,722	44.9 65.0	57.7 21.7	F C
17.	I-105 at Imperial Highway (PM R1.80)	R1.80 R1.80	EB WB	3 3	31.31 67.08	18.3 55.0	C F	4,001 5,131	64.8 60.7	23.4 32.1	C D	2,991 6,675	65.0 46.8	17.5 54.2	B F	3,975 5,058	64.8 61.2	23.3 31.4	C D
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82 R2.80	EB WB	3 3	3.603 59.9	21.0 33.4	C D	3,603 3,458	64.7 65.0	23.7 20.2	C C	3,608 5,162	65.0 60.6	21.1 32.4	C D	4,172 3,316	64.5 65.0	24.6 19.4	C C
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10 R3.30	EB WB	3 3	5.628 46.0	37.3 55.6	F F	5,001 5,545	61.5 58.0	30.9 36.3	D E	5,635 6,688	57.3 46.6	37.4 54.5	E F	5,124 5,445	60.8 58.7	32.0 35.2	D E
20.	I-105 West of Grenshaw Boulevard (PM R4.00)	R4.00 R4.00	EB WB	3 3	6.549 21.7	51.5 144.9	F F	7,191 8,289	39.9 35.1	68.4 81.2	F F	6,558 8,256	48.2 42.4	51.7 140.1	F F	7,252 7,449	39.0 36.1	70.5 78.4	F F
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50 R5.50	EB WB	4 4	7.092 57.5	33.9 37.0	D E	7,092 7,469	59.6 57.5	38.2 35.0	E E	7,104 7,441	59.5 57.7	34.0 36.7	D E	7,654 7,168	56.4 59.2	38.6 34.5	E D
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24 1.24	EB WB	3 3	3.903 2,775	26.9 19.1	D C	3,903 2,775	55.0 55.0	25.4 36.1	C E	3,895 2,731	55.0 55.0	26.9 18.9	D C	3,648 3,098	55.0 54.6	25.2 35.5	C E
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61 1.61	EB WB	3 4	3.443 2,801	23.8 14.5	C B	3,443 2,801	55.0 55.0	21.3 14.7	C B	3,435 2,801	55.0 55.0	23.7 14.5	C B	3,049 2,821	55.0 55.0	21.0 14.6	C B

(a) Model estimated volume data.  
(b) Speed = Average passenger car speed.  
(c) Density >45 pc/mi/in represents oversaturated conditions.

**TABLE 58  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
BASELINE 2015 WITH PROJECT CONDITIONS**

NO.	FREEWAY SEGMENT	POS MILE	DIRECTION	LANES	EXISTING (2015) AM PEAK HOUR						EXISTING (2015) PM PEAK HOUR						BASELINE 2015 WITH PROJECT AM PEAK HOUR						BASELINE 2015 WITH PROJECT PM PEAK HOUR														
					VOLUME [v]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [v]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [v]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [v]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [v]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	D/C IMPACT F <sub>p</sub> =0.01						
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	25.8	C	1654	0.827	7,898	28.7	D	1799	0.900	7,261	25.8	C	1654	0.827	7,898	28.7	D	1799	0.900	7,261	25.8	C	1654	0.827	7,898	28.7	D	1799	0.899	-0.001	No	
		27.81	SB	5	8,390	31.2	D	1911	0.956	8,849	24.1	C	1560	0.790	8,390	31.2	D	1910	0.955	8,848	24.2	C	1562	0.781	8,390	31.2	D	1910	0.955	8,848	24.2	C	1562	0.781	-0.001	No	
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7,831	28.4	D	1784	0.892	7,732	27.9	D	1761	0.881	7,830	28.4	D	1784	0.892	7,732	27.9	D	1761	0.881	7,831	28.4	D	1784	0.892	7,732	27.9	D	1761	0.881	0.000	No	
		27.35	SB	5	8,390	31.2	D	1911	0.956	8,849	24.1	C	1560	0.790	8,390	31.2	D	1912	0.956	8,849	24.2	C	1561	0.781	8,390	31.2	D	1912	0.956	8,849	24.2	C	1561	0.781	-0.001	No	
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1789	0.895	7,711	27.8	D	1756	0.878	7,851	28.4	D	1788	0.894	-0.001	7,707	27.8	D	1755	0.878	7,853	28.5	D	1789	0.895	7,711	27.8	D	1756	0.878	0.000	No
		26.84	SB	5	8,412	31.3	D	1916	0.958	8,722	23.6	C	1531	0.766	8,420	31.3	D	1918	0.959	8,722	23.6	C	1530	0.765	8,412	31.3	D	1918	0.959	8,722	23.6	C	1530	0.765	-0.001	No	
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	22.9	C	1487	0.744	6,721	23.6	C	1531	0.766	6,528	22.9	C	1487	0.744	6,721	23.6	C	1531	0.766	6,529	22.9	C	1487	0.744	6,721	23.6	C	1529	0.765	-0.001	No	
		26.15	SB	5	8,718	33.0	D	1986	0.993	7,233	25.7	C	1648	0.824	8,741	33.2	D	1991	0.996	7,233	25.7	C	1648	0.824	8,741	33.2	D	1991	0.996	7,233	25.7	C	1648	0.824	-0.001	No	
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	6,561	30.2	D	1868	0.934	6,566	30.2	D	1869	0.935	6,566	30.2	D	1868	0.934	6,569	30.2	D	1870	0.935	6,561	30.2	D	1867	0.934	0.000	No	
		26.00	SB	4	10,853	126.1	F	3090	1.545	8,852	53.4	F	2520	1.260	10,876	128.2	F	3097	1.549	8,852	53.4	F	2527	1.264	10,853	126.1	F	3097	1.549	8,852	53.4	F	2527	1.264	0.004	No	
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	37.9	E	2155	1.078	7,536	37.6	E	2146	1.073	7,560	37.8	E	2153	1.077	7,536	37.6	E	2146	1.073	7,568	37.9	E	2155	1.078	7,536	37.6	E	2141	1.071	-0.002	No	
		25.41	SB	5	9,743	40.0	E	2219	1.110	8,643	32.6	D	1969	0.985	9,733	39.9	E	2217	1.109	8,643	32.6	D	1968	0.984	9,743	40.0	E	2219	1.110	8,643	32.6	D	1968	0.984	-0.001	No	
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	D	2025	1.013	7,451	36.8	E	2121	1.081	7,101	34.0	D	2022	1.011	7,451	36.8	E	2121	1.081	7,112	34.1	D	2025	1.013	7,451	36.8	E	2121	1.081	0.000	No	
		24.90	SB	4	9,388	63.1	F	2667	1.334	7,989	41.8	E	2269	1.135	9,376	63.4	F	2670	1.335	7,989	41.8	E	2270	1.135	9,388	63.1	F	2667	1.334	7,989	41.8	E	2270	1.135	0.000	No	
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	E	2162	1.081	8,533	48.6	F	2430	1.215	7,607	38.2	E	2166	1.083	8,533	48.6	F	2430	1.215	7,594	38.1	E	2166	1.083	8,533	48.9	F	2436	1.218	0.003	No	
		24.25	SB	4	8,823	31.9	D	1943	0.972	7,227	35.0	D	2058	1.029	8,830	32.0	D	1945	0.973	7,227	35.0	D	2055	1.028	8,823	31.9	D	1943	0.972	7,227	35.0	D	2055	1.028	-0.001	No	
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	8,856	53.5	F	2822	1.261	7,784	39.9	E	2216	1.108	8,856	53.5	F	2826	1.263	7,772	39.8	E	2213	1.107	8,856	53.7	F	2826	1.263	0.002	No	
		23.61	SB	4	8,146	43.7	E	2319	1.160	7,500	37.2	E	2135	1.068	8,159	43.9	E	2323	1.162	7,500	37.2	E	2135	1.068	8,146	43.7	E	2319	1.160	7,500	37.2	E	2135	1.061	-0.007	No	
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	D	1981	0.991	7,879	40.8	E	2243	1.122	6,925	32.7	D	1972	0.986	-0.005	7,864	40.7	E	2239	1.120	6,956	32.9	D	1981	0.991	7,879	40.8	E	2239	1.120	-0.002	No
		23.29	SB	4	9,991	80.4	F	2845	1.423	7,777	39.8	E	2214	1.107	9,997	80.5	F	2846	1.423	7,777	39.8	E	2214	1.107	9,991	80.4	F	2845	1.423	7,777	39.8	E	2214	1.107	-0.008	No	
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	41.5	E	2262	1.131	9,087	57.5	F	2887	1.294	7,960	41.0	E	2247	1.124	-0.007	9,086	57.5	F	2887	1.294	7,943	41.5	E	2262	1.131	9,087	57.5	F	2887	1.294	-0.009	No
		22.00	SB	4	9,404	64.0	F	2678	1.339	7,815	40.2	E	2255	1.113	9,382	63.0	F	2665	1.333	-0.006	9,411	64.0	F	2665	1.333	9,404	64.0	F	2665	1.333	9,411	64.0	F	2665	1.333	0.005	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	D	1829	0.915	6,903	32.5	D	1965	0.983	6,411	29.2	D	1825	0.913	-0.002	6,941	32.8	D	1976	0.988	6,424	29.3	D	1829	0.915	6,903	32.5	D	1976	0.988	0.005	No
		20.6	SB	4	6,340	28.8	D	1805	0.903	5,483	24.2	C	1561	0.781	6,367	29.0	D	1813	0.907	5,483	24.2	C	1571	0.786	6,340	28.8	D	1805	0.903	5,483	24.2	C	1571	0.786	0.005	No	
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,541	104.7	F	3001	1.501	10,728	116.8	F	3055	1.528	10,538	104.5	F	3000	1.500	-0.001	10,721	116.3	F	3053	1.527	10,541	104.7	F	3001	1.501	10,728	116.8	F	3053	1.527	-0.001	No
		19.57	SB	4	8,616	49.8	F	2453	1.227	7,965	41.6	E	2264	1.132	8,615	49.8	F	2453	1.227	7,965	41.6	E	2264	1.132	8,616	49.8	F	2453	1.227	7,965	41.6	E	2264	1.132	-0.002	No	
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	7,709	39.2	E	2195	1.098	7,856	39.6	D	2009	1.005	7,707	39.1	E	2194	1.097	-0.001	7,855	39.6	D	2009	1.005	7,709	39.2	E	2195	1.098	7,856	39.6	D	2009	1.005	0.000	No
		19.16	SB	4	7,709	39.2	E	2195	1.098	7,856	39.6	D	2009	1.005	7,707	39.1	E	2194	1.097	-0.001	7,855	39.6	D	2009	1.005	7,709	39.2	E	2195	1.098	7,856	39.6	D	2009	1.005	0.000	No
15.	I-405 at Hughes Way (PM R.90)	R0.90	EB	3	4,092	24.0	C	1563	0.777	4,190	24.7	C	1591	0.796	4,005	23.5	C	1520	0.760	-0.017	4,121	24.2	C	1564	0.782	4,092	24.0	C	1563	0.777	4,190	24.7	C	1564	0.782	-0.014	No
		R0.90	WB	3	5,408	34.8	D	2053	1.027	3,058	17.9	B	1161	0.581	5,394	34.7	D	2048	1.024	-0.003	3,050	17.8	B	1158	0.579	5,408	34.8	D	2053	1.027	3,058	17.9	B	1158	0.579	-0.002	No
16.	I-405 at Douglas Street (PM R1.30)	R1.30	EB	3	6,240	45.8	F	2369	1.185	6,414	48.9	F	2435	1.218	6,113	43.8	E	2321	1.161	-0.024	6,329	47.4	F	2403	1.202	6,240	45.8	F	2369	1.185	6,414	48.9	F	2403	1.202	-0.016	No
		R1.30	WB	3	7,160	67.3	F	2718	1.359	3,460	20.3	C	1321	0.661	7,030	63.3	F	2669	1.335	-0.024	3,358	19.5	C	1267	0.634	7,160	67.3	F	2718	1.359	3,460	20.3	C	1267	0.634	-0.027	No
17.	I-405 at Imperial Highway (PM R1.80)	R1.80	WB	3	3,029	17.7	B	1150	0.575	3,614	21.1	C	1372	0.666	2																						



**TABLE 60  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
FUTURE 2024 CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT							FUTURE 2024 WITH PHASE 1 PROJECT																
					AM PEAK HOUR				PM PEAK HOUR			AM PEAK HOUR				PM PEAK HOUR												
					VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C INCREASE	D/C IMPACT F <sub>p=0.01</sub>	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C INCREASE	D/C IMPACT F <sub>p=0.01</sub>							
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	25.8	C	1854	0.827	8,407	31.3	D	1915	0.968	7,270	25.8	C	1656	0.828	0.001	No	8,380	31.1	D	1909	0.955	-0.003	No
	I-405 South of Venice (PM 27.81)	27.81	SB	5	8,806	33.5	D	2006	1.003	7,141	25.3	C	1627	0.814	8,605	33.5	D	2006	1.003	0.000	No	7,135	25.3	C	1625	0.813	-0.001	No
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7,831	28.4	D	1784	0.892	8,270	30.5	D	1884	0.932	8,270	30.5	D	1786	0.893	0.001	No	8,250	30.4	D	1879	0.940	-0.002	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	8,842	33.8	D	2014	1.007	7,116	25.2	C	1621	0.811	8,842	33.8	D	2014	1.007	0.000	No	7,105	25.2	C	1618	0.809	-0.002	No
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1789	0.895	8,300	30.7	D	1891	0.946	7,859	28.5	D	1790	0.895	0.000	No	8,277	30.6	D	1885	0.943	-0.003	No
	I-405 at Braddock Boulevard (PM 26.84)	26.84	SB	5	8,913	34.2	C	2030	1.015	6,980	24.7	C	1590	0.795	8,913	34.2	C	2030	1.015	0.000	No	6,964	24.6	C	1586	0.793	-0.002	No
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	22.9	C	1487	0.744	7,135	25.3	C	1625	0.813	6,538	25.3	C	1489	0.745	0.001	No	7,387	25.2	C	1622	0.811	-0.002	No
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9,045	35.0	E	2060	1.030	7,383	26.3	D	1682	0.841	9,053	35.1	E	2062	1.031	0.001	No	7,387	25.2	C	1622	0.811	-0.002	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	6,923	32.6	D	1971	0.986	6,576	30.3	D	1872	0.936	0.001	No	6,918	32.6	D	1970	0.985	-0.001	No
	I-405 at Jefferson Boulevard (PM 26.00)	26.00	SB	4	11,180	45.9	F	3183	1.592	9,002	55.9	F	2284	1.142	11,188	46.0	F	3185	1.593	0.001	No	9,006	56.0	F	2254	1.138	-0.004	No
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	37.9	E	2155	1.078	8,021	42.4	E	2284	1.142	7,554	37.7	E	2151	1.076	-0.002	No	7,991	42.0	E	2275	1.138	-0.003	No
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	5	10,185	43.8	E	2320	1.160	8,847	33.8	D	2015	1.008	10,170	43.7	E	2317	1.159	-0.001	No	8,806	33.5	D	2006	1.003	-0.005	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	F	2025	1.013	7,836	40.4	E	2231	1.116	7,099	33.9	D	2021	1.011	-0.002	No	7,816	40.2	E	2225	1.113	-0.003	No
	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	SB	4	9,760	33.1	D	2779	1.390	8,120	43.5	E	2312	1.156	9,771	43.4	F	2782	1.391	0.001	No	8,097	43.2	E	2305	1.153	-0.003	No
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	E	2162	1.081	8,840	53.2	F	2517	1.267	7,615	38.3	E	2168	1.084	0.003	No	8,888	54.0	F	2531	1.266	0.007	No
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,295	35.5	E	2077	1.039	7,492	37.2	E	2133	1.067	7,297	35.5	E	2078	1.039	0.000	No	7,479	37.0	E	2129	1.065	-0.002	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	9,124	58.2	F	2598	1.299	7,792	40.0	E	2219	1.110	0.003	No	9,181	59.3	F	2614	1.307	0.008	No
	I-405 at La Cienega Boulevard (PM 23.61)	23.61	SB	4	8,584	49.3	F	2444	1.222	7,717	39.2	E	2197	1.099	8,600	49.6	F	2449	1.225	0.003	No	7,631	38.4	E	2173	1.087	-0.012	No
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	D	1981	0.981	8,147	43.8	E	2320	1.142	6,921	32.6	D	1971	0.986	-0.005	No	8,177	44.1	E	2328	1.164	0.004	No
	I-405 South of Manchester Avenue (PM 23.36)	23.36	SB	4	10,450	59.7	F	2975	1.488	8,023	42.4	E	2284	1.142	10,458	100.3	F	2978	1.489	0.001	No	7,928	41.3	E	2257	1.129	-0.013	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	9,722	41.5	E	2262	1.131	9,429	64.6	F	2885	1.348	9,222	41.0	F	2266	1.128	-0.003	No	9,390	63.7	F	2874	1.337	-0.006	No
	I-405 at Century Boulevard (PM 22.68)	22.68	SB	4	7,922	32.0	F	2768	1.384	8,062	42.8	E	2295	1.149	9,687	71.0	F	2782	1.379	-0.005	No	7,982	41.9	E	2273	1.137	-0.011	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,426	29.3	D	1830	0.915	7,200	34.7	D	2050	1.025	6,402	29.2	D	1823	0.912	-0.003	No	7,277	35.4	E	2072	1.036	0.011	No
	I-405 South of I-105 (PM 20.60)	20.6	SB	4	6,668	30.9	D	1899	0.950	5,674	25.1	C	1616	0.808	6,693	31.1	D	1906	0.953	0.003	No	5,649	25.0	C	1608	0.804	-0.004	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,605	108.5	F	3019	1.510	11,019	141.2	F	3137	1.569	10,599	108.3	F	3018	1.509	-0.001	No	10,992	138.7	F	3130	1.565	-0.004	No
	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	9,862	76.1	F	2808	1.404	9,437	64.7	F	2687	1.344	9,884	76.8	F	2814	1.407	0.003	No	9,448	65.0	F	2690	1.345	0.001	No
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,703	51.1	F	2478	1.239	8,234	44.8	E	2344	1.172	8,696	51.0	F	2476	1.238	-0.001	No	8,217	44.6	E	2340	1.170	-0.002	No
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	SB	4	7,908	41.2	E	2252	1.126	7,400	36.4	E	2107	1.054	7,919	41.3	E	2255	1.128	0.002	No	7,410	36.5	E	2110	1.055	0.001	No
15.	I-405 at Hughes Way (PM R.90)	R0.90	EB	3	4,136	24.3	C	1570	0.785	4,461	26.6	D	1694	0.847	4,057	23.8	C	1540	0.770	-0.015	No	4,406	26.2	D	1673	0.837	-0.010	No
	I-405 at Hughes Way (PM R.90)	R0.90	WB	3	5,604	37.0	E	2127	1.064	3,095	18.1	C	1175	0.588	5,596	36.9	E	2124	1.062	-0.002	No	3,092	18.1	C	1174	0.587	-0.001	No
16.	I-405 at Douglas Street (PM R1.30)	R1.30	EB	3	6,272	46.4	F	2381	1.191	6,777	56.6	F	2573	1.287	6,146	44.3	E	2333	1.167	-0.024	No	6,691	54.5	F	2540	1.270	-0.017	No
	I-405 at Douglas Street (PM R1.30)	R1.30	WB	3	7,533	82.2	F	2860	1.430	3,736	21.8	C	1418	0.709	7,403	76.3	F	2810	1.405	-0.025	No	3,594	21.0	C	1364	0.682	-0.027	No
17.	I-405 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,056	17.8	B	1160	0.580	3,891	22.8	C	1477	0.739	2,916	17.0	B	1107	0.554	-0.026	No	3,855	22.5	C	1463	0.732	-0.007	No
	I-405 at Imperial Highway (PM R1.80)	R1.80	WB	3	6,656	53.8	F	2527	1.264	5,049	52.0	F	2496	1.248	6,576	52.0	F	2496	1.248	-0.016	No	4,966	50.6	D	1885	0.943	-0.016	No
18.	I-405 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	5,156	32.3	D	1957	0.979	3,932	19.8	C	1288	0.644	4,992	30.8	D	1895	0.948	-0.031	No	3,221	18.8	C	1223	0.612	-0.032	No
	I-405 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	5,156	32.3	D	1957	0.979	3,932	19.8	C	1288	0.644	4,992	30.8	D	1895	0.948	-0.031	No	3,221	18.8	C	1223	0.612	-0.032	No
19.	I-405 West of Prairie Avenue (PM R3.30)	R3.10	EB	3	5,535	36.2	E	2101	1.051	4,926	30.2	D	1870	0.935	5,497	35.8	E	2087	1.044	-0.007	No	5,027	31.1	D	1908	0.954	0.019	No
	I-405 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6,628	53.1	F	2516	1.258	5,456	35.3	E	2071	1.036	6,543	51.4	F	2484	1.242	-0.016	No	5,352	34.2	D	2032	1.045	-0.020	No
20.	I-405 West of Crenshaw Boulevard (PM R4.00)	R4.20	EB	3	8,205	133.7	F	3115	1.558	7,391	75.9	F	2806	1.403	8,144	126.7	F	3092	1.546	-0.012	No	7,325	73.3	F	2781	1.391	-0.012	No
	I-405 West of Crenshaw Boulevard (PM R4.00)	R4.20	WB	3	8,205	133.7	F	3115	1.558	7,391	75.9	F	2806	1.403	8,144	126.7	F	3092	1.546	-0.012	No	7,325	73.3	F	2781	1.391	-0.012	No
21.	I-405 West of Normandie Avenue (PM R5.50)	R5.50	EB	4	6,960	32.9	D	1982	0.991	7,496	37.2	D	2134	1.067	6,965	33.0	D	1983	0.992	0.001	No	7,496	37.2	D	2134	1.067	0.001	No
	I-405 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,396	36.4	E	2106	1.053	7,112	34.1	D	2025	1.048	7,358													





TABLE 62  
**FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS**  
**FUTURE 2035 CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT						FUTURE 2035 WITH PROJECT											
				AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR								
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C INCREASE	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	D/C INCREASE	
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	23.8	C	1854	0.827	8,651	25.8	D	1871	0.986	7,259	25.8	C	1653	0.827	0.000	8,648	32.6	D	1970	0.985	-0.001	No
		27.81	SB	5	9,016	34.9	D	2054	1.027	7,247	25.8	C	1651	0.826	8,999	28.3	D	2050	1.025	-0.002	7,212	25.6	C	1643	0.822	-0.004	No
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	9,069	28.4	E	2066	1.033	7,205	25.6	C	1641	0.821	9,044	35.0	D	1782	0.891	-0.001	8,521	31.9	D	1941	0.971	0.000	No
		27.35	SB	5	9,069	35.2	E	2066	1.033	7,205	25.6	C	1641	0.821	9,044	35.0	D	1782	0.891	-0.003	7,173	25.4	C	1634	0.817	-0.004	No
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1789	0.895	8,563	32.2	D	1955	0.978	7,844	28.4	D	1787	0.894	-0.001	8,572	32.2	D	1953	0.977	-0.001	No
		26.84	SB	5	9,185	35.9	E	2092	1.046	7,074	25.0	C	1611	0.806	9,165	35.8	D	2088	1.044	-0.002	7,043	24.9	C	1604	0.802	-0.004	No
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	22.9	C	1487	0.744	7,338	26.1	D	1671	0.743	6,521	22.9	C	1485	0.743	-0.001	7,345	26.2	D	1673	0.837	0.001	No
		26.15	SB	5	9,274	36.5	E	2112	1.056	7,374	26.3	D	1680	0.840	9,260	36.4	E	2109	1.055	-0.001	7,364	26.2	D	1677	0.839	-0.001	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	7,112	34.1	D	2025	1.013	6,559	30.2	D	1867	0.934	-0.001	7,123	34.1	D	2028	1.014	0.001	No
		26.00	SB	4	11,409	196.0	F	3248	1.624	8,993	55.8	F	3244	1.621	11,395	193.3	F	3244	1.622	-0.002	8,983	55.6	F	2558	1.279	-0.002	No
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	37.9	F	2155	1.078	8,311	45.7	F	2366	1.183	7,545	37.6	F	2148	1.074	-0.004	8,301	45.6	F	2363	1.182	-0.001	No
		25.41	SB	5	10,499	48.8	F	2391	1.196	8,844	33.8	D	2014	1.007	10,461	46.5	F	2383	1.192	-0.004	8,774	33.4	D	1999	1.000	-0.007	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,943	41.5	F	2262	1.131	9,653	70.0	F	2748	1.137	7,918	41.2	F	2254	1.127	-0.004	9,631	69.5	F	2742	1.131	-0.003	No
		25.10	SB	4	10,042	82.1	F	2859	1.430	8,091	43.1	E	2304	1.152	10,023	81.5	F	2854	1.427	-0.003	8,041	42.6	E	2289	1.145	-0.007	No
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	F	2162	1.081	9,016	56.2	F	2567	1.087	7,621	38.3	F	2170	1.085	0.004	9,083	57.4	F	2586	1.293	0.009	No
		24.25	SB	4	7,564	37.8	E	2154	1.077	7,492	37.2	E	2133	1.067	7,548	37.1	E	2149	1.075	-0.002	7,462	36.9	E	2125	1.063	-0.004	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	9,282	61.3	F	2643	1.322	7,801	40.1	E	2221	1.111	0.004	9,370	63.2	F	2668	1.334	0.012	Yes
		23.61	SB	4	8,825	53.0	F	2513	1.257	7,708	39.2	E	2195	1.098	8,823	52.9	F	2512	1.256	-0.001	7,603	38.2	E	2165	1.083	-0.015	No
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,958	32.9	D	1891	0.981	8,305	45.7	F	2365	1.183	6,920	32.6	D	1870	0.985	-0.006	8,356	45.3	F	2380	1.193	0.007	No
		23.36	SB	4	10,866	114.6	F	3046	1.523	8,047	42.6	F	2691	1.146	10,692	114.1	F	3044	1.522	-0.001	7,955	41.6	E	2285	1.130	-0.013	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	9,934	78.4	F	2828	1.414	8,113	43.4	F	2310	1.155	9,883	76.8	F	2814	1.407	-0.007	8,090	43.1	E	2303	1.152	-0.003	No
		22.68	SB	4	9,934	41.5	F	2828	1.414	8,113	43.4	F	2310	1.155	9,883	76.8	F	2814	1.407	-0.007	8,090	43.1	E	2303	1.152	-0.003	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	D	1829	0.915	7,349	35.9	E	2092	1.046	6,389	29.1	D	1819	0.910	-0.005	7,397	36.4	E	2106	1.053	0.007	No
		20.6	SB	4	6,842	32.1	D	1948	0.974	5,743	25.5	C	1635	0.818	6,857	32.2	D	1952	0.976	0.002	5,742	25.5	C	1635	0.818	0.000	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,606	108.7	F	3020	1.510	11,137	154.5	F	3171	1.586	10,574	106.8	F	3011	1.506	-0.004	11,090	149.1	F	3158	1.579	-0.007	No
		19.57	SB	4	10,033	81.9	F	2857	1.429	9,504	66.3	F	2706	1.353	10,035	81.9	F	2857	1.429	0.000	9,540	67.2	F	2716	1.358	0.005	No
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	50.9	F	2475	1.238	8,353	46.2	F	2378	1.188	8,666	50.5	F	2467	1.234	-0.004	8,317	45.8	F	2368	1.184	-0.005	No
		19.16	SB	4	8,060	42.8	E	2295	1.148	7,449	36.8	E	2121	1.061	8,047	42.6	E	2291	1.146	-0.002	7,478	37.0	E	2129	1.065	0.004	No
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,189	24.7	C	1590	0.795	4,563	27.3	D	1732	0.866	4,107	24.1	C	1559	0.780	-0.015	4,504	26.9	D	1710	0.855	-0.011	No
		R0.90	WB	3	5,666	37.6	E	2147	1.074	3,135	18.3	C	1190	0.595	5,652	37.6	E	2146	1.073	-0.001	3,154	18.4	C	1197	0.599	0.004	No
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,349	47.7	F	2410	1.205	6,894	59.5	F	2617	1.309	6,207	45.3	F	2356	1.178	-0.027	6,824	57.7	F	2591	1.296	-0.013	No
		R1.30	WB	3	7,650	88.2	F	2904	1.452	3,857	22.5	C	1464	0.732	7,525	81.9	F	2857	1.429	-0.023	3,722	21.7	C	1413	0.707	-0.025	No
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,131	18.3	C	1189	0.595	4,001	23.4	C	1519	0.760	2,890	17.5	B	1135	0.568	-0.027	3,965	23.2	C	1505	0.707	-0.007	No
		R1.80	WB	3	6,708	55.0	F	2547	1.274	5,131	32.1	D	1948	0.974	6,673	54.1	F	2533	1.267	-0.007	5,057	31.4	D	1920	0.960	-0.014	No
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,603	21.0	C	1368	0.684	4,041	23.7	C	1534	0.767	3,607	21.1	C	1369	0.685	0.001	4,163	24.5	C	1580	0.790	0.023	No
		R2.82	WB	3	5,274	33.4	D	2002	1.001	3,458	20.2	C	1313	0.657	5,160	32.3	D	1959	0.980	-0.021	3,315	19.4	C	1258	0.629	-0.028	No
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.30	EB	3	5,628	37.3	E	2137	1.069	5,001	30.9	D	1899	0.950	5,628	37.3	E	2137	1.069	0.000	5,110	31.9	D	1940	0.970	0.020	No
		R3.30	WB	3	6,735	55.6	F	2557	1.279	5,546	36.3	E	2130	1.053	6,674	54.2	F	2534	1.267	-0.012	5,436	35.1	E	2064	1.032	-0.021	No
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8,289	144.9	F	3147	1.574	7,512	81.2	F	2852	1.426	8,242	138.4	F	3129	1.565	-0.009	7,440	77.9	F	2824	1.412	-0.014	No
		R4.00	EB	3	7,092	33.9	D	2019	1.010	7,608	38.2	D	2166	1.083	7,097	33.9	D	2021	1.011	0.001	7,640	36.5	D	2175	1.088	0.005	No
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,469	37.0	E	2127	1.064	7,235	35.0	E	2060	1.030	7,428	36.6	E	2115	1.058	-0.006	7,160	34.4	D	2039	1.020	-0.010	No
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	EB	3	3,903	26.9	D	1482	0.741	3,677	25.4	C	1396	0.698	3,895	26.9	D	1479	0.740	-0.001	3,648	25.2	C	1385	0.693	-0.005	No
		1.24	WB	3	2,775	19.1	C	1053	0.527	5,164	36.1	C	1960	0.980	2,731	18.9	C	1037	0.519	-0.008	5,098	35.5	E	1935	0.988	-0.012	No
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	EB	3	3,443	23.8	C	1307	0.654	3,089																	

**TABLE 63**  
**FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS**  
**FUTURE 2035 CONDITIONS WITH PROJECT AND MITIGATION CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT				FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT AND MITIGATION				FUTURE 2035 WITH PROJECT AND MITIGATION																						
				LANES	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c] (pc/mi/ln)	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]			
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	2,262	23.8	C	1,654	0.827	8,651	32.6	D	1,971	0.986	7,253	25.8	C	1,652	0.826	-0.001	No	8,637	32.5	D	1,967	0.984	-0.002	No	8,637	32.5	D	1,967	0.984	-0.002	No	8,637	32.5	D	1,967	0.984	-0.002	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	9,016	34.9	D	2,054	1.027	7,247	25.8	C	1,651	0.826	8,987	34.7	D	2,047	1.024	-0.003	No	7,203	25.6	C	1,641	0.821	-0.005	No	7,203	25.6	C	1,641	0.821	-0.005	No	7,203	25.6	C	1,641	0.821	-0.005	No
2.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1,789	0.895	8,563	32.2	D	1,955	0.978	7,838	28.4	D	1,785	0.893	-0.002	No	8,561	32.1	D	1,950	0.975	-0.003	No	8,561	32.1	D	1,950	0.975	-0.003	No	8,561	32.1	D	1,950	0.975	-0.003	No
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	6,529	22.9	C	1,487	0.744	7,338	26.1	D	1,671	0.836	6,516	22.9	C	1,484	0.742	-0.002	No	7,336	26.2	D	1,671	0.836	0.000	No	7,336	26.2	D	1,671	0.836	0.000	No	7,336	26.2	D	1,671	0.836	0.000	No
3.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1,870	0.935	7,112	34.1	D	2,025	1.013	6,555	30.1	D	1,866	0.933	-0.002	No	7,116	34.1	D	2,026	1.013	0.000	No	7,116	34.1	D	2,026	1.013	0.000	No	7,116	34.1	D	2,026	1.013	0.000	No
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	4	7,568	37.9	E	2,155	1.078	8,311	45.7	F	2,366	1.183	7,541	37.6	E	2,147	1.074	-0.004	No	8,294	45.5	F	2,361	1.181	-0.002	No	8,294	45.5	F	2,361	1.181	-0.002	No	8,294	45.5	F	2,361	1.181	-0.002	No
4.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,943	41.5	E	2,262	1.131	9,653	70.0	F	2,748	1.372	7,918	41.2	E	2,254	1.127	-0.004	No	9,648	70.0	F	2,742	1.371	-0.003	No	9,648	70.0	F	2,742	1.371	-0.003	No	9,648	70.0	F	2,742	1.371	-0.003	No
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,584	37.8	E	2,154	1.077	7,492	37.2	E	2,133	1.067	7,548	37.1	E	2,149	1.075	-0.002	No	7,461	36.9	E	2,124	1.062	-0.005	No	7,461	36.9	E	2,124	1.062	-0.005	No	7,461	36.9	E	2,124	1.062	-0.005	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2,213	1.107	9,282	61.3	F	2,843	1.322	7,801	40.1	E	2,221	1.111	0.004	No	9,370	63.2	F	2,868	1.334	0.012	Yes	9,370	63.2	F	2,868	1.334	0.012	Yes	9,370	63.2	F	2,868	1.334	0.012	Yes
	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	8,958	32.9	D	1,981	0.991	8,305	45.7	F	2,365	1.183	8,320	45.6	F	2,365	1.183	-0.006	No	8,358	45.3	F	2,365	1.183	-0.006	No	8,358	45.3	F	2,365	1.183	-0.006	No	8,358	45.3	F	2,365	1.183	-0.006	No
10.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	9,934	74.5	E	2,828	1.414	8,113	43.4	E	3,310	1.655	9,883	71.6	E	2,814	1.407	-0.007	No	8,090	43.1	E	2,903	1.452	-0.003	No	8,090	43.1	E	2,903	1.452	-0.003	No	8,090	43.1	E	2,903	1.452	-0.003	No
11.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	D	1,829	0.915	7,349	35.9	E	2,092	1.046	6,375	29.0	D	1,815	0.908	-0.007	No	7,386	36.3	E	2,103	1.052	0.006	No	7,386	36.3	E	2,103	1.052	0.006	No	7,386	36.3	E	2,103	1.052	0.006	No
	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	10,033	81.9	F	3,020	1.510	11,137	154.5	F	3,171	1.586	10,555	105.5	F	3,005	1.503	0.001	No	11,078	147.6	F	3,154	1.577	-0.009	No	11,078	147.6	F	3,154	1.577	-0.009	No	11,078	147.6	F	3,154	1.577	-0.009	No
12.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	50.9	F	2,475	1.238	8,353	46.2	F	2,378	1.189	8,647	50.2	F	2,462	1.231	-0.007	No	8,305	46.7	F	2,365	1.183	-0.006	No	8,305	46.7	F	2,365	1.183	-0.006	No	8,305	46.7	F	2,365	1.183	-0.006	No
	I-405 at Hughes Way (PM R.90)	R0.90	WB	3	5,666	37.6	E	2,147	1.074	3,135	18.3	D	1,190	0.595	5,629	37.3	E	2,137	1.069	-0.005	No	4,494	26.8	D	1,192	0.586	-0.013	No	4,494	26.8	D	1,192	0.586	-0.013	No	4,494	26.8	D	1,192	0.586	-0.013	No
13.	I-405 at Douglas Street (PM R1.30)	R1.30	WB	3	6,349	47.7	F	2,410	1.205	6,894	59.5	F	2,617	1.309	6,201	45.2	F	2,354	1.177	-0.028	No	6,814	57.5	F	2,587	1.294	-0.015	No	6,814	57.5	F	2,587	1.294	-0.015	No	6,814	57.5	F	2,587	1.294	-0.015	No
	I-405 at Imperial Highway (PM R1.80)	R1.80	WB	3	3,131	19.3	C	1,189	0.595	4,001	23.4	C	1,519	0.760	2,886	17.4	B	1,134	0.567	-0.028	No	3,959	23.2	C	1,502	0.751	-0.009	No	3,959	23.2	C	1,502	0.751	-0.009	No	3,959	23.2	C	1,502	0.751	-0.009	No
14.	I-405 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	3,603	21.0	C	1,368	0.684	4,041	23.7	C	1,534	0.767	3,602	21.0	C	1,367	0.684	0.000	No	4,154	24.4	C	1,577	0.789	0.022	No	4,154	24.4	C	1,577	0.789	0.022	No	4,154	24.4	C	1,577	0.789	0.022	No
	I-405 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6,735	55.6	F	2,557	1.279	5,546	36.3	E	2,700	1.365	6,663	53.9	F	2,529	1.265	-0.014	No	5,432	35.1	E	2,662	1.301	-0.022	No	5,432	35.1	E	2,662	1.301	-0.022	No	5,432	35.1	E	2,662	1.301	-0.022	No
15.	I-405 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8,289	144.9	F	3,147	1.574	7,512	81.2	F	3,282	1.426	8,225	136.0	F	3,122	1.561	-0.013	No	7,427	77.5	F	3,122	1.561	-0.013	No	7,427	77.5	F	3,122	1.561	-0.013	No	7,427	77.5	F	3,122	1.561	-0.013	No
16.	I-405 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,092	33.9	D	2,019	1.010	7,608	38.2	D	2,166	1.083	7,088	33.9	D	2,018	1.009	-0.001	No	7,625	38.4	D	2,171	1.086	0.003	No	7,625	38.4	D	2,171	1.086	0.003	No	7,625	38.4	D	2,171	1.086	0.003	No
	SR-90 East of Ballona Creek (PM 1.24)	1.24	WB	3	3,903	26.9	D	1,482	0.741	3,677	25.4	C	1,396	0.698	3,895	26.9	D	1,479	0.740	-0.001	No	3,648	25.2	C	1,385	0.693	-0.005	No	3,648	25.2	C	1,385	0.693	-0.005	No	3,648	25.2	C	1,385	0.693	-0.005	No
17.	SR-90 at Centinela Avenue (PM 1.61)	1.61	WB	4	2,801	14.5	B	798	0.399	2,836	14.7	B	807	0.404	2,798	14.5	B	797	0.399	0.000	No	3,047	21.0	B	803	0.402	-0.008	No	3,047	21.0	B	803	0.402	-0.008	No	3,047	21.0	B	803	0.402	-0.008	No

[a] Model estimated volume data.  
[b] Speed = Average passenger car speed.  
[c] Density > 45 pc/mi/ln represents oversaturated conditions.  
[d] The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.

**TABLE 64  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
FUTURE 2035 CONDITIONS WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT							
				AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR				
				VOLUME [a]	DENSITY [c]	D/C INCREASE	D/IMPACT INCREASE	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c]	D/C INCREASE	D/IMPACT INCREASE	LOS	DEMAND FLOW RATE (D)	D/C [d]
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	25.8	0.827	0.827	8,651	32.6	0.827	0.827	0.001	1,975	0.988	0.002	No
	I-405 South of Venice (PM 27.81)	27.81	SB	5	9,016	34.9	1.027	1.027	7,247	25.8	1.027	1.027	0.001	1,646	0.823	-0.003	No
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7,811	28.4	1.033	1.033	7,205	25.6	1.033	1.033	0.000	1,946	0.973	0.002	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	9,069	35.2	1.033	1.033	7,205	25.6	1.033	1.033	0.000	1,638	0.819	-0.002	No
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	1.033	1.033	7,205	25.6	1.033	1.033	0.000	1,958	0.979	0.001	No
	I-405 at Braddock Boulevard (PM 26.84)	26.84	SB	5	9,185	35.9	1.033	1.033	7,205	25.6	1.033	1.033	0.000	1,668	0.804	-0.002	No
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	22.9	0.744	0.744	7,338	26.1	0.744	0.744	0.000	1,790	0.839	0.003	No
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9,274	36.5	1.056	1.056	7,374	26.3	1.056	1.056	0.002	1,681	0.841	0.001	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	1.033	1.033	7,112	34.1	1.033	1.033	0.001	2,034	1.017	0.004	No
	I-405 at Jefferson Boulevard (PM 26.00)	26.00	SB	4	11,409	48.8	1.248	1.248	8,933	35.8	1.248	1.248	0.002	2,563	1.282	0.001	No
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	27.9	1.078	1.078	8,311	45.7	1.078	1.078	-0.002	2,370	1.185	0.002	No
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	5	10,499	48.8	1.196	1.196	8,844	33.8	1.196	1.196	-0.001	2,003	1.002	-0.005	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	1.033	1.033	8,082	43.0	1.033	1.033	0.002	2,306	1.153	0.002	No
	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	SB	4	10,042	82.1	1.430	1.430	8,091	43.1	1.430	1.430	0.001	2,295	1.148	-0.004	No
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	1.081	1.081	9,016	56.2	1.081	1.081	0.004	2,590	1.295	0.011	Yes
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,564	37.8	1.077	1.077	7,482	37.2	1.077	1.077	0.000	2,126	1.063	-0.004	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	1.107	1.107	9,282	61.3	1.107	1.107	0.004	2,668	1.334	0.012	Yes
	I-405 at La Cienega Boulevard (PM 23.61)	23.61	SB	4	8,825	53.0	1.257	1.257	7,708	39.2	1.257	1.257	0.002	2,166	1.083	-0.015	No
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	0.981	0.981	8,305	45.7	0.981	0.981	-0.006	2,380	1.190	0.007	No
	I-405 South of Manchester Avenue (PM 23.36)	23.36	SB	4	10,698	41.6	1.523	1.523	8,047	42.6	1.523	1.523	0.002	2,267	1.134	-0.012	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	41.5	1.131	1.131	9,653	70.0	1.131	1.131	-0.004	2,654	1.371	-0.003	No
	I-405 at Century Boulevard (PM 22.68)	22.68	SB	4	9,934	78.4	1.414	1.414	8,113	43.4	1.414	1.414	-0.004	2,302	1.152	-0.003	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	0.915	0.915	7,349	35.9	0.915	0.915	-0.002	2,112	1.056	0.010	No
	I-405 South of I-105 (PM 20.60)	20.6	SB	4	6,842	32.1	0.974	0.974	5,743	25.5	0.974	0.974	0.005	1,641	0.821	0.003	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,606	108.7	1.510	1.510	11,137	154.5	1.510	1.510	-0.001	3,164	1.582	-0.004	No
	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	10,033	81.9	1.429	1.429	9,504	66.3	1.429	1.429	0.003	2,723	1.362	0.009	No
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	50.9	1.238	1.238	8,353	46.2	1.238	1.238	0.000	2,374	1.187	0.002	No
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	SB	4	8,060	42.8	1.148	1.148	7,449	36.8	1.148	1.148	0.001	2,136	1.068	0.007	No
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,189	24.7	0.795	0.795	4,563	27.3	0.795	0.795	-0.015	1,111	0.855	-0.011	No
	I-105 at Hughes Way (PM R.90)	R0.90	WB	3	5,666	37.6	1.074	1.074	3,135	18.3	1.074	1.074	-0.001	1,197	0.599	0.004	No
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,349	47.7	1.205	1.205	6,894	59.5	1.205	1.205	-0.027	1,753	1.296	-0.013	No
	I-105 at Douglas Street (PM R1.30)	R1.30	WB	3	7,650	88.2	1.452	1.452	3,857	22.5	1.452	1.452	-0.023	1,413	0.707	-0.025	No
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,131	18.3	0.595	0.595	4,001	23.4	0.595	0.595	-0.027	1,509	0.755	-0.005	No
	I-105 at Imperial Highway (PM R1.80)	R1.80	WB	3	6,708	55.0	1.274	1.274	5,131	32.1	1.274	1.274	0.007	1,920	0.960	-0.014	No
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,603	21.0	0.684	0.684	4,041	21.1	0.684	0.684	0.001	1,472	0.792	0.025	No
	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	5,274	33.4	1.001	1.001	3,458	20.2	1.001	1.001	0.001	1,259	0.630	-0.027	No
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.30	EB	3	5,628	37.3	1.089	1.089	5,001	30.9	1.089	1.089	0.001	1,945	0.973	0.023	No
	I-105 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6,735	55.6	1.279	1.279	5,546	36.3	1.279	1.279	-0.009	2,067	1.034	-0.019	No
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.00	EB	3	8,288	144.9	1.574	1.574	7,512	81.2	1.574	1.574	-0.007	2,753	1.377	0.012	Yes
	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8,288	144.9	1.574	1.574	7,512	81.2	1.574	1.574	-0.007	2,753	1.377	0.012	Yes
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	EB	4	7,092	33.9	1.010	1.010	7,608	38.2	1.010	1.010	0.002	2,179	1.090	0.007	No
	I-105 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,469	37.0	1.064	1.064	7,235	35.0	1.064	1.064	0.004	2,041	1.021	-0.009	No
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	EB	3	3,903	26.9	0.741	0.741	3,677	25.4	0.741	0.741	-0.001	1,385	0.693	-0.005	No
	SR-90 East of Ballona Creek (PM 1.24)	1.24	WB	3	2,775	19.1	0.527	0.527	5,164	36.1	0.527	0.527	0.008	1,935	0.988	-0.012	No
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	EB	3	3,443	23.8	0.654	0.654	3,089	21.3	0.654	0.654	-0.002	1,157	0.579	-0.008	No
	SR-90 at Centinela Avenue (PM 1.61)	1.61	WB	4	2,801	14.5	0.399	0.399	2,836	14.7	0.399	0.399	0.000	803	0.402	-0.002	No

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.



**TABLE 66  
FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
EXISTING CONIDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	EXISTING (2015) AM PEAK HOUR				EXISTING (2015) PM PEAK HOUR			
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	1	1,335	61.6	22.2	C	1,061	63.8	17.1	B
		26.15	SB	1	1,034	63.9	16.6	B	1,334	61.6	22.2	C
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	1	1,378	61.2	23.1	C	1,102	63.5	17.8	B
		24.25	SB	1	1,759	55.6	32.4	D	1,788	55.1	33.3	D
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	1	1,240	51.1	27.7	D	1,048	49.4	22.9	C
		23.29	SB	1	[d]	n/a	n/a	n/a	[d]	n/a	n/a	n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	1	901	64.5	14.3	B	596	65.0	9.4	A
		22.00	SB	1	[d]	n/a	n/a	n/a	[d]	n/a	n/a	n/a

[a] Peak hour volume based on HOV traffic volumes provided by Caltrans.

[b] Speed = Average passenger car speed.

[c] Density >45 pc/mi/ln represents oversaturated conditions.

[d] HOV traffic volumes not available.

**TABLE 67  
 FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
 BASELINE 2015 WITH PROJECT CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	EXISTING (2015) AM PEAK HOUR				EXISTING (2015) PM PEAK HOUR				BASELINE 2015 WITH PROJECT AM PEAK HOUR				BASELINE 2015 WITH PROJECT PM PEAK HOUR			
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [d]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [d]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	1	1,335	61.6	22.2	C	1,061	63.8	17.1	B	1,337	62	22	C	1,064	63.7	17.1	B
		26.15	SB	1	1,034	63.9	16.6	B	1,334	61.6	22.2	C	1,036	64	17	B	1,333	61.7	22.2	C
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	1	1,378	61.2	23.1	C	1,102	63.5	17.8	B	1,367	61	23	C	1,101	63.5	17.8	B
		24.25	SB	1	1,759	55.6	32.4	D	1,788	55.1	33.3	D	1,760	56	33	D	1,774	55.3	32.9	D
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	1	1,240	51.1	27.7	D	1,048	49.4	22.9	C	1,223	51	27	D	1,039	49.3	22.9	C
		23.29	SB	1	[e]	n/a	n/a	n/a	[e]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	1	901	64.5	14.3	B	596	65.0	9.4	A	891	65	14	B	586	65.0	9.2	A
		22.00	SB	1	[e]	n/a	n/a	n/a	[e]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

[a] Peak hour volume based on HOV traffic volumes provided by Caltrans.

[b] Speed = Average passenger car speed.

[c] Density >45 pc/mi/ln represents oversaturated conditions.

[d] Model estimated volume data.

[e] HOV traffic volumes not available.

**TABLE 68  
 FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
 FUTURE 2024 CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT AM PEAK HOUR			FUTURE 2024 WITHOUT PHASE 1 PROJECT PM PEAK HOUR			FUTURE 2024 WITH PHASE 1 PROJECT AM PEAK HOUR			FUTURE 2024 WITH PHASE 1 PROJECT PM PEAK HOUR						
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	1 1	1,335 1,139	61.6 63.3	22.2 18.5	C C	1,212 1,434	62.7 60.5	19.8 24.3	C C	1,332 1,139	61.7 63.3	22.1 18.5	C C	1,211 1,432	62.7 60.6	19.8 24.2	C C
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	1 1	1,378 1,869	61.2 53.4	23.1 35.9	C E	1,330 1,870	61.7 53.4	22.1 35.9	C E	1,363 1,870	61.3 53.4	22.8 35.9	C E	1,324 1,857	61.7 53.7	22.0 35.5	C E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	1 1	1,240 [d]	51.1 n/a	27.7 n/a	D n/a	1,286 [d]	48.9 n/a	27.9 n/a	D n/a	1,218 [d]	51.1 n/a	27.3 n/a	D n/a	1,280 [d]	49.0 n/a	27.7 n/a	D n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	1 1	901 [d]	65 n/a	14 n/a	B n/a	780 [d]	65 n/a	12 n/a	B n/a	887 [d]	65 n/a	14 n/a	B n/a	786 [d]	65 n/a	12 n/a	B n/a

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] HOV traffic volumes not available.

**TABLE 69  
 FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
 FUTURE 2035 CONDITIONS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	LANES	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT									
					AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR						
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	1 1	1,335 1,216	61.6 62.7	22.2 19.9	C C	1,295 1,454	62.0 60.3	21.4 24.7	C C	1,334 1,213	61.6 62.7	22.2 19.8	C C	1,300 1,446	62.0 60.4	21.5 24.5	C C
8.	I-405 at La Tijera (PM 24.25)	24.25	NB SB	1 1	1,378 1,952	61.2 51.6	23.1 38.8	C E	1,454 1,882	60.3 53.1	24.7 36.3	C E	1,362 1,950	61.4 51.6	22.8 38.7	C E	1,458 1,865	60.3 53.5	24.8 35.7	C E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	1 1	1,240 [d]	51.1 n/a	27.7 n/a	D n/a	1,424 [d]	48.8 n/a	30.6 n/a	D n/a	1,219 [d]	51.1 n/a	27.3 n/a	D n/a	1,424 [d]	48.8 n/a	30.6 n/a	D n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	1 1	901 [d]	65 n/a	14 n/a	B n/a	884 [d]	65 n/a	14 n/a	B n/a	887 [d]	65 n/a	14 n/a	B n/a	895 [d]	65 n/a	14 n/a	B n/a

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] HOV traffic volumes not available.



**TABLE 70  
 FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
 FUTURE (2035) WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS**

NO.	FREEWAY SEGMENT	Post Mile	DIRECTION	LANES	FUTURE 2035 WITHOUT PROJECT AM PEAK HOUR				FUTURE 2035 WITHOUT PROJECT PM PEAK HOUR				FUTURE 2035 WITH PROJECT & COLLATERAL DEVELOPMENT AM PEAK HOUR				FUTURE 2035 WITH PROJECT & COLLATERAL DEVELOPMENT PM PEAK HOUR			
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	1 1	1,335 1,216	61.6 62.7	22.2 19.9	C C	1,295 1,454	62.0 60.3	21.4 24.7	C C	1,335 1,217	61.6 62.7	22.2 19.9	C C	1,303 1,449	61.9 60.4	21.6 24.6	C C
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	1 1	1,378 1,952	61.2 51.6	23.1 38.8	C E	1,454 1,882	60.3 53.1	24.7 36.3	C E	1,362 1,953	61.4 51.6	22.8 38.8	C E	1,460 1,866	60.2 53.5	24.8 35.8	C E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	1 1	1,240 [d]	51.1 n/a	27.7 n/a	D n/a	1,424 [d]	48.8 n/a	30.6 n/a	D n/a	1,219 [d]	51.1 n/a	27.3 n/a	D n/a	1,424 [d]	48.8 n/a	30.7 n/a	D n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	1 1	901 [d]	65 n/a	14 n/a	B n/a	884 [d]	65 n/a	14 n/a	B n/a	887 [d]	64.5 n/a	14.1 n/a	B n/a	895 [d]	64.5 n/a	14.2 n/a	B n/a

[a] Model estimated volume data.

[b] Speed = Average passenger car speed.

[c] Density >45 pc/mi/ln represents oversaturated conditions.

[d] HOV traffic volumes not available.

TABLE 71  
OFF-RAMP QUEUING ANALYSIS - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	EXISTING (2015) CONDITIONS				BASELINE 2015 WITH PROJECT CONDITIONS						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length		Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length
					A.M.	P.M.			A.M.	P.M.	A.M.	P.M.			
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	201	188	238 / 1,180	153	144	202	190	238 / 1,180	154	145	NO
		WBR	2	280 [b]/1,390 [c]	1,163	799	238 / 1,180	611	381	1,139	786	238 / 1,180	600	375	
		RAMP		3340 [c]			2,839					2,839			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	431	221	344	356	225	428	220	344	355	224	NO
		WBT	1 (LTR)	675 [b]	7	15	574	367	260	7	15	574	368	260	
		WBR	1	675 [b]	584	383	574	336	241	585	382	574	340	240	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	24	27	n/a	n/a	n/a	23	27	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	60	47	2	1	340	60	48	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	WBL	shared	1400 [c] + Aux. Lane	188	271	n/a	n/a	n/a	184	271	n/a	n/a	n/a	NO
		WBT	1 (LT)	140 [b]/770 [c]	10	41	140 / 654	258	384	10	41	140 / 654	250	384	
		WBR	1	140 [b]	357	306	119	165	89	362	306	119	168	90	
36	I-405 Southbound Ramps & Jefferson Boulevard	RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			NO
		SBL	1	295 [b]	113	88	251	85	100	113	96	251	85	98	
		SBT	1 (LTR)	295 [b]	3	0	251	230	53	3	0	251	229	56	
37	I-405 Northbound Ramps & Jefferson Boulevard	SBR	1	190 [b]	618	146	162	215	45	616	135	162	214	43	NO
		RAMP		1225 [c]			1,041					1,041			
		NBL	1	550 [b]	172	180	468	109	141	171	177	468	108	135	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	NBT	1 (LTR)	550 [b]	302	0	468	490	226	302	0	468	490	228	NO
		NBR	shared	n/a	299	327	n/a	n/a	n/a	299	329	n/a	n/a	n/a	
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (i/o Imperial Highway)	EBL	1	125 [b]	376	838	106	215	584	375	837	106	216	584	NO
		EBT	1 (LTR)	125 [b]	0	1	106	132	557	0	1	106	132	556	
		EBR	shared	n/a	45	135	n/a	n/a	n/a	46	135	n/a	n/a	n/a	
72	Sepulveda Boulevard & I-105 Westbound Ramps & Imperial Highway	RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			NO
		WBR	3	1610 [b]	2,518	1,807	1,369	1,591	1,040	2,397	1,666	1,369	1,482	960	
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	NBL	1	435 [b]	211	317	370	142	230	209	319	370	142	230	NO
		NBT	1 (LT)	>5,000 [c]	0	1	4,250	144	233	0	1	4,250	142	232	
		NBR	2	900 [b]	1,156	1,373	765	32	157	1,156	1,372	765	32	157	
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	RAMP		>5,000 [c]			4,250					4,250			NO
		SBL	1	180 [b]	42	14	153	31	19	43	14	153	30	18	
		SBR	2	1,000 [b]	941	588	850	38	13	922	584	850	31	13	
89	I-405 Northbound Ramps & La Tijera Boulevard	RAMP		2580 [c]			2,193					2,193			NO
		SBL	1	155 [b]	367	91	132	360	123	417	145	132	417	149	
		SBT	2 (LT & TR)	1,360 [b]	892	164	1,156	555	136	886	164	1,156	541	133	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	155 [b]	493	167	132	259	59	454	120	132	248	54	NO
		RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			
		NBL	1	310 [b]	63	164	264	86	139	60	127	264	81	105	
90	I-405 Southbound Ramps & La Tijera Boulevard	NBR	1	310 [b]	84	336	264	109	299	82	375	264	104	321	NO
		RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			
		SBL	1 (LTR)	550 [b]	131	297	468	468	574	157	297	468	450	562	
90	La Tijera Boulevard	SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	NO
		SBR	1	550 [b]	409	407	468	446	542	370	411	468	428	520	
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			

TABLE 71 (Continued)  
OFF-RAMP QUEUING ANALYSIS - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	EXISTING (2015) CONDITIONS			BASELINE 2015 WITH PROJECT CONDITIONS								
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	861	437	901	338	237	620	243	901	352	158		
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	n/a	243	157	[765]	153	115	NO
		NBR	2 [shared]	90[b]/900[b]/90	310	168	76 / 765	23	78	263	145	n/a	n/a	n/a	n/a	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103				
		WBL	2 [2]	215 [b]	469	703	183	292	395	184	483	183	124	263		
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	229	379	[183]	153	229	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR	shared	n/a	77	412	n/a	n/a	n/a	25	99	n/a	n/a	n/a		
		RAMP		2015 [c] + Aux. Lane	97	346	196			208	438	1713 + Aux. Lane	18	40	NO	
		RAMP	2	230 [b]			757 + Aux. Lane			221	194	378	105	86		
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBL	2	445 [b]	221	228	378	105	101	134	192	68	56	63	NO	
		WBR	1	80 [b]	71	172	68	42	60			1288 + Aux. Lane				
		RAMP		1515 [c] + Aux. Lane												
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	NBL	1	725 [b]	795	314	616	521	284	760	272	616	482	236		
		NBLTR	1 (LTR)	725 [b]	182	197	616	532	332	182	197	616	479	328	NO	
		NBR	1	80 [b]	188	450	68	36	272	193	458	68	36	266		
130	I-405 Northbound Ramps & Century Boulevard	RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane					1717 + Aux. Lane				
		NBL	2	1,270 [b]	1,075	622	1,080	419	221	1,114	698	1,080	440	277	NO	
		NBR	1	445 [b]	418	414	378	194	354	409	410	378	185	381		
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	RAMP		2985 [c] + Aux. Lane	631	155	918	167	129	644	136	918	158	118	NO	
		NBL	2	1,080 [b]	73	253	n/a	n/a	n/a	70	238	n/a	n/a	n/a		
		NBR	shared	n/a			2304 + Aux. Lane					2304 + Aux. Lane				
132	I-405 Northbound Ramps & El Segundo Boulevard	RAMP		2710 [c] + Aux. Lane												
		NBL	2	1,065 [b]	819	331	905	320	164	816	330	905	319	163	NO	
		NBR	1	220 [b]	79	157	187	33	172	81	157	187	33	172		
133	I-405 Northbound Ramps & Rosecrans Avenue	RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane					2495 + Aux. Lane				
		NBL	2	270 [b]/400 [b]	990	583	230 / 340	245	152	996	580	230 / 340	247	152	NO	
		NBR	1	400 [b]	77	192	340	24	109	74	192	340	24	107		
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	RAMP		1680 [c]			1,428					1,428				
		WBL	1 (L) & 1 (LR)	1,075 [b]	263	340	914	238	390	264	254	914	284	328	NO	
		WBR	1	660 [b]	480	478	561	91	112	530	555	561	109	118		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane				
		EBL	2	2,050 [b]	349	526	1,743	134	184	334	502	1,743	125	168	NO	
		EBT	1	500 [b]	32	74	425	181	212	34	78	425	184	233		
167	I-405 Northbound Ramps & Culver Boulevard	EBR	shared	n/a	360	403	n/a	n/a	n/a	373	436	n/a	n/a	n/a	NO	
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane					4369 + Aux. Lane				
		NBL	shared	n/a	139	202	n/a	n/a	n/a	139	201	n/a	n/a	n/a		
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBLTR	2 (LT & TR)	800 [b]	174	15	680	273	246	174	15	680	273	245	NO	
		NBR	shared	n/a	458	539	n/a	n/a	n/a	457	539	n/a	n/a	n/a		
		RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane				
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	WBL	1 (L) & 1 (LR)	440 [b]	350	339	374	103	102	349	338	374	103	102	NO	
		WBR	shared	n/a	128	45	n/a	n/a	n/a	130	45	n/a	n/a	n/a		
		RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane					1305 + Aux. Lane				

Notes:  
 VPH: Vehicles Per Hour.  
 YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
 NO: Storage capacity has not been exceeded.  
 [a] Most constrained storage length for each lane group reported.  
 [b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
 [c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 72  
OFF-RAMP QUEUING ANALYSIS - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS WITH MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	EXISTING (2015) CONDITIONS				PROJECT CONDITIONS WITH MITIGATION						
					Volume (VPH)		85% of Storage Length (feet) [a]		95th Percentile Queue Length (feet)		85% of Storage Length (feet) [a]		95th Percentile Queue Length (feet)		
					A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	201	188	238 / 1,180	153	144	202	190	238 / 1,180	154	145	NO
		WBR	2	280 [b]/1,390 [c]	1,163	799	238 / 1,180	611	381	1,139	786	238 / 1,180	600	375	
		RAMP		3340 [c]			2,839					2,839			
28	Cintinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	431	221	344	356	225	428	220	344	355	224	NO
		WBT	1 (LTR)	675 [b]	7	15	574	367	260	7	15	574	368	260	
		WBR	1	675 [b]	584	383	574	336	241	585	382	574	340	240	
29	Cintinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	24	27	n/a	n/a	n/a	23	27	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	60	47	2	1	340	60	48	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	RAMP		1400 [c] + Aux. Lane	180	140	340	44	33	180	143	340	44	34	NO
		WBL	shared	n/a	188	271	n/a	n/a	n/a	188	271	n/a	n/a	n/a	
		WBT	1 (LT)	140 [b]/770 [c]	10	41	140 / 654	258	384	10	41	140 / 654	258	384	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBR	1	140 [b]	357	306	119	165	89	358	306	119	166	90	NO
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
		SBL	1	295 [b]	113	88	251	85	100	113	96	251	85	98	
37	I-405 Northbound Ramps & Jefferson Boulevard	SBT	1 (LTR)	295 [b]	3	0	251	230	53	3	0	251	229	56	NO
		SBR	1	190 [b]	618	146	162	215	45	616	134	162	214	43	
		RAMP		1225 [c]			1,041					1,041			
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	NBL	1	550 [b]	172	180	468	109	141	171	177	468	108	135	NO
		NBT	1 (LTR)	550 [b]	302	0	468	490	226	302	0	468	488	228	
		NBR	shared	n/a	299	327	n/a	n/a	n/a	298	329	n/a	n/a	n/a	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)	RAMP		1580 [c] + Aux. Lane	376	838	106	106	584	375	837	106	216	584	NO
		EBL	1	125 [b]	0	1	106	132	567	0	1	106	132	556	
		EBT	1 (LTR)	125 [b]	45	135	n/a	n/a	n/a	46	135	n/a	n/a	n/a	
72	SR-90 Westbound Ramps & Slauson Avenue	RAMP		935 [c] + Aux. Lane	2,518	1,807	1,369	1,591	1,040	2,396	1,666	1,369	1,481	960	YES
		WBR	3	1610 [b]	211	317	370	142	230	209	319	370	142	230	
		NBL	1	435 [b]	0	1	4,250	144	233	0	1	4,250	142	232	
74	I-405 Southbound Ramps & Howard Hughes Parkway	NBT	1 (LT)	>5,000 [c]	1,156	1,373	765	32	157	1,156	1,372	765	32	157	NO
		NBR	2	900 [b]	1,156	1,373	765	32	157	1,156	1,372	765	32	157	
		RAMP		>5,000 [c]			4,250					4,250			
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	SBL	1	155 [b]	367	91	132	360	123	417	145	132	417	149	NO
		SBR	2	1,000 [b]	941	588	850	38	13	886	164	1,156	541	133	
		RAMP		2580 [c]			2,193			454	120	132	248	54	
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	310 [b]	63	164	264	86	139	60	127	264	81	105	NO
		SBR	1	310 [b]	84	336	264	109	299	82	375	264	104	321	
		RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1 (LTR)	550 [b]	131	297	468	468	574	157	297	468	449	562	NO
		SBR	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
		RAMP		1620 [c] + Aux. Lane	409	407	468	446	542	369	411	468	428	520	

TABLE 72 (Continued)  
OFF-RAMP QUEUING ANALYSIS - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS WITH MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	EXISTING (2015) CONDITIONS						BASELINE 2015 WITH PROJECT CONDITIONS WITH MITIGATION					
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)		Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)		Exceeds 85% of Storage Length
					A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	861	437	901	338	237	NO	620	243	901	352	158	NO
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	NO	242	157	[765]	152	115	n/a
		NBR	2 [shared]	90[b]/900[b]/90	310	168	76 / 765	23	78	NO	263	145	n/a	n/a	n/a	n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMB		3650 [c]			3,103					3,103				
		WBL	2 [2]	215 [b]	469	703	183	292	395	NO	184	483	183	124	263	NO
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	NO	229	379	[183]	153	229	n/a
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR	shared	n/a	77	412	n/a	n/a	n/a	NO	25	99	n/a	n/a	n/a	NO
		RAMB		2015 [c] + Aux. Lane			1713 + Aux. Lane			NO	208	438	196	17	40	NO
		RAMB		890 [c] + Aux. Lane			757 + Aux. Lane			NO	219	194	378	105	86	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBL	2	445 [b]	221	228	378	105	101	NO	134	192	68	56	63	NO
		WBR	1	80 [b]	71	172	68	42	60	NO	134	192	68	56	63	NO
		RAMB		1515 [c] + Aux. Lane			1288 + Aux. Lane			NO	134	192	68	56	63	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	NBL	1	725 [b]	795	314	616	521	284	NO	760	272	616	482	236	NO
		NBL TR	1 (L/TR)	725 [b]	182	197	616	532	332	NO	182	197	616	479	328	NO
		NBR	1	80 [b]	188	450	68	36	272	NO	193	458	68	36	266	NO
130	I-405 Northbound Ramps & Century Boulevard	RAMB		2020 [c] + Aux. Lane			1717 + Aux. Lane			NO	1,103	691	1,080	442	293	NO
		NBL	2	1,270 [b]	1,075	622	1,080	419	221	NO	409	410	378	185	408	NO
		NBR	1	445 [b]	418	414	378	194	354	NO	409	410	378	185	408	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	RAMB		2985 [c] + Aux. Lane			2537 + Aux. Lane			NO	644	135	918	158	118	NO
		NBL	2	1,080 [b]	631	155	918	167	129	NO	70	238	n/a	n/a	n/a	NO
		NBR	shared	n/a	73	253	n/a	n/a	n/a	NO	70	238	n/a	n/a	n/a	NO
132	I-405 Northbound Ramps & El Segundo Boulevard	RAMB		2710 [c] + Aux. Lane			2304 + Aux. Lane			NO	816	330	905	319	163	NO
		NBL	2	1,065 [b]	819	331	905	320	164	NO	81	157	187	33	172	NO
		NBR	1	220 [b]	79	157	187	33	172	NO	81	157	187	33	172	NO
133	I-405 Northbound Ramps & Rosecrans Avenue	RAMB		2935 [c] + Aux. Lane			2495 + Aux. Lane			NO	996	580	230 / 340	247	152	NO
		NBL	2	270 [b]/400 [b]	990	583	230 / 340	245	152	NO	74	192	340	24	107	NO
		NBR	1	400 [b]	77	192	340	24	109	NO	74	192	340	24	107	NO
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	RAMB		1680 [c]			1,428			NO	264	254	914	282	326	NO
		WBL	1 (L) & 1 (LR)	1,075 [b]	263	340	914	238	390	NO	526	550	561	108	118	NO
		WBR	1	660 [b]	480	478	561	91	112	NO	526	550	561	108	118	NO
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	RAMB		4835 [c] + Aux. Lane			4110 + Aux. Lane			NO	334	502	1,743	125	168	NO
		EBL	2	2,050 [b]	349	526	1,743	134	184	NO	34	78	425	184	233	NO
		EBT	1	500 [b]	32	74	425	181	212	NO	373	436	n/a	n/a	n/a	NO
167	I-405 Northbound Ramps & Culver Boulevard	EBR	shared	n/a	360	403	n/a	n/a	n/a	NO	139	201	n/a	n/a	n/a	NO
		RAMB		5140 [c] + Aux. Lane			4369 + Aux. Lane			NO	174	15	680	273	245	NO
		NBL	shared	n/a	139	202	n/a	n/a	n/a	NO	457	539	n/a	n/a	n/a	NO
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL TR	2 (LT & TR)	800 [b]	174	15	680	273	246	NO	349	338	374	103	102	NO
		NBR	shared	n/a	458	539	n/a	n/a	n/a	NO	130	45	n/a	n/a	n/a	NO
		RAMB		2220 [c] + Aux. Lane			1887 + Aux. Lane			NO	130	45	n/a	n/a	n/a	NO
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	WBL	1 (L) & 1 (LR)	440 [b]	350	339	374	103	102	NO	349	338	374	103	102	NO
		WBR	shared	n/a	128	45	n/a	n/a	n/a	NO	130	45	n/a	n/a	n/a	NO
		RAMB		1535 [c] + Aux. Lane			1305 + Aux. Lane			NO	130	45	n/a	n/a	n/a	NO

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.

[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 73  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)			
					A.M.	P.M.			A.M.	P.M.					
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251	211	238 / 1,180	187	158	248	215	238 / 1,180	185	160	NO
		WBR	2	280 [b]/1,390 [c]	1,131	890	238 / 1,180	582	442	1,119	873	238 / 1,180	583	437	
		RAMP		3340 [c]			2,839					2,839			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516	268	344	395	288	519	245	344	392	264	NO
		WBT	1 (LTR)	675 [b]	7	20	574	447	306	7	22	574	443	298	
		WBR	1	675 [b]	518	357	574	404	275	509	372	574	403	278	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	14	24	n/a	n/a	n/a	14	23	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	96	50	2	1	340	94	52	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	270	140	340	66	32	259	148	340	63	33	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	271	n/a	n/a	n/a	187	273	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	10	61	140 / 654	281	449	10	57	140 / 654	280	442	NO
		WBR	1	140 [b]	357	307	119	161	108	357	307	119	162	108	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103	82	251	82	95	99	83	251	78	96	NO
		SBT	1 (LTR)	295 [b]	3	0	251	273	57	3	0	251	275	56	
		SBR	1	190 [b]	658	173	162	249	49	661	163	162	250	48	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	132	126	189	161	468	126	129	
		NBT	1 (LTR)	550 [b]	283	0	468	591	281	282	0	468	597	278	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	322	353	n/a	n/a	n/a	328	351	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane			2,514	1,832	1,369	1,549	1,103	
72	SR-90 Westbound Ramps & Slauson Avenue	WBR	3	1610 [b]	2,635	1,974	1,369	1,657	1,207	210	321	370	142	243	NO
		NBL	1	435 [b]	211	320	370	142	240	0	4	4,250	142	240	
		NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	236	1,204	1,398	765	50	284	
74	I-405 Southbound Ramps & Howard Hughes Parkway	NBR	2	900 [b]	1,205	1,397	765	50	259			4,250			NO
		RAMP		>5,000 [c]			4,250					4,250			
		SBL	1	180 [b]	42	14	153	32	19	43	15	153	32	20	
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	SBR	2	1,000 [b]	988	644	850	56	17	961	630	850	46	13	NO
		RAMP		2580 [c]			2,193					2,193			
		SBL	1	155 [b]	372	89	132	389	130	412	105	132	447	149	
89	I-405 Northbound Ramps & La Tijera Boulevard	SBT	2 (LT & TR)	1,360 [b]	946	186	1,156	624	165	945	168	1,156	632	155	NO
		SBR	1	155 [b]	493	183	132	325	67	453	182	132	301	64	
		RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			
90	I-405 Southbound Ramps & La Tijera Boulevard	NBL	1	310 [b]	87	236	264	111	223	79	201	264	101	172	NO
		NBR	1	310 [b]	98	274	264	124	289	90	325	264	114	294	
		RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1 (LTR)	550 [b]	114	290	468	472	623	126	286	468	450	567	NO
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
		SBR	1	550 [b]	413	398	468	450	589	387	360	468	440	520	
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane				1377 + Aux. Lane				

TABLE 73 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT						
					Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)		Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)		
					A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	1,027	666	901	497	350	505	210	901	305	141	NO
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	420	349	[765]	360	272	
		NBR	2 [shared]	90[b]/900[b] [90]	244	149	76 / 765	26	76	232	168	n/a	n/a	n/a	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103			NO
		WBL	2 [2]	215 [b]	597	841	183	340	408	165	487	183	115	277	
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	336	350	[183]	211	272	
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	70	337	183	55	167	24	198	n/a	n/a	n/a	NO
		RAMP		2015 [c] + Aux. Lane			1713 + Aux. Lane					1713 + Aux. Lane			
		WBR	2	230 [b]	118	348	196	2	47	227	455	196	24	58	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane			757 + Aux. Lane					757 + Aux. Lane			NO
		WBL	2	445 [b]	227	190	378	109	92	244	148	378	117	73	
		WBR	1	80 [b]	103	183	68	50	66	176	237	68	64	72	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane					1288 + Aux. Lane			NO
		NBL	1	725 [b]	820	408	616	565	406	800	408	616	553	406	
		NBLTR	1 (LTR)	725 [b]	182	193	616	564	368	182	193	616	560	359	
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	443	68	37	307	186	440	68	38	310	NO
		RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane					1717 + Aux. Lane			
		NBL	2	1,270 [b]	1,172	793	1,080	482	328	1,178	871	1,080	487	368	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	shared	n/a	73	192	n/a	n/a	n/a	71	189	n/a	n/a	n/a	NO
		RAMP		2710 [c] + Aux. Lane			2304 + Aux. Lane					2304 + Aux. Lane			
		NBL	2	1,065 [b]	850	347	905	354	176	854	353	905	362	179	
132	El Segundo Boulevard	NBR	1	220 [b]	74	161	187	33	181	73	158	187	34	178	NO
		RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane					2495 + Aux. Lane			
		NBL	2	270 [b]/400 [b]	1,032	667	230 / 340	277	177	1,019	660	230 / 340	273	174	
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	400 [b]	54	127	340	22	75	69	136	340	24	80	NO
		RAMP		1680 [c]			1,428					1,428			
		WBL	1 (L) & 1 (LR)	1,075 [b]	262	274	914	282	344	262	270	914	298	339	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	WBR	1	660 [b]	460	443	561	105	109	481	502	561	106	115	NO
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		EBL	2	2,050 [b]	356	579	1,743	143	231	338	573	1,743	133	230	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	EBT	1	500 [b]	32	75	425	208	280	32	77	425	237	280	NO
		EBR	shared	n/a	360	404	n/a	n/a	n/a	394	402	n/a	n/a	n/a	
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane					4369 + Aux. Lane			
167	I-405 Northbound Ramps & Culver Boulevard	NBL	shared	n/a	141	224	n/a	n/a	n/a	155	219	n/a	n/a	n/a	NO
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	289	271	172	15	680	290	268	
		NBR	shared	n/a	460	569	n/a	n/a	n/a	454	571	n/a	n/a	n/a	
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane			NO
		WBL	1 (L) & 1 (LR)	440 [b]	334	353	374	100	107	336	351	374	101	106	
		WBR	shared	n/a	138	53	n/a	n/a	n/a	136	52	n/a	n/a	n/a	
RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane						1305 + Aux. Lane				

Notes:

VPH: Vehicles Per Hour.

YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.

NO: Storage capacity has not been exceeded.

[a] Most constrained storage length for each lane group reported.

[b] The storage length is measured from the intersection stop bar to the end of the lane(s).

[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 74  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS WITH MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH MITIGATION						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)			
					A.M.	P.M.			A.M.	P.M.					
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251	211	238 / 1,180	187	158	248	215	238 / 1,180	185	160	NO
		WBR	2	280 [b]/1,390 [c]	1,131	890	238 / 1,180	582	442	1,119	873	238 / 1,180	583	437	
		RAMP		3340 [c]			2,839					2,839			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516	268	344	395	288	519	245	344	392	264	NO
		WBT	1 (LTR)	675 [b]	7	20	574	447	306	7	22	574	443	298	
		WBR	1	675 [b]	518	357	574	404	275	509	372	574	403	278	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	14	24	n/a	n/a	n/a	14	23	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	96	50	2	1	340	94	52	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	270	140	340	66	32	259	148	340	63	33	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	271	n/a	n/a	n/a	187	273	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	10	61	140 / 654	281	449	10	57	140 / 654	280	442	NO
		WBR	1	140 [b]	357	307	119	161	108	357	307	119	162	108	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103	82	251	82	95	99	83	251	78	96	NO
		SBT	1 (LTR)	295 [b]	3	0	251	273	57	3	0	251	275	56	
		SBR	1	190 [b]	658	173	162	249	49	661	162	162	250	47	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	132	126	189	161	468	126	129	
		NBT	1 (LTR)	550 [b]	283	0	468	591	281	282	0	468	597	278	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	322	353	n/a	n/a	n/a	328	351	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
72	SR-90 Westbound Ramps & Slauson Avenue	WBR	3	1610 [b]	2,635	1,974	1,369	1,657	1,207	2,505	1,822	1,369	1,540	1,080	YES
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	240	210	321	370	142	243	
74	I-405 Southbound Ramps & Howard Hughes Parkway	NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	236	0	4	4,250	142	240	NO
		NBR	2	900 [b]	1,205	1,397	765	50	259	1,204	1,398	765	50	284	
		RAMP		>5,000 [c]			4,250					4,250			
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	SBL	1	155 [b]	372	89	132	389	130	43	15	153	32	20	NO
		SBR	2	1,000 [b]	988	644	850	56	17	954	624	850	44	13	
		RAMP		2580 [c]			2,193					2,193			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	946	186	1,156	624	165	412	105	132	447	149	NO
		SBT	2 (LT & TR)	1,360 [b]	493	183	132	325	67	945	168	1,156	632	155	
		SBR	1	155 [b]	493	183	132	325	67	453	182	132	301	64	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	87	236	264	111	223	79	201	264	101	172	
		NBR	1	310 [b]	98	274	264	124	289	90	325	264	114	294	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	290	468	472	623	126	286	468	450	567	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	413	398	468	450	589	386	360	468	437	520	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			



TABLE 74 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS WITH MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH MITIGATION			Exceeds 85% of Storage Length	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	95th Percentile Queue Length (feet)
					Volume (VPH)	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	1,027	666	901	350	505	210	901	305	141	
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	449	349	[765]	344	272	NO
		NBR	2 [shared]	90 [b]/900 [b] [90]	244	149	76 / 765	26	76	232	168	n/a	n/a	n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103				3,103			
		WBL	2 [2]	215 [b]	597	841	183	340	165	487	183	115	277	
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	336	350	[183]	211	276	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBR [future]	shared [1]	n/a [215]	70	337	183	55	24	198	n/a	n/a	n/a	
		RAMP		2015 [c] + Aux. Lane			1713 + Aux. Lane				1713 + Aux. Lane			
		WBR	2	230 [b]	118	348	196	2	227	455	196	43	90	NO
124	La Cienega Boulevard & I-405 Southbound Ramps	RAMP		890 [c] + Aux. Lane			757 + Aux. Lane				757 + Aux. Lane			
		WBL	2	445 [b]	227	190	378	109	242	148	378	119	76	
		WBR	1	80 [b]	103	183	68	50	176	237	68	65	75	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane				1288 + Aux. Lane			
		NBL	1	725 [b]	820	408	616	565	800	388	616	553	391	
		NBLTR	1 (LTR)	725 [b]	182	193	616	368	564	182	193	616	560	351
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	443	68	37	186	440	68	38	305	
		RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane				1717 + Aux. Lane			
		NBL	2	1,270 [b]	1,172	793	1,080	482	1,113	770	1,080	448	317	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	401	384	378	211	401	384	378	229	358	
		RAMP		2985 [c] + Aux. Lane			2537 + Aux. Lane				2537 + Aux. Lane			
		NBL	2	1,080 [b]	658	277	918	163	825	491	918	196	211	NO
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	73	192	n/a	n/a	71	189	n/a	n/a	n/a	
		RAMP		2710 [c] + Aux. Lane			2304 + Aux. Lane				2304 + Aux. Lane			
		NBL	2	1,065 [b]	850	347	905	354	807	280	905	350	144	NO
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	33	73	158	187	35	178	
		RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane				2495 + Aux. Lane			
		NBL	2	270 [b]/400 [b]	1,032	667	230 / 340	277	1,019	660	230 / 340	273	174	NO
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	54	127	340	22	69	136	340	24	80	
		RAMP		1680 [c]			1,428				1,428			
		WBL	1 (L) & 1 (LR)	1,075 [b]	262	274	914	282	262	270	914	296	338	NO
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	460	443	561	105	476	495	561	106	113	
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane				4110 + Aux. Lane			
		EBL	2	2,050 [b]	356	579	1,743	143	338	573	1,743	133	226	NO
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	75	425	208	32	77	425	237	272	NO
		EBR	shared	n/a	360	404	n/a	n/a	394	402	n/a	n/a	n/a	
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane				4369 + Aux. Lane			
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	224	n/a	n/a	155	219	n/a	n/a	n/a	
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	289	172	15	680	290	268	NO
		NBR	shared	n/a	460	569	n/a	n/a	454	571	n/a	n/a	n/a	
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane				1887 + Aux. Lane			
		WBL	1 (L) & 1 (LR)	440 [b]	334	353	374	100	336	351	374	101	106	NO
		WBR	shared	n/a	138	53	n/a	n/a	136	52	n/a	n/a	n/a	
RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane				1305 + Aux. Lane					

Notes:

VPH: Vehicles Per Hour.

YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.

NO: Storage capacity has not been exceeded.

[a] Most constrained storage length for each lane group reported.

[b] The storage length is measured from the intersection stop bar to the end of the lane(s).

[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 75  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT			Exceeds 85% of Storage Length		
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.			
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	198	164	277	219	238/1,180	199	164
		WBR	2	280 [b]/1,390 [c]	1,131	950	561	503	1,113	927	238/1,180	545	485
		RAMP		3340 [c]			2,839					2,839	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	480	293	535	273	344	476	333
		WBT	1 (LTR)	675 [b]	7	22	508	318	10	30	574	506	349
		WBR	1	675 [b]	484	346	460	283	484	349	574	448	323
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879				1,879		
		EBL	shared	n/a	19	24	n/a	n/a	19	26	n/a	n/a	n/a
		EBT	1 (LT)	400 [b]	2	1	340	108	55	2	1	340	111
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	293	161	340	73	38
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane				1190 + Aux. Lane		
		WBL	shared	n/a	188	279	n/a	n/a	188	279	n/a	n/a	n/a
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	20	64	304	468	19	62	140/654	300	465
		WBR	1	140 [b]	359	314	165	112	359	314	119	164	112
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane				774 + Aux. Lane		
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	80	96	102	84	251	81	97
		SBT	1 (LTR)	295 [b]	3	0	282	59	3	0	251	276	58
		SBR	1	190 [b]	669	184	254	51	664	174	162	252	49
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041				1,041		
		NBL	1	550 [b]	198	160	468	135	187	163	468	125	133
		NBT	1 (LTR)	550 [b]	282	0	468	297	282	0	468	580	294
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	317	360	n/a	n/a	n/a
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane				1343 + Aux. Lane		
		EBL	1	125 [b]	421	918	242	631	421	918	106	242	631
72	SR-90 Westbound Ramps & Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	144	620	0	4	106	144	620
		EBR	shared	n/a	22	98	n/a	n/a	22	98	n/a	n/a	n/a
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane				795 + Aux. Lane		
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	2,573	1,900	1,369	1,602	1,164
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane				4110 + Aux. Lane		
		NBL	1	435 [b]	211	320	370	242	206	321	370	141	248
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	NBT	1 (LT)	>5,000 [c]	0	7	144	243	0	7	4,250	141	248
		NBR	2	900 [b]	1,210	1,409	765	61	1,217	1,410	765	62	467
		RAMP		>5,000 [c]			4,250				4,250		
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	44	14	153	32	19
		SBR	2	1,000 [b]	1,013	659	850	55	991	644	850	46	17
		RAMP		2580 [c]			2,193				2,193		
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	408	127	132	439	184
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	942	188	1,156	631	171
		SBR	1	155 [b]	505	215	368	71	469	158	132	320	67
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane				2984 + Aux. Lane		
		NBL	1	310 [b]	133	251	264	157	125	220	264	146	194
		NBR	1	310 [b]	108	267	264	133	104	307	264	127	284
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane				893 + Aux. Lane		
		SBL	1 (LTR)	550 [b]	114	278	468	474	129	279	468	452	574
		SBT	shared	n/a	0	0	n/a	n/a	0	0	n/a	n/a	n/a
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	390	356	468	435	535
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane				1377 + Aux. Lane		

TABLE 75 (Continued)  
OFF-RAMP QUEUING ANALYSIS - 2035 CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT			Exceeds 85% of Storage Length				
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.					
												Exceeds 85% of Storage Length			
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1,084 [a]	658	901	535	354	514	277	901	330	181	NO	
		NBT [future]	[2]	n/a	n/a	n/a	n/a	n/a	507	306	[765]	401	246		
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	26	73	235	147	n/a	n/a	n/a		n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]		3,103					3,103			NO	
		WBL	2 [2]	215 [b]	851	183	360	458	171	467	183	119	272		
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	353	371	[183]	228	295		
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	92	347	76	204	27	203	n/a	n/a	n/a	NO	
		RAMP		2015 [c] + Aux. Lane		1713 + Aux. Lane					1713 + Aux. Lane				
		WBR	2	230 [b]	164	351	196	15	56	265	489	196	34		69
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane		757 + Aux. Lane					757 + Aux. Lane			NO	
		WBL	2	445 [b]	224	175	109	87	224	197	378	109	94		
		WBR	1	80 [b]	142	189	68	59	67	195	253	68	76		
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane		1288 + Aux. Lane					1288 + Aux. Lane			NO	
		NBL	1	725 [b]	869	445	616	643	436	836	448	616	602		450
		NBLTR	1 (LTR)	725 [b]	182	190	616	643	405	182	188	616	593		408
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	444	38	340	190	440	68	38	343	NO	
		RAMP		2020 [c] + Aux. Lane		1717 + Aux. Lane					1717 + Aux. Lane				
		NBL	2	1,270 [b]	1,217	834	1,080	510	360	1,201	891	1,080	511		392
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	399	385	245	373	399	384	378	236	371	NO	
		RAMP		2985 [c] + Aux. Lane		2537 + Aux. Lane					2537 + Aux. Lane				
		NBL	2	1,080 [b]	675	278	918	175	148	684	200	918	178		124
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	80	194	n/a	n/a	82	195	n/a	n/a	n/a	NO	
		RAMP		2710 [c] + Aux. Lane		2304 + Aux. Lane					2304 + Aux. Lane				
		NBL	2	1,065 [b]	850	359	905	366	181	854	346	905	369		173
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	181	73	178	187	34	197	NO	
		RAMP		2935 [c] + Aux. Lane		2495 + Aux. Lane					2495 + Aux. Lane				
		NBL	2	270 [b]/400 [b]	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281		196
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	44	102	340	20	44	98	340	20	61	NO	
		RAMP		1680 [c]		1,428					1,428				
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	914	298	367	267	234	914	305		311
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	443	481	561	104	445	515	561	105	118	NO	
		RAMP		4835 [c] + Aux. Lane		4110 + Aux. Lane					4110 + Aux. Lane				
		EBL	2	2,050 [b]	349	595	1,743	149	256	325	621	1,743	137		270
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	76	425	372	44	82	425	283	373	NO	
		EBR	shared	n/a	361	407	n/a	n/a	383	401	n/a	n/a	n/a		
		RAMP		5140 [c] + Aux. Lane		4369 + Aux. Lane					4369 + Aux. Lane				
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	203	n/a	n/a	140	196	n/a	n/a	n/a	NO	
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	297	281	180	15	680	296		279
		NBR	shared	n/a	461	617	n/a	n/a	461	620	n/a	n/a	n/a		
177	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane		1887 + Aux. Lane					1887 + Aux. Lane			NO	
		WBL	1 (L) & 1 (LR)	440 [b]	313	367	374	92	111	317	365	374	71		111
		WBR	shared	n/a	154	58	n/a	n/a	148	58	n/a	n/a	n/a		
		RAMP		1535 [c] + Aux. Lane		1305 + Aux. Lane				1305 + Aux. Lane					

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 76  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT AND MITIGATION CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT WITH MITIGATION							
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)				
					A.M.	P.M.			A.M.	P.M.						
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	198	164	277	219	238/1,180	199	164	NO		
		WBR	2	280 [b]/1,390 [c]	1,131	950	561	503	1,113	927	238/1,180	545	485		NO	
		RAMP		3340 [c]			2,839				2,839					NO
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	480	293	535	273	344	476	333	NO		
		WBT	1 (LTR)	675 [b]	7	22	508	318	10	30	574	506	349		NO	
		WBR	1	675 [b]	484	346	460	283	484	349	574	448	323			NO
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879				1,879			NO		
		EBL	shared	n/a	19	24	n/a	n/a	19	26	n/a	n/a	n/a		NO	
		EBT	1 (LT)	400 [b]	2	1	340	108	55	2	1	340	109			58
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	34	290	161	340	72	38		NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			NO	
		WBL	shared	n/a	188	279	n/a	n/a	188	279	n/a	n/a	n/a	n/a		
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	20	64	304	468	19	62	140/654	300	465	NO		
		WBR	1	140 [b]	359	314	165	112	359	314	119	164	112		NO	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane				774 + Aux. Lane					NO
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	96	102	84	251	81	97		
		SBT	1 (LTR)	295 [b]	3	0	282	59	3	0	251	276	57	NO		
		SBR	1	190 [b]	669	184	162	254	51	664	173	162	252		49	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO	
		NBL	1	550 [b]	198	160	468	135	129	187	163	468	125	133		
		NBT	1 (LTR)	550 [b]	282	0	468	587	297	282	0	468	580	294		NO
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	317	360	n/a	n/a	n/a	NO		
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			NO	
		EBL	1	125 [b]	421	918	106	631	421	918	106	242	631			NO
72	Sepulveda Boulevard & I-105 Westbound Ramps & Imperial Highway	EBT	1 (LTR)	125 [b]	0	4	106	620	0	4	106	144	620	NO		
		EBR	shared	n/a	22	98	n/a	n/a	22	98	n/a	n/a	n/a		NO	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane				NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	2,563	1,889	1,369	1,593	1,142	YES		
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			YES	
		NBL	1	435 [b]	211	320	370	142	242	206	321	370	141			248
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	243	0	7	4,250	141	248		NO
		NBR	2	900 [b]	1,210	1,409	765	61	440	1,217	1,410	765	62	467	NO	
		RAMP		>5,000 [c]			4,250					4,250				
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	20	44	14	153	32	19		NO
		SBR	2	1,000 [b]	1,013	659	850	55	21	983	637	850	46	16	NO	
		RAMP		2580 [c]			2,193					2,193				
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	143	408	127	132	439	184		NO
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	171	942	188	1,156	631	171	NO	
		SBR	1	155 [b]	505	215	132	368	71	469	158	132	317	67		
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane		NO		
		NBL	1	310 [b]	133	251	264	157	241	125	220	264	146		194	NO
		NBR	1	310 [b]	108	267	264	133	266	104	307	264	127		284	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane		NO		
		SBL	1 (LTR)	550 [b]	114	278	468	474	650	129	279	468	449		577	NO
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a		n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	610	388	355	468	433	536	NO	
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane				NO

TABLE 76 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT AND MITIGATION CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT WITH MITIGATION			Exceeds 85% of Storage Length				
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.					
												Exceeds 85% of Storage Length			
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1,084 [a]	658	901	535	354	514	277	901	330	181	NO	
		NBT [future]	[2]	n/a	n/a	n/a	n/a	n/a	506	305	[765]	400	245		
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	26	73	235	147	n/a	n/a	n/a		n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]		3,103			171	467	183	119	272	NO	
		WBL	2 [2]	215 [b]	851	183	360	458	353	371	[183]	228	291		
		WBR [future]	[2]	n/a	n/a	n/a	n/a	n/a	27	203	n/a	n/a	n/a		n/a
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	92	347	76	204	265	489	1713 + Aux. Lane	52	100	NO	
		RAMP		2015 [c] + Aux. Lane	164	351	196	15	56	222	197	378	109		100
		WBL	2	890 [c] + Aux. Lane	224	175	378	109	87	195	253	68	68		78
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBR	1	80 [b]	142	189	59	67	836	428	616	602	437	NO	
		RAMP		1515 [c] + Aux. Lane	869	445	616	643	436	182	188	616	593		395
		NBLTR	1 (LTR)	725 [b]	182	190	616	643	405	190	440	68	38		337
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		2020 [c] + Aux. Lane	1,217	834	510	360	1,133	788	1,080	469	337	NO	
		NBL	2	1,270 [b]	399	385	378	245	371	836	488	918	210		252
		NBR	1	445 [b]	2985 [c] + Aux. Lane	675	278	175	148	82	195	n/a	n/a		n/a
130	I-405 Northbound Ramps & Century Boulevard	RAMP		1,080 [b]	80	194	n/a	n/a	807	273	905	356	138	NO	
		NBL	2	2710 [c] + Aux. Lane	850	359	905	366	181	73	178	187	36		197
		NBR	1	1,065 [b]	74	161	187	34	181	1,042	710	230 / 340	281		196
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	RAMP		2935 [c] + Aux. Lane	1,042	705	230 / 340	281	189	44	102	340	20	61	NO
		NBL	2	270 [b]/400 [b]	44	102	340	20	61	807	273	905	356	138	
		NBR	1	400 [b]	44	102	340	20	61	73	178	187	36	197	
132	I-405 Northbound Ramps & El Segundo Boulevard	RAMP		1680 [c]		1,428			807	273	905	356	138	NO	
		NBL	2	270 [b]/400 [b]	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281		196
		NBR	1	400 [b]	44	102	340	20	61	44	98	340	20		61
133	I-405 Northbound Ramps & Rosecrans Avenue	RAMP		1,428		1,428			267	234	914	307	306	NO	
		NBL	1 (L) & 1 (LR)	1,075 [b]	264	271	298	367	450	507	561	106	116		
		NBR	1	660 [b]	443	481	104	114	325	621	1,743	137	265		
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	RAMP		4835 [c] + Aux. Lane	349	595	149	256	44	82	425	283	361	NO	
		WBL	2	2,050 [b]	32	76	248	372	383	401	n/a	n/a	n/a		
		EBT	1	500 [b]	361	407	n/a	n/a	140	196	n/a	n/a	n/a		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	EBR	shared	n/a	5140 [c] + Aux. Lane	4369 + Aux. Lane			180	15	680	296	279	NO	
		RAMP		800 [b]	141	203	n/a	n/a	461	620	1887 + Aux. Lane	1887 + Aux. Lane			
		NBLTR	2 (LT & TR)	n/a	180	15	680	281	461	620	1887 + Aux. Lane	1887 + Aux. Lane			
167	I-405 Northbound Ramps & Culver Boulevard	RAMP		2220 [c] + Aux. Lane	313	367	374	111	317	365	374	71	111	NO	
		NBLTR	1 (L) & 1 (LR)	440 [b]	154	58	n/a	n/a	148	58	n/a	n/a	n/a		
		WBL	shared	n/a	1535 [c] + Aux. Lane	1305 + Aux. Lane			148	58	n/a	n/a	n/a		
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		1535 [c] + Aux. Lane	1305 + Aux. Lane				148	58	n/a	n/a	n/a	NO	
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	281	461	620	1887 + Aux. Lane	1887 + Aux. Lane			
		NBR	shared	n/a	141	203	n/a	n/a	140	196	n/a	n/a	n/a		

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 77  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT				
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length	
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	198	164	277	219	238/1,180	199	165
		WBR	2	280 [b]/1,390 [c]	1,131	950	561	503	1,111	927	238/1,180	545	492
		RAMP		3340 [c]			2,839				2,839		
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	480	293	535	273	344	476	333
		WBT	1 (LTR)	675 [b]	7	22	508	318	10	30	574	506	349
		WBR	1	675 [b]	484	346	460	283	484	349	574	448	323
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879				1,879		
		EBL	shared	n/a	19	24	n/a	n/a	19	26	n/a	n/a	n/a
		EBT	1 (LT)	400 [b]	2	1	340	108	55	2	1	340	111
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	293	161	340	73	38
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane				1190 + Aux. Lane		
		WBL	shared	n/a	188	279	n/a	n/a	188	279	n/a	n/a	n/a
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	20	64	304	468	19	62	140/654	300	465
		WBR	1	140 [b]	359	314	165	112	359	314	119	164	112
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane				774 + Aux. Lane		
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	102	84	251	81	97
		SBT	1 (LTR)	295 [b]	3	0	282	59	3	0	251	276	58
		SBR	1	190 [b]	669	184	162	254	664	174	162	252	49
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041				1,041		
		NBL	1	550 [b]	198	160	468	135	187	163	468	125	133
		NBT	1 (LTR)	550 [b]	282	0	468	297	282	0	468	580	294
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	317	360	n/a	n/a	n/a
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane				1343 + Aux. Lane		
		EBL	1	125 [b]	421	918	106	631	421	919	106	242	632
72	SR-90 Westbound Ramps & Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	106	620	0	4	106	144	620
		EBR	shared	n/a	22	98	n/a	n/a	22	98	n/a	n/a	n/a
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane				795 + Aux. Lane		
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	2,573	1,900	1,369	1,602	1,164
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane				4110 + Aux. Lane		
		NBL	1	435 [b]	211	320	370	142	206	321	370	141	248
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	0	7	4,250	141	248
		NBR	2	900 [b]	1,210	1,409	765	61	1,217	1,410	765	62	467
		RAMP		>5,000 [c]			4,250				4,250		
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	44	14	153	32	19
		SBR	2	1,000 [b]	1,013	659	850	55	991	644	850	46	17
		RAMP		2580 [c]			2,193				2,193		
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	408	127	132	439	184
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	942	188	1,156	631	174
		SBR	1	155 [b]	505	215	132	368	469	158	132	320	67
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane				2984 + Aux. Lane		
		NBL	1	310 [b]	133	251	264	157	125	220	264	146	194
		NBR	1	310 [b]	108	267	264	133	104	307	264	127	284
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane				893 + Aux. Lane		
		SBL	1 (LTR)	550 [b]	114	278	468	474	129	279	468	472	590
		SBT	shared	n/a	0	0	n/a	n/a	0	0	n/a	n/a	n/a
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	402	369	468	447	551
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane				1377 + Aux. Lane		

TABLE 77 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT			Exceeds 85% of Storage Length				
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.					
												Exceeds 85% of Storage Length			
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1,084 [b]	901	535	354	514	277	901	330	181	NO		
		NBT [future]	[2]	n/a	n/a	n/a	n/a	509	307	[765]	403	243			
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	26	73	235	147	n/a	n/a		n/a	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]						3,103			NO		
		WBL	2 [2]	215 [b]	622	851	183	360	458	171	467	119		275	
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	372	378	[183]	237		305	
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBR [future]	shared [1]	n/a [215]	92	347	76	204	27	203	n/a	n/a	NO		
		RAMP		2015 [c] + Aux. Lane						1713 + Aux. Lane					
		WBR	2	230 [b]	164	351	15	56	266	490	196	35		71	
124	La Cienega Boulevard & I-405 Southbound Ramps	RAMP		890 [c] + Aux. Lane						757 + Aux. Lane			NO		
		WBL	2	445 [b]	224	175	109	87	224	198	378	109		95	
		WBR	1	80 [b]	142	189	68	59	67	195	253	68		76	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane						1288 + Aux. Lane			NO		
		NBL	1	725 [b]	869	445	616	643	436	837	449	616		633	445
		NBLTR	1 (LTR)	725 [b]	182	190	643	405	182	188	616	606		417	
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	444	38	340	190	440	68	40	343	NO	
		RAMP		2020 [c] + Aux. Lane						1717 + Aux. Lane					
		NBL	2	1,270 [b]	1,217	834	510	360	1,226	908	1,080	527	408		
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	399	385	245	373	399	384	378	242	377	NO	
		RAMP		2985 [c] + Aux. Lane						2537 + Aux. Lane					
		NBR	2	1,080 [b]	675	278	175	148	684	203	918	178	125		
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	80	194	n/a	n/a	82	195	n/a	n/a	NO		
		RAMP		2710 [c] + Aux. Lane						2304 + Aux. Lane					
		NBL	2	1,065 [b]	850	359	366	181	854	347	905	369		174	
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	34	181	73	178	187	34	197	NO	
		RAMP		2935 [c] + Aux. Lane						2495 + Aux. Lane					
		NBL	2	270 [b]/400 [b]	1,042	705	230	340	1,042	710	230 / 340	281	196		
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	44	102	20	61	44	98	340	20	61	NO	
		RAMP		1680 [c]						1,428					
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	298	367	267	234	914	308	313		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	443	481	104	114	457	522	561	106	118	NO	
		RAMP		4835 [c] + Aux. Lane						4110 + Aux. Lane					
		EBL	2	2,050 [b]	349	595	149	256	326	622	1,743	138	270		
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	76	248	372	44	82	425	283	374	NO	
		EBR	shared	n/a	361	407	n/a	n/a	383	401	n/a	n/a	n/a		
		RAMP		5140 [c] + Aux. Lane						4369 + Aux. Lane					
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	203	n/a	n/a	140	196	n/a	n/a	NO		
		NBLTR	2 (LT & TR)	800 [b]	180	15	297	281	180	15	680	296		279	
		NBR	shared	n/a	461	617	n/a	n/a	461	620	n/a	n/a		n/a	
177	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane						1887 + Aux. Lane			NO		
		WBL	1 (L) & 1 (LR)	440 [b]	313	367	92	111	317	365	374	93		111	
		WBR	shared	n/a	154	58	n/a	n/a	148	58	n/a	n/a		n/a	
		RAMP		1535 [c] + Aux. Lane						1305 + Aux. Lane					

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 78  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION							
					Volume (VPH)		85% of Storage Length (feet) [a]	Volume (VPH)		85% of Storage Length (feet) [a]	Exceeds 85% of Storage Length				
					A.M.	P.M.		A.M.	P.M.		A.M.	P.M.			
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	238 / 1,180	198	164	277	219	238 / 1,180	199	165	NO
		WBR	2	280 [b]/1,390 [c]	1,131	950	238 / 1,180	561	503	1,113	927	238 / 1,180	545	492	
		RAMP		3340 [c]			2,839					2,839			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	344	480	293	535	273	344	476	333	NO
		WBT	1 (LTR)	675 [b]	7	22	574	508	318	10	30	349	506	349	
		WBR	1	675 [b]	484	346	574	460	283	484	349	574	448	323	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	19	24	n/a	n/a	n/a	19	26	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	108	55	2	1	340	109	58	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	34	290	161	340	72	38	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	279	n/a	n/a	n/a	188	279	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	20	64	140 / 654	304	468	19	62	140 / 654	300	465	NO
		WBR	1	140 [b]	359	314	119	165	112	359	314	119	164	112	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	96	102	84	251	81	97	NO
		SBT	1 (LTR)	295 [b]	3	0	251	282	59	3	0	251	276	57	
		SBR	1	190 [b]	669	184	162	254	51	664	173	162	252	49	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	135	129	187	163	468	125	133	
		NBT	1 (LTR)	550 [b]	282	0	468	587	297	282	0	468	580	294	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	n/a	317	360	n/a	n/a	n/a	NO
		RAMP		1560 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	421	918	106	242	631	421	919	106	242	632	
72	SR-90 Westbound Ramps & Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	106	144	620	0	4	106	144	620	NO
		EBR	shared	n/a	22	98	n/a	n/a	n/a	22	98	n/a	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	RAMP		1610 [b]	2,689	2,044	1,369	1,706	1,272	2,563	1,889	1,369	1,593	1,142	YES
		WBR	3	4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	242	206	321	370	141	248	
85	Nash Street/I-105 Westbound Ramps & Imperial Highway	NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	243	0	7	4,250	141	248	NO
		NBR	2	900 [b]	1,210	1,409	765	61	440	1,217	1,410	765	62	467	
		RAMP		>5,000 [c]			4,250					4,250			
74	I-405 Southbound Ramps & Howard Hughes Parkway	SBL	1	180 [b]	43	14	153	32	20	44	14	153	32	19	NO
		SBR	2	1,000 [b]	1,013	659	850	55	21	983	637	850	46	16	
		RAMP		2580 [c]			2,193					2,193			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	143	408	127	132	439	184	NO
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	171	942	188	1,156	631	171	
		SBR	1	155 [b]	505	215	132	368	71	469	158	132	319	67	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	133	251	264	157	241	125	220	264	146	194	
		NBR	1	310 [b]	108	267	264	133	266	104	307	264	127	284	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	278	468	474	650	129	279	468	469	585	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	610	400	368	468	444	545	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			



TABLE 78 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				Exceeds 85% of Storage Length	FUTURE 2035 WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION					
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)		Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	
					A.M.	P.M.				A.M.	P.M.				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1,060 [b]	1,084	658	901	535	354	514	277	901	330	181	
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	402	243	[765]	n/a	n/a	NO
		NBR	2 [shared]	90[b]/900[b]/90	253	141	26	73							
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAIMP		3650 [c]			3,103					3,103			
		WBL	2 [2]	215 [b]	622	851	183	360	458	171	467	183	119	278	
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	237	305	[183]	n/a	n/a	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBR [future]	shared [1]	n/a [215]	92	347	183	76	204	27	203	n/a	n/a	n/a	
		RAIMP		2015 [c] + Aux. Lane	164	351	196	15	56	266	490	196	54	101	NO
		WBR	2	230 [b]											NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAIMP		890 [c] + Aux. Lane	224	175	378	109	87	222	198	378	109	100	
		WBL	2	445 [b]	142	189	68	59	67	195	253	68	68	78	NO
		WBR	1	80 [b]											NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAIMP		1515 [c] + Aux. Lane	869	445	616	643	436	837	429	616	633	438	
		NBL	1	725 [b]	182	190	616	643	405	182	188	616	606	395	NO
		NBL/TR	1 (LTR)	725 [b]	188	444	68	38	340	190	440	68	40	337	
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]											
		RAIMP		2020 [c] + Aux. Lane	1,217	834	1,080	510	360	1,226	805	1,080	485	352	NO
		NBL	2	1,270 [b]	399	385	378	245	373	399	384	378	252	377	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	2985 [c] + Aux. Lane	675	278	918	175	148	836	491	918	218	254
		RAIMP		2710 [c] + Aux. Lane	80	194	n/a	n/a	n/a	82	195	n/a	n/a	n/a	NO
		NBL	2	1,080 [b]											NO
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	850	359	905	366	181	807	274	905	356	139	
		RAIMP		2935 [c] + Aux. Lane	74	161	187	34	181	73	178	187	36	197	NO
		NBL	2	220 [b]											NO
133	I-405 Northbound Ramps & Rosecrans Avenue	RAIMP		2710 [c] + Aux. Lane	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281	196	
		NBL	2	270 [b]/400 [b]	44	102	340	20	61	44	98	340	20	61	NO
		NBR	1	400 [b]											NO
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	RAIMP		1680 [c]			1,428					1,428			
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	914	298	367	267	234	914	307	306	NO
		WBR	1	660 [b]	443	481	561	104	114	450	507	561	106	116	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	RAIMP		4835 [c] + Aux. Lane	349	595	1,743	149	256	326	622	1,743	138	265	
		EBL	2	2,050 [b]	32	76	425	248	372	44	82	425	283	361	NO
		EBS	1	500 [b]	361	407	n/a	n/a	n/a	383	401	n/a	n/a	n/a	
167	I-405 Northbound Ramps & Culver Boulevard	RAIMP		5140 [c] + Aux. Lane	141	203	n/a	n/a	n/a	140	196	n/a	n/a	n/a	
		NBL	shared	n/a	180	15	680	297	281	180	15	680	296	279	NO
		NBL/TR	2 (LT & TR)	800 [b]	461	617	n/a	n/a	n/a	461	620	n/a	n/a	n/a	
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBR	shared	2220 [c] + Aux. Lane	313	367	374	92	111	317	365	374	93	111	
		RAIMP		1535 [c] + Aux. Lane	154	58	n/a	n/a	n/a	148	58	n/a	n/a	n/a	NO
		WBL	1 (L) & 1 (LR)	440 [b]											NO

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

**TABLE 79  
ON-RAMPS EVALUATION - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS**

MAP NO.	INTERSECTION	NUMBER OF LANES	EXISTING (2015) CONDITIONS				BASELINE 2015 WITH PROJECT			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	86	104	NO	41	90	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	647	875	NO	646	869	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	839	645	NO	842	642	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	515	859	NO	503	850	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	814	554	NO	816	549	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	928	313	NO	930	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	278	707	NO	265	696	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	494	NO	771	461	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	517	317	NO	514	275	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	437	584	NO	593	729	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	227	313	NO	391	491	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	375	NO	271	174	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	209	79	NO	203	40	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	463	305	NO	501	372	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	166	521	NO	173	533	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	77	300	NO	76	302	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	227	NO	422	223	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	344	566	NO	338	562	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	572	275	NO	564	266	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	701	851	NO	702	838	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	486	NO	641	494	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	828	1004	NO	803	935	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1120	321	NO	1121	321	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 80  
ON-RAMPS EVALUATION - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS WITH MITIGATION**

MAP NO.	INTERSECTION	NUMBER OF LANES	EXISTING (2015) CONDITIONS				BASELINE 2015 WITH PROJECT WITH MITIGATION	
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
			A.M.	P.M.		A.M.	P.M.	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	86	104	NO	41	90	NO
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	647	875	NO	646	869	NO
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	839	645	NO	842	642	NO
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	515	859	NO	503	850	NO
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	814	554	NO	815	547	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	928	313	NO	930	314	NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	278	707	NO	265	696	NO
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	494	NO	771	461	NO
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	517	317	NO	514	275	NO
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	437	584	NO	592	727	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	227	313	NO	390	486	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	375	NO	267	166	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	209	79	NO	203	40	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	463	305	NO	501	372	NO
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	166	521	NO	173	533	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	77	300	NO	76	302	NO
132	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	227	NO	422	223	NO
	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	344	566	NO	338	562	NO
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	572	275	NO	564	266	NO
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	701	851	NO	702	838	NO
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	486	NO	641	494	NO
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	828	1004	NO	802	933	NO
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1120	321	NO	1121	321	NO

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 81  
ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	779	599	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	591	817	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	430	561	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	265	235	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	525	296	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	822	960	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 82  
ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS WITH MITIGATIONS**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT WITH MITIGATION			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	778	597	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	590	814	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	429	555	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	261	226	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	570	389	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	821	958	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 83  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	891	643	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	804	617	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	728	496	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	641	865	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	444	654	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	279	285	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	230	251	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	531	441	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	687	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	463	NO	96	456	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	525	291	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	830	979	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 84  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS WITH MITIGATION**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT WITH MITIGATION		
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
			A.M.	P.M.		A.M.	P.M.	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	891	643	NO
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	803	614	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	728	496	NO
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	639	862	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	442	647	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	274	274	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	230	251	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	531	441	NO
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	687	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	463	NO	96	456	NO
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	570	384	NO
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	829	977	NO
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 85  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS AND RELATED DEVELOPMENT**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT		
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
			A.M.	P.M.		A.M.	P.M.	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	894	644	NO
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	804	617	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	742	508	NO
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	643	875	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	456	661	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	280	287	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	236	262	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	532	454	NO
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	688	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	413	NO	96	456	NO
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	525	291	NO
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	833	979	NO
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.



**TABLE 86  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS AND RELATED DEVELOPMENT AND MITIGATION**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT AND MITIGATION			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	894	644	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	803	614	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	742	508	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	641	872	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	454	654	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	275	276	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	236	262	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	532	454	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	688	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	413	NO	96	456	NO	NO	
		2 lanes [b]	427	302	NO	414	283	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO	NO	
		2 lanes [b]	547	323	NO	570	384	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO	NO	
		2 lanes [a]	639	541	NO	640	535	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	832	977	NO	NO	
		2 lanes [c]	1221	326	NO	1221	322	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 87**  
**HCM SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

LEVEL OF SERVICE	SIGNALIZED INTERSECTION AVERAGE TOTAL DELAY (seconds/vehicle)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 20.0$
C	$> 20.0$ and $\leq 35.0$
D	$> 35.0$ and $\leq 55.0$
E	$> 55.0$ and $\leq 80.0$
F	$> 80.0$

Source: Transportation Research Board, *Highway Capacity Manual 2010*.

**TABLE 88**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - EXISTING CONDITIONS**

MAP NO.	INTERSECTIONS	EXISTING (2015) CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (sec.)	LOS	DELAY (sec.)	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>					
14	Lincoln Boulevard & SR-90 Ramps	36.5	D	24.9	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	21.6	C	16.5	B
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	9.0	A	10.1	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	58.4	E	87.0	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.4	C	17.9	B
37	I-405 Northbound Ramps & Jefferson Boulevard	32.1	C	24.1	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	29.7	C	44.7	D
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	170.4	F	79.6	E
72	SR-90 Westbound Ramps & Slauson Avenue	56.2	E	27.2	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	11.9	B	12.8	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	37.3	D	30.2	C
89	I-405 Northbound Ramps & La Tijera Boulevard	14.5	B	17.7	B
90	I-405 Southbound Ramps & La Tijera Boulevard	25.1	C	27.6	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	20.5	C	18.6	B
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	20.3	C	19.8	B
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.6	A	5.3	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	10.1	B	10.7	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	26.1	C	20.1	C
130	I-405 Northbound Ramps & Century Boulevard	21.3	C	18.3	B
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	10.8	B	16.0	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.3	B	12.1	B
133	I-405 Northbound Ramps & Rosecrans Avenue	22.2	C	18.1	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.7	C	25.0	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	19.7	B	21.9	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	19.0	B	19.0	B
167	I-405 Northbound Ramps & Culver Boulevard	27.9	C	22.1	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.7	A	7.8	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>					
12	Lincoln Boulevard & Venice Boulevard	40.6	D	41.3	D
13	Lincoln Boulevard & Washington Boulevard	40.2	D	40.0	D
15	Lincoln Boulevard & Bali Way	17.8	B	19.1	B
16	Lincoln Boulevard & Mindanao Way	32.8	C	31.2	C
17	Lincoln Boulevard & Fiji Way	14.7	B	13.3	B
18	Lincoln Boulevard & Jefferson Boulevard	39.0	D	29.5	C
19	Lincoln Boulevard & Bluff Creek Drive	6.3	A	4.4	A
20	Lincoln Boulevard & Loyola Marymount University Drive	19.8	B	20.3	C
21	Lincoln Boulevard & 83rd Street	42.3	D	21.6	C
22	Lincoln Boulevard & Manchester Avenue	56.2	E	31.8	C
23	Lincoln Boulevard & La Tijera Boulevard	11.3	B	10.8	B
24	Centinela Avenue & Venice Boulevard	47.5	D	38.7	D
44	Overland Avenue & Venice Boulevard	43.0	D	43.3	D
64	Sepulveda Boulevard & Lincoln Boulevard	14.2	B	17.0	B
65	Sepulveda Boulevard & Century Boulevard	14.0	B	12.6	B
67	Sepulveda Boulevard & Imperial Highway	33.7	C	66.9	E
68	Sepulveda Boulevard & Mariposa Avenue	20.5	C	24.9	C
69	Sepulveda Boulevard & Grand Avenue	35.5	D	42.7	D
70	Sepulveda Boulevard & El Segundo Boulevard	39.6	D	57.1	E
71	Sepulveda Boulevard & Rosecrans Avenue	52.7	D	61.5	E
176	National Boulevard & Venice Boulevard	31.8	C	36.8	D

TABLE 89  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - EXISTING AND BASELINE 2015 WITH PROJECT CONDITIONS

MAP NO.	INTERSECTIONS	EXISTING (2015) CONDITIONS						BASELINE 2015 WITH PROJECT					
		AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
		DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	36.5	D		24.9	C		35.4	D		24.7	C	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	21.6	C		16.5	B		22.7	C		17.1	B	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	9.0	A		10.1	B		9.0	A		10.0	A	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	58.4	E		87.0	F		57.4	E		87.3	F	
36	I-405 Southbound Ramps & Jefferson Boulevard	22.4	C		17.9	B		22.4	C		18.9	B	
37	I-405 Northbound Ramps & Jefferson Boulevard	32.1	C		24.1	C		32.2	C		24.5	C	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	29.7	C		44.7	D		29.7	C		44.6	D	
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	170.4	F		79.6	E		116.3	F		50.9	D	
72	SR-90 Westbound Ramps & Slauson Avenue	56.2	E		27.2	C		56.5	E		27.4	C	
74	I-405 Southbound Ramps & Howard Hughes Parkway	11.9	B		12.8	B		11.7	B		12.7	B	
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	37.3	D		30.2	C		36.1	D		30.3	C	
89	I-405 Northbound Ramps & La Tijera Boulevard	14.5	B		17.7	B		13.3	B		18.1	B	
90	I-405 Southbound Ramps & La Tijera Boulevard	25.1	C		27.6	C		25.0	C		26.4	C	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	20.5	C		18.6	B		35.3	D		29.3	C	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	20.3	C		19.8	B		28.2	C		31.6	C	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.6	A		5.3	A		5.7	A		4.7	A	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	10.1	B		10.7	B		11.4	B		10.1	B	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	26.1	C		20.1	C		25.2	C		19.5	B	
130	I-405 Northbound Ramps & Century Boulevard	21.3	C		18.3	B		22.2	C		23.1	C	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	10.8	B		16.0	B		11.4	B		16.4	B	
132	I-405 Northbound Ramps & El Segundo Boulevard	19.3	B		12.1	B		19.9	B		12.1	B	
133	I-405 Northbound Ramps & Rosecrans Avenue	22.2	C		18.1	B		22.3	C		17.3	B	
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.7	C		25.0	C		27.2	C		24.4	C	
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	19.7	B		21.9	C		19.8	B		21.3	C	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	19.0	B		19.0	B		19.0	B		19.7	B	
167	I-405 Northbound Ramps & Culver Boulevard	27.9	C		22.1	C		27.9	C		22.1	C	
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.7	A		7.8	A		8.7	A		7.7	A	
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	40.6	D		41.3	D		40.6	D		41.2	D	
13	Lincoln Boulevard & Washington Boulevard	40.2	D		40.0	D		40.0	D		40.0	D	
15	Lincoln Boulevard & Bali Way	17.8	B		19.1	B		18.3	B		19.0	B	
16	Lincoln Boulevard & Mindanao Way	32.8	C		31.2	C		32.8	C		31.6	C	
17	Lincoln Boulevard & Fiji Way	14.7	B		13.3	B		14.8	B		13.2	B	
18	Lincoln Boulevard & Jefferson Boulevard	39.0	D		29.5	C		39.0	D		29.4	C	
19	Lincoln Boulevard & Bluff Creek Drive	6.3	A		4.4	A		6.3	A		4.3	A	
20	Lincoln Boulevard & Loyola Marymount University Drive	19.8	B		20.3	C		19.8	B		20.8	C	
21	Lincoln Boulevard & 83rd Street	42.3	D		21.6	C		42.1	D		17.0	B	
22	Lincoln Boulevard & Manchester Avenue	56.2	E		31.8	C		56.2	E		31.2	C	
23	Lincoln Boulevard & La Tijera Boulevard	11.3	B		10.8	B		10.4	B		10.4	B	
24	Centinela Avenue & Venice Boulevard	47.5	D		38.7	D		47.7	D		38.8	D	
44	Overland Avenue & Venice Boulevard	43.0	D		43.3	D		43.9	D		43.4	D	
64	Sepulveda Boulevard & Lincoln Boulevard	14.2	B		17.0	B		14.6	B		17.4	B	
65	Sepulveda Boulevard & Century Boulevard	14.0	B		12.6	B		16.2	B		12.3	B	
67	Sepulveda Boulevard & Imperial Highway	33.7	C		66.9	E		31.4	C		61.2	E	
68	Sepulveda Boulevard & Mariposa Avenue	20.5	C		24.9	C		20.3	C		24.6	C	
69	Sepulveda Boulevard & Grand Avenue	35.5	D		42.7	D		35.8	D		42.4	D	
70	Sepulveda Boulevard & El Segundo Boulevard	39.6	D		57.1	E		39.7	D		56.1	E	
71	Sepulveda Boulevard & Rosecrans Avenue	52.7	D		61.5	E		52.8	D		61.4	E	
176	National Boulevard & Venice Boulevard	31.8	C		36.8	D		31.8	C		36.8	D	

TABLE 90  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS  
BASELINE 2015 WITH PROJECT CONDITIONS AND MITIGATION

MAP NO.	INTERSECTIONS	EXISTING (2015) CONDITIONS						BASELINE 2015 WITH PROJECT WITH MITIGATION					
		AM PEAK HOUR		PM PEAK HOUR		LOS		AM PEAK HOUR		PM PEAK HOUR		LOS	
		DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	36.5	D	24.9	C	35.4	D	24.7	C				
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	21.6	C	16.5	B	22.7	C	17.1	B				
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	9.0	A	10.1	B	9.0	A	10.0	A				
32	Sawtelle Boulevard & Matteson Street/(-405 Southbound Ramps (s/o Venice Bl.))	58.4	E	87.0	F	58.4	E	87.3	F				
36	I-405 Southbound Ramps & Jefferson Boulevard	22.4	C	17.9	B	22.4	C	18.9	B				
37	I-405 Northbound Ramps & Jefferson Boulevard	32.1	C	24.1	C	32.2	C	24.5	C				
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	29.7	C	44.7	D	29.7	C	44.6	D				
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	170.4	F	79.6	E	116.0	F	50.8	D				
72	SR-90 Westbound Ramps & Slauson Avenue	56.2	E	27.2	C	56.5	E	27.4	C				
74	I-405 Southbound Ramps & Howard Hughes Parkway	11.9	B	12.8	B	11.7	B	12.7	B				
85	Nash Street /(-105 Westbound Ramps & Imperial Highway	37.3	D	30.2	C	36.1	D	30.3	C				
89	I-405 Northbound Ramps & La Tijera Boulevard	14.5	B	17.7	B	13.3	B	18.1	B				
90	I-405 Southbound Ramps & La Tijera Boulevard	25.1	C	27.6	C	25.0	C	26.2	C				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	20.5	C	18.6	B	35.3	D	29.3	C				
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	20.3	C	19.8	B	28.2	C	31.5	C				
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.6	A	5.3	A	5.7	A	4.6	A				
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	10.1	B	10.7	B	11.4	B	10.0	A				
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	26.1	C	20.1	C	25.2	C	19.5	B				
130	I-405 Northbound Ramps & Century Boulevard	21.3	C	18.3	B	21.8	C	21.5	C				
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	10.8	B	16.0	B	11.3	B	16.3	B				
132	I-405 Northbound Ramps & El Segundo Boulevard	19.3	B	12.1	B	19.9	B	12.1	B				
133	I-405 Northbound Ramps & Rosecrans Avenue	22.2	C	18.1	B	22.3	C	17.3	B				
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.7	C	25.0	C	27.1	C	24.3	C				
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	19.7	B	21.9	C	19.8	B	21.2	C				
159	Prairie Avenue & West 112th Street/(-105 Off-Ramp	19.0	B	19.0	B	19.0	B	19.7	B				
167	I-405 Northbound Ramps & Culver Boulevard	27.9	C	22.1	C	27.9	C	22.1	C				
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.7	A	7.8	A	8.7	A	7.7	A				
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	40.6	D	41.3	D	40.6	D	41.2	D				
13	Lincoln Boulevard & Washington Boulevard	40.2	D	40.0	D	40.0	D	40.0	D				
15	Lincoln Boulevard & Bali Way	17.8	B	19.1	B	18.2	B	18.7	B				
16	Lincoln Boulevard & Mindanao Way	32.8	C	31.2	C	32.8	C	31.4	C				
17	Lincoln Boulevard & Fiji Way	14.7	B	13.3	B	14.8	B	13.2	B				
18	Lincoln Boulevard & Jefferson Boulevard	39.0	D	29.5	C	39.0	D	29.4	C				
19	Lincoln Boulevard & Bluff Creek Drive	6.3	A	4.4	A	6.5	A	4.3	A				
20	Lincoln Boulevard & Loyola Marymount University Drive	19.8	B	20.3	C	19.8	B	20.7	C				
21	Lincoln Boulevard & 83rd Street	42.3	D	21.6	C	42.1	D	17.0	B				
22	Lincoln Boulevard & Manchester Avenue	56.2	E	31.8	C	56.2	E	31.2	C				
23	Lincoln Boulevard & La Tijera Boulevard	11.3	B	10.8	B	10.4	B	10.4	B				
24	Centinela Avenue & Venice Boulevard	47.5	D	38.7	D	47.7	D	38.8	D				
44	Overland Avenue & Venice Boulevard	43.0	D	43.3	D	42.9	D	43.4	D				
64	Sepulveda Boulevard & Lincoln Boulevard	14.2	B	17.0	B	14.6	B	17.4	B				
65	Sepulveda Boulevard & Century Boulevard	14.0	B	12.6	B	11.5	B	10.9	B				
67	Sepulveda Boulevard & Imperial Highway	33.7	C	66.9	E	31.4	C	61.2	E				
68	Sepulveda Boulevard & Mariposa Avenue	20.5	C	24.9	C	20.3	C	24.6	C				
69	Sepulveda Boulevard & Grand Avenue	35.5	D	42.7	D	35.8	D	42.4	D				
70	Sepulveda Boulevard & El Segundo Boulevard	39.6	D	57.1	E	39.7	D	56.1	E				
71	Sepulveda Boulevard & Rosecrans Avenue	52.7	D	61.5	E	52.8	D	61.3	E				
176	National Boulevard & Venice Boulevard	31.8	C	36.8	D	31.8	C	36.8	D				

TABLE 91  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2024 CONDITIONS

MAP NO.	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS											
		FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT			FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT		
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C	30.7	C	25.8	C				
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B	26.1	C	17.7	B				
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B	10.5	B	10.5	B				
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F	64.2	E	105.7	F				
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B	22.6	C	18.2	B				
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C	30.6	C	25.3	C				
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E	34.6	C	64.1	E				
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F	121.5	F	68.8	E				
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C	55.9	E	30.0	C				
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.0	B	12.1	B	12.9	B				
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C	40.6	D	30.0	C				
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B	14.5	B	17.6	B				
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C	26.0	C	28.0	C				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C	37.7	D	33.5	C				
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B	28.2	C	34.0	C				
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.2	A	4.5	A				
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B	14.2	B	12.0	B				
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C	26.9	C	22.2	C				
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B	23.8	C	19.7	B				
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B	11.3	B	11.2	B				
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B	19.7	B	12.7	B				
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B	18.6	B	20.0	B				
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C	25.6	C	24.7	C				
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C	19.5	B	20.5	C				
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C	22.8	C	22.9	C				
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C	27.5	C	23.3	C				
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A	8.4	A	7.8	A				
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D	44.5	D	46.1	D				
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D	44.7	D	43.2	D				
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C	19.8	B	21.8	C				
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C	35.4	D	34.8	C				
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B	15.1	B	14.6	B				
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C	39.9	D	33.2	C				
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B	11.4	B	11.4	B				
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C	21.5	C	22.4	C				
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B	50.4	D	19.6	B				
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D	54.6	D	38.6	D				
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B	10.3	B	11.3	B				
24	Centinela Avenue & Venice Boulevard	50.0	D	45.5	D	50.0	D	45.3	D				
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D	46.6	D	51.8	D				
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B	16.4	B	19.2	B				
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C	14.3	B	14.4	B				
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D	30.8	C	46.4	D				
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C	28.2	C	27.5	C				
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E	80.7	F	61.4	E				
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E	43.4	D	69.3	E				
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E	56.4	E	67.7	E				
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E	45.5	D	61.2	E				

TABLE 92  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS  
FUTURE 2024 WITH PHASE 1 AND MITIGATION CONDITIONS

MAP NO.	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS						FUTURE 2024 WITH PHASE 1 PROJECT AND MITIGATION					
		FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT			FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT		
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C	30.7	C	25.8	C	30.7	C	25.8	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B	26.1	C	17.7	B	26.1	C	17.7	B
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B	10.5	B	10.5	B	10.5	B	10.5	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F	64.2	E	105.7	F	64.2	E	105.7	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B	22.6	C	18.2	B	22.6	C	18.2	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C	30.6	C	25.3	C	30.6	C	25.3	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E	34.6	C	64.1	E	34.6	C	64.1	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F	119.2	F	66.0	E	119.2	F	66.0	E
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C	55.9	E	30.0	C	55.9	E	30.0	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.0	B	12.0	B	12.9	B	12.0	B	12.9	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C	40.6	D	30.0	C	40.6	D	30.0	C
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B	14.5	B	17.6	B	14.5	B	17.6	B
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C	25.9	C	27.9	C	25.9	C	27.9	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C	38.4	D	33.9	C	38.4	D	33.9	C
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B	28.2	C	34.3	C	28.2	C	34.3	C
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.6	A	5.7	A	5.6	A	5.7	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B	15.0	B	13.3	B	15.0	B	13.3	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C	26.9	C	22.0	C	26.9	C	22.0	C
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B	22.3	C	19.4	B	22.3	C	19.4	B
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B	12.0	B	14.8	B	12.0	B	14.8	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B	19.2	B	12.1	B	19.2	B	12.1	B
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B	18.6	B	20.0	B	18.6	B	20.0	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C	25.3	C	24.4	C	25.3	C	24.4	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C	20.1	C	20.5	C	20.1	C	20.5	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C	22.9	C	22.3	C	22.9	C	22.3	C
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C	27.5	C	23.3	C	27.5	C	23.3	C
171	Sawtelle Boulevard & I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A	8.4	A	7.8	A	8.4	A	7.8	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D	44.5	D	46.1	D	44.5	D	46.1	D
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D	44.7	D	43.2	D	44.7	D	43.2	D
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C	19.5	B	21.7	C	19.5	B	21.7	C
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C	35.3	D	34.7	C	35.3	D	34.7	C
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B	15.1	B	14.5	B	15.1	B	14.5	B
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C	39.9	D	33.2	C	39.9	D	33.2	C
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B	12.5	B	12.1	B	12.5	B	12.1	B
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C	21.6	C	22.4	C	21.6	C	22.4	C
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B	50.6	D	19.6	B	50.6	D	19.6	B
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D	56.9	E	38.6	D	56.9	E	38.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B	10.2	B	11.3	B	10.2	B	11.3	B
24	Centinela Avenue & Venice Boulevard	50.0	D	45.5	D	50.0	D	45.3	D	50.0	D	45.3	D
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D	46.6	D	51.8	D	46.6	D	51.8	D
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B	16.3	B	19.1	B	16.3	B	19.1	B
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C	14.4	B	14.1	B	14.4	B	14.1	B
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D	30.7	C	45.5	D	30.7	C	45.5	D
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C	28.2	C	27.6	C	28.2	C	27.6	C
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E	81.1	F	61.3	E	81.1	F	61.3	E
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E	43.4	D	69.3	E	43.4	D	69.3	E
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E	56.4	E	67.7	E	56.4	E	67.7	E
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E	45.5	D	61.2	E	45.5	D	61.2	E

TABLE 93  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2035 CONDITIONS

MAP #	INTERSECTIONS	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT					
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	27.0	C	28.4	C	26.5	C	28.4	C	26.5	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	18.9	B	31.1	B	20.3	C	31.1	B	20.3	C
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	10.8	B	12.5	B	10.8	B	12.5	B	10.8	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	79.9	E	119.0	F	78.3	E	118.7	F	78.3	E	118.7	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	18.0	C	22.7	C	18.1	B	22.7	C	18.1	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	26.4	C	30.7	C	25.4	C	30.7	C	25.4	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	70.3	E	38.1	D	70.4	E	38.1	D	70.4	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	91.2	F	128.0	F	77.0	E	128.0	F	77.0	E
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	32.2	C	59.1	E	31.8	C	59.1	E	31.8	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.1	B	12.0	B	13.0	B	12.0	B	13.0	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	31.0	C	40.3	D	32.0	C	40.3	D	32.0	C
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	19.5	B	16.1	B	17.9	B	16.1	B	17.9	B
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	35.6	D	24.9	C	30.0	C	24.9	C	30.0	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.6	C	21.9	C	43.3	D	41.1	D	43.3	D	41.1	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	27.4	C	29.6	C	35.4	D	29.6	C	35.4	D
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.4	A	4.7	A	5.4	A	4.7	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	11.3	B	16.1	B	15.4	B	16.1	B	15.4	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	23.4	C	29.0	C	23.6	C	29.0	C	23.6	C
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	20.5	C	24.1	C	20.4	C	24.1	C	20.4	C
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	12.9	B	11.8	B	13.1	B	11.8	B	13.1	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	13.1	B	19.7	B	13.6	B	19.7	B	13.6	B
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	20.7	C	19.0	B	18.4	B	19.0	B	18.4	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	25.0	C	25.0	C	24.1	C	25.0	C	24.1	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	23.0	C	20.8	C	21.9	C	20.8	C	21.9	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	27.9	C	25.4	C	28.4	C	25.4	C	28.4	C
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	25.1	C	28.0	C	25.3	C	28.0	C	25.3	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	8.1	A	7.1	A	8.1	A	7.1	A	8.1	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	47.3	D	51.7	D	47.2	D	50.7	D	47.2	D	50.7	D
13	Lincoln Boulevard & Washington Boulevard	47.7	D	44.5	D	47.6	D	44.5	D	47.6	D	44.5	D
15	Lincoln Boulevard & Bali Way	20.5	C	24.5	C	20.7	C	23.6	C	20.7	C	23.6	C
16	Lincoln Boulevard & Mindanao Way	37.4	D	36.7	D	37.2	D	37.1	D	37.2	D	37.1	D
17	Lincoln Boulevard & Fiji Way	15.3	B	15.2	B	15.4	B	15.3	B	15.4	B	15.3	B
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	35.6	D	37.1	D	34.8	C	37.1	D	34.8	C
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	11.3	B	14.0	B	9.5	A	14.0	B	9.5	A
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	23.9	C	24.2	C	23.9	C	24.2	C	23.9	C
21	Lincoln Boulevard & 83rd Street	52.1	D	17.2	B	59.8	E	17.3	B	59.8	E	17.3	B
22	Lincoln Boulevard & Manchester Avenue	50.7	D	33.9	C	49.7	D	41.6	D	49.7	D	41.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	12.5	B	10.6	B	12.4	B	10.6	B	12.4	B
24	Centinela Avenue & Venice Boulevard	57.3	E	50.6	D	57.3	E	50.6	D	57.3	E	50.6	D
44	Overland Avenue & Venice Boulevard	47.1	D	55.6	E	47.1	D	55.5	E	47.1	D	55.5	E
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	19.6	B	17.8	B	20.1	C	17.8	B	20.1	C
65	Sepulveda Boulevard & Century Boulevard	22.0	C	51.9	D	30.7	C	20.1	C	30.7	C	20.1	C
67	Sepulveda Boulevard & Imperial Highway	33.7	C	52.9	D	31.4	C	50.2	D	31.4	C	50.2	D
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	28.0	C	29.0	C	27.4	C	29.0	C	27.4	C
69	Sepulveda Boulevard & Grand Avenue	83.7	F	60.9	E	82.6	F	62.1	E	82.6	F	62.1	E
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	72.2	E	45.2	D	71.9	E	45.2	D	71.9	E
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	68.3	E	57.5	E	69.0	E	57.5	E	69.0	E
176	National Boulevard & Venice Boulevard	49.9	D	65.8	E	49.9	D	65.2	E	49.9	D	65.2	E



TABLE 94  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS  
FUTURE 2035 WITH PROJECT AND MITIGATION CONDITIONS

MAP #	INTERSECTIONS	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT AND MITIGATION					
		AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
		DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	C	27.0	C	28.4	C	26.5	C	26.5	C	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	C	18.9	B	31.1	C	20.3	C	20.3	C	C
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	B	10.8	B	12.4	B	10.8	B	10.8	B	B
32	Sawtelle Boulevard & Matteson Street/(I-405 Southbound Ramps (s/o Venice Bl.))	79.9	E	E	119.0	F	78.3	E	118.7	F	118.7	F	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	C	18.0	B	22.7	C	18.0	B	18.0	B	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	C	26.4	C	30.7	C	25.4	C	25.4	C	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	D	70.3	E	38.1	D	70.4	E	70.4	E	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	F	91.2	F	125.6	F	74.0	E	74.0	E	E
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	E	32.2	C	59.1	E	31.8	C	31.8	C	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	B	13.1	B	12.0	B	13.0	B	13.0	B	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	D	31.0	C	40.3	D	32.0	C	32.0	C	C
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	B	19.5	B	16.1	B	17.8	B	17.8	B	B
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	C	35.6	D	24.8	C	29.9	C	29.9	C	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.6	C	C	21.9	C	21.9	C	21.9	C	21.9	C	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	C	27.4	C	29.5	C	35.7	D	35.7	D	D
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	A	5.2	A	5.8	A	6.2	A	6.2	A	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	B	11.3	B	18.0	B	17.6	B	17.6	B	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	C	23.4	C	29.0	C	23.4	C	23.4	C	C
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	C	20.5	C	22.5	C	20.0	B	20.0	B	B
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	B	12.9	B	12.6	B	14.9	B	14.9	B	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	B	13.1	B	19.1	B	13.1	B	13.1	B	B
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	B	20.7	C	19.0	B	18.4	B	18.4	B	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	C	25.0	C	24.8	C	23.8	C	23.8	C	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	C	23.0	C	19.7	B	21.9	C	21.9	C	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	C	27.9	C	25.5	C	28.4	C	28.4	C	C
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	C	25.1	C	28.0	C	25.3	C	25.3	C	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	A	8.1	A	7.1	A	8.1	A	8.1	A	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	47.3	D	D	51.7	D	47.2	D	50.7	D	50.7	D	D
13	Lincoln Boulevard & Washington Boulevard	47.7	D	D	44.5	D	47.6	D	44.5	D	44.5	D	D
15	Lincoln Boulevard & Bali Way	20.5	C	C	24.5	C	20.7	C	23.5	C	23.5	C	C
16	Lincoln Boulevard & Mindanao Way	37.4	D	D	36.7	D	37.2	D	37.0	D	37.0	D	D
17	Lincoln Boulevard & Fiji Way	15.3	B	B	15.2	B	15.4	B	15.3	B	15.3	B	B
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	D	35.6	D	36.7	D	34.8	C	34.8	C	C
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	B	11.3	B	15.0	B	10.6	B	10.6	B	B
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	C	23.9	C	24.1	C	23.8	C	23.8	C	C
21	Lincoln Boulevard & 83rd Street	52.1	D	D	17.2	B	59.7	E	17.3	B	17.3	B	B
22	Lincoln Boulevard & Manchester Avenue	50.7	D	D	33.9	C	49.7	D	41.6	D	41.6	D	D
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	B	12.5	B	10.6	B	12.3	B	12.3	B	B
24	Centinela Avenue & Venice Boulevard	57.3	E	E	50.6	D	57.3	E	50.6	D	50.6	D	D
44	Overland Avenue & Venice Boulevard	47.1	D	D	55.6	E	47.1	D	55.5	E	55.5	E	E
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	B	19.6	B	17.8	B	20.1	C	20.1	C	C
65	Sepulveda Boulevard & Century Boulevard	22.0	C	C	51.9	D	29.7	C	19.4	B	19.4	B	B
67	Sepulveda Boulevard & Imperial Highway	33.7	C	C	52.9	D	31.2	C	49.1	D	49.1	D	D
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	C	28.0	C	28.9	C	27.3	C	27.3	C	C
69	Sepulveda Boulevard & Grand Avenue	83.7	F	F	60.9	E	82.4	F	62.1	E	62.1	E	E
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	D	72.2	E	45.2	D	71.9	E	71.9	E	E
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	E	68.3	E	57.5	E	69.0	E	69.0	E	E
176	National Boulevard & Venice Boulevard	49.9	D	D	65.8	E	49.9	D	65.2	E	65.2	E	E

TABLE 95  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2035 WITH PROJECT AND RELATED DEVELOPMENT CONDITIONS

MAP #	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS						FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT					
		AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
		DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	C	27.0	C	28.3	C	26.6	C	26.6	C	26.6	C	26.6	C	26.6	C	26.6
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	C	18.9	B	31.1	C	20.3	C	20.3	C	20.3	C	20.3	C	20.3	C	20.3
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	B	10.8	B	12.6	B	10.8	B	10.8	B	10.8	B	10.8	B	10.8	B	10.8
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	79.9	E	E	119.0	F	79.0	E	118.8	F	118.8	F	118.8	F	118.8	F	118.8	F	118.8
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	C	18.0	B	22.7	C	18.1	B	18.1	B	18.1	B	18.1	B	18.1	B	18.1
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	C	26.4	C	30.7	C	25.4	C	25.4	C	25.4	C	25.4	C	25.4	C	25.4
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	D	70.3	E	38.1	D	70.6	E	70.6	E	70.6	E	70.6	E	70.6	E	70.6
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	F	91.2	F	128.8	F	77.6	E	77.6	E	77.6	E	77.6	E	77.6	E	77.6
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	E	32.2	C	59.1	E	31.8	C	31.8	C	31.8	C	31.8	C	31.8	C	31.8
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	B	13.1	B	12.0	B	13.0	B	13.0	B	13.0	B	13.0	B	13.0	B	13.0
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	D	31.0	C	40.5	D	32.0	C	32.0	C	32.0	C	32.0	C	32.0	C	32.0
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	B	19.5	B	16.6	B	18.1	B	18.1	B	18.1	B	18.1	B	18.1	B	18.1
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	C	35.6	D	25.6	C	30.8	C	30.8	C	30.8	C	30.8	C	30.8	C	30.8
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	29.6	C	C	21.9	C	43.4	D	41.1	D	41.1	D	41.1	D	41.1	D	41.1	D	41.1
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	C	27.4	C	30.0	C	36.6	D	36.6	D	36.6	D	36.6	D	36.6	D	36.6
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	A	5.2	A	5.4	A	4.7	A	4.7	A	4.7	A	4.7	A	4.7	A	4.7
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	B	11.3	B	16.3	B	15.5	B	15.5	B	15.5	B	15.5	B	15.5	B	15.5
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	C	23.4	C	28.6	C	23.6	C	23.6	C	23.6	C	23.6	C	23.6	C	23.6
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	C	20.5	C	25.3	C	20.9	C	20.9	C	20.9	C	20.9	C	20.9	C	20.9
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	B	12.9	B	11.8	B	13.6	B	13.6	B	13.6	B	13.6	B	13.6	B	13.6
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	B	13.1	B	19.7	B	13.7	B	13.7	B	13.7	B	13.7	B	13.7	B	13.7
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	B	20.7	C	19.0	B	18.4	B	18.4	B	18.4	B	18.4	B	18.4	B	18.4
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	C	25.0	C	25.2	C	24.2	C	24.2	C	24.2	C	24.2	C	24.2	C	24.2
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	C	23.0	C	20.1	C	21.9	C	21.9	C	21.9	C	21.9	C	21.9	C	21.9
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	C	27.9	C	25.5	C	28.4	C	28.4	C	28.4	C	28.4	C	28.4	C	28.4
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	C	25.1	C	28.0	C	25.3	C	25.3	C	25.3	C	25.3	C	25.3	C	25.3
171	Sawtelle Boulevard & I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	A	8.1	A	8.0	A	8.1	A	8.1	A	8.1	A	8.1	A	8.1	A	8.1
<b>CALTRANS - ARTERIAL LOCATIONS</b>																			
12	Lincoln Boulevard & Venice Boulevard	47.3	D	D	51.7	D	47.3	D	50.9	D	50.9	D	50.9	D	50.9	D	50.9	D	50.9
13	Lincoln Boulevard & Washington Boulevard	47.7	D	D	44.5	D	47.7	D	44.5	D	44.5	D	44.5	D	44.5	D	44.5	D	44.5
15	Lincoln Boulevard & Bali Way	20.5	C	C	24.5	C	20.6	C	24.0	C	24.0	C	24.0	C	24.0	C	24.0	C	24.0
16	Lincoln Boulevard & Mindanao Way	37.4	D	D	36.7	D	37.3	D	37.2	D	37.2	D	37.2	D	37.2	D	37.2	D	37.2
17	Lincoln Boulevard & Fiji Way	15.3	B	B	15.2	B	15.4	B	15.2	B	15.2	B	15.2	B	15.2	B	15.2	B	15.2
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	D	35.6	D	37.1	D	34.9	C	34.9	C	34.9	C	34.9	C	34.9	C	34.9
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	B	11.3	B	14.0	B	9.6	A	9.6	A	9.6	A	9.6	A	9.6	A	9.6
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	C	23.9	C	24.5	C	23.9	C	23.9	C	23.9	C	23.9	C	23.9	C	23.9
21	Lincoln Boulevard & 83rd Street	52.1	D	D	17.2	B	60.5	E	17.3	B	17.3	B	17.3	B	17.3	B	17.3	B	17.3
22	Lincoln Boulevard & Manchester Avenue	50.7	D	D	33.9	C	49.2	D	44.7	D	44.7	D	44.7	D	44.7	D	44.7	D	44.7
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	B	12.5	B	10.5	B	12.5	B	12.5	B	12.5	B	12.5	B	12.5	B	12.5
24	Centinela Avenue & Venice Boulevard	57.3	E	E	50.6	D	57.3	E	50.6	D	50.6	D	50.6	D	50.6	D	50.6	D	50.6
44	Overland Avenue & Venice Boulevard	47.1	D	D	55.6	E	47.1	D	55.6	E	55.6	E	55.6	E	55.6	E	55.6	E	55.6
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	B	19.6	B	17.9	B	20.2	C	20.2	C	20.2	C	20.2	C	20.2	C	20.2
65	Sepulveda Boulevard & Century Boulevard	22.0	C	C	51.9	D	31.5	C	20.9	C	20.9	C	20.9	C	20.9	C	20.9	C	20.9
67	Sepulveda Boulevard & Imperial Highway	33.7	C	C	52.9	D	31.5	C	50.3	D	50.3	D	50.3	D	50.3	D	50.3	D	50.3
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	C	28.0	C	29.0	C	27.5	C	27.5	C	27.5	C	27.5	C	27.5	C	27.5
69	Sepulveda Boulevard & Grand Avenue	83.7	F	F	60.9	E	83.3	F	61.5	E	61.5	E	61.5	E	61.5	E	61.5	E	61.5
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	D	72.2	E	45.2	D	72.4	E	72.4	E	72.4	E	72.4	E	72.4	E	72.4
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	E	68.3	E	57.6	E	69.2	E	69.2	E	69.2	E	69.2	E	69.2	E	69.2
176	National Boulevard & Venice Boulevard	49.9	D	D	65.8	E	49.9	D	65.2	E	65.2	E	65.2	E	65.2	E	65.2	E	65.2

TABLE 96  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS  
FUTURE 2035 WITH PROJECT, RELATED DEVELOPMENT AND MITIGATION CONDITIONS

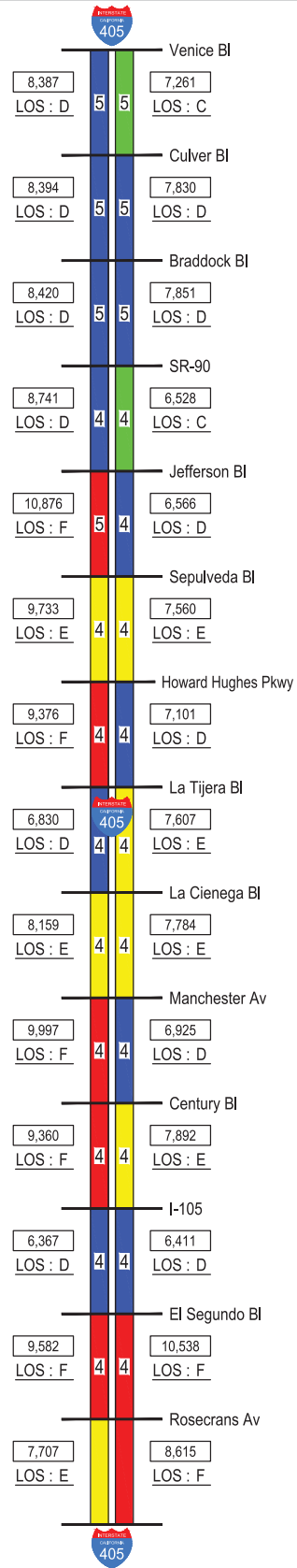
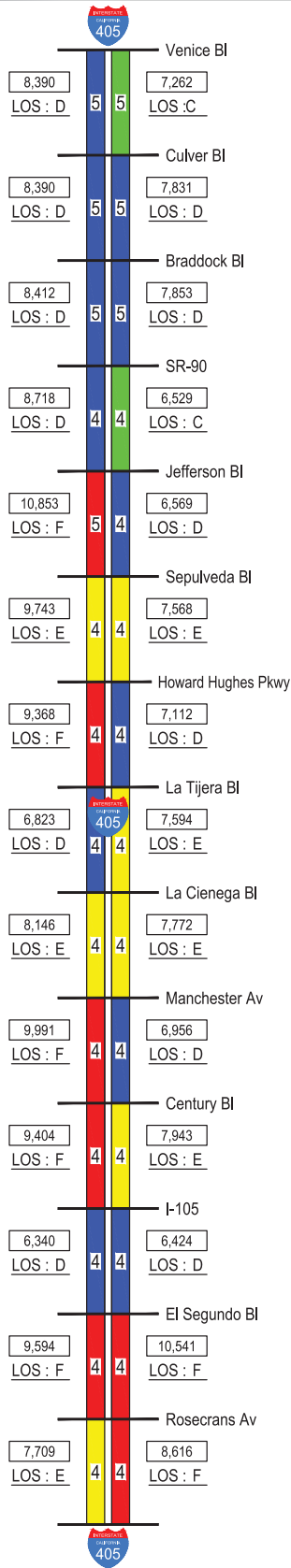
MAP #	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS						FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT AND MITIGATION					
		FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT AND MITIGATION			FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT AND MITIGATION			FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT & RELATED DEVELOPMENT AND MITIGATION		
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS		
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	27.0	C	28.3	C	27.0	C	28.3	C	27.0	C	28.3	C	26.6	C		
28	Centinelia Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	18.9	B	31.1	C	18.9	B	31.1	C	18.9	B	31.1	C	20.3	C		
29	Centinelia Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	10.8	B	12.5	B	10.8	B	12.5	B	10.8	B	12.5	B	10.8	B		
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	79.9	E	119.0	F	79.9	E	119.0	F	79.9	E	119.0	F	79.9	E	118.8	F		
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	18.0	B	22.9	C	18.0	B	22.9	C	18.0	B	22.9	C	18.0	B		
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	26.4	C	30.6	C	26.4	C	30.6	C	26.4	C	30.6	C	25.4	C		
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	70.3	E	38.1	D	70.6	E	38.1	D	70.6	E	38.1	D	70.6	E		
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	91.2	F	126.4	F	74.7	E	126.4	F	74.7	E	126.4	F	74.7	E		
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	32.2	C	59.1	E	31.8	C	59.1	E	31.8	C	59.1	E	31.8	C		
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.1	B	12.0	B	13.0	B	12.0	B	13.0	B	12.0	B	13.0	B		
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	31.0	C	40.5	D	32.0	C	40.5	D	32.0	C	40.5	D	32.0	C		
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	19.5	B	16.6	B	18.1	B	16.6	B	18.1	B	16.6	B	18.1	B		
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	35.6	D	25.5	C	30.5	C	25.5	C	30.5	C	25.5	C	30.5	C		
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.6	C	21.9	C	42.7	D	41.3	D	42.7	D	41.3	D	42.7	D	41.3	D		
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	27.4	C	30.0	C	37.2	D	30.0	C	37.2	D	30.0	C	37.2	D		
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.8	A	6.2	A	5.8	A	6.2	A	5.8	A	6.2	A		
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	11.3	B	18.4	B	17.7	B	18.4	B	17.7	B	18.4	B	17.7	B		
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	23.4	C	28.5	C	23.4	C	28.5	C	23.4	C	28.5	C	23.4	C		
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	20.5	C	23.3	C	20.4	C	23.3	C	20.4	C	23.3	C	20.4	C		
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	12.9	B	12.3	B	15.3	B	12.3	B	15.3	B	12.3	B	15.3	B		
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	13.1	B	19.1	B	13.1	B	19.1	B	13.1	B	19.1	B	13.1	B		
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	20.7	C	19.0	B	18.4	B	19.0	B	18.4	B	19.0	B	18.4	B		
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	25.0	C	24.9	C	23.8	C	24.9	C	23.8	C	24.9	C	23.8	C		
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	23.0	C	19.9	B	21.9	C	19.9	B	21.9	C	19.9	B	21.9	C		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	27.9	C	25.6	C	26.9	C	25.6	C	26.9	C	25.6	C	26.9	C		
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	25.1	C	28.0	C	25.3	C	28.0	C	25.3	C	28.0	C	25.3	C		
171	Sawtelle Boulevard & I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	8.1	A	8.0	A	8.1	A	8.0	A	8.1	A	8.0	A	8.1	A		
<b>CALTRANS - ARTERIAL LOCATIONS</b>																			
12	Lincoln Boulevard & Venice Boulevard	47.3	D	51.7	D	47.3	D	50.9	D	47.3	D	50.9	D	47.3	D	50.9	D		
13	Lincoln Boulevard & Washington Boulevard	47.7	D	44.5	D	47.7	D	44.5	D	47.7	D	44.5	D	47.7	D	44.5	D		
15	Lincoln Boulevard & Ball Way	20.5	C	24.5	C	20.6	C	23.9	C	20.6	C	23.9	C	20.6	C	23.9	C		
16	Lincoln Boulevard & Mindanao Way	37.4	D	36.7	D	37.3	D	37.2	D	37.3	D	37.2	D	37.3	D	37.2	D		
17	Lincoln Boulevard & Fiji Way	15.3	B	15.2	B	15.4	B	15.3	B	15.4	B	15.3	B	15.4	B	15.3	B		
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	35.6	D	36.7	D	34.8	C	36.7	D	34.8	C	36.7	D	34.8	C		
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	11.3	B	15.1	B	10.6	B	15.1	B	10.6	B	15.1	B	10.6	B		
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	23.9	C	24.4	C	24.0	C	24.4	C	24.0	C	24.4	C	24.0	C		
21	Lincoln Boulevard & 83rd Street	52.1	D	17.2	B	60.4	E	17.3	B	60.4	E	17.3	B	60.4	E	17.3	B		
22	Lincoln Boulevard & Manchester Avenue	50.7	D	33.9	C	49.2	D	44.7	D	49.2	D	44.7	D	49.2	D	44.7	D		
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	12.5	B	10.4	B	12.4	B	10.4	B	12.4	B	10.4	B	12.4	B		
24	Centinelia Avenue & Venice Boulevard	57.3	E	50.6	D	57.3	E	50.6	D	57.3	E	50.6	D	57.3	E	50.6	D		
44	Overland Avenue & Venice Boulevard	47.1	D	55.6	E	47.1	D	55.6	E	47.1	D	55.6	E	47.1	D	55.6	E		
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	17.9	B	17.9	B	20.1	C	17.9	B	20.1	C	17.9	B	20.1	C		
65	Sepulveda Boulevard & Century Boulevard	22.0	C	51.9	D	30.6	C	20.1	C	30.6	C	20.1	C	30.6	C	20.1	C		
67	Sepulveda Boulevard & Imperial Highway	33.7	C	52.9	D	31.3	C	49.2	D	31.3	C	49.2	D	31.3	C	49.2	D		
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	28.0	C	29.0	C	27.4	C	29.0	C	27.4	C	29.0	C	27.4	C		
69	Sepulveda Boulevard & Grand Avenue	83.7	F	60.9	E	83.1	F	61.4	E	83.1	F	61.4	E	83.1	F	61.4	E		
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	72.2	E	45.2	D	72.4	E	45.2	D	72.4	E	45.2	D	72.4	E		
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	68.3	E	57.6	E	69.1	E	57.6	E	69.1	E	57.6	E	69.1	E		
176	National Boulevard & Venice Boulevard	49.9	D	65.8	E	49.9	D	65.2	E	49.9	D	65.2	E	49.9	D	65.2	E		

**TABLE 97  
 FREEWAY SEGMENT MAINLINE - FAIR SHARE ANALYSIS  
 FUTURE 2035 CONDITIONS AND COLLATERAL DEVELOPMENT**

NO.	FREEWAY SEGMENT	DIRECTION	EXISTING (2015) PM PEAK HOUR VOLUMES	FUTURE 2035 WITHOUT PROJECT PM PEAK HOUR VOLUMES	FUTURE 2035 WITH PROJECT & COLLATERAL DEVELOPMENT PM PEAK HOUR VOLUME	FUTURE VOLUME GROWTH (2035-2015)	PROJECT VOLUME INCREASE	FAIR SHARE PERCENTAGE
8.	I-405 at La Tijera Boulevard	NB	8,533	9,016	9,095	562	79	14.1%
9.	I-405 at La Cienega Boulevard	NB	8,856	9,282	9,371	515	89	17.3%
20.	I-105 west of Crenshaw Boulevard	EB	6,714	7,191	7,252	538	61	11.3%

EXISTING

EXISTING WITH PROJECT



LEGEND:

XX,XXX - Peak Hour Traffic Volume

LOS : A - Level of Service

# - Number of Mixed Flow Lanes

Roadway Segment Level of Service

Green - LOS A-C

Blue - LOS D

Yellow - LOS E

Red - LOS F

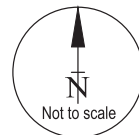
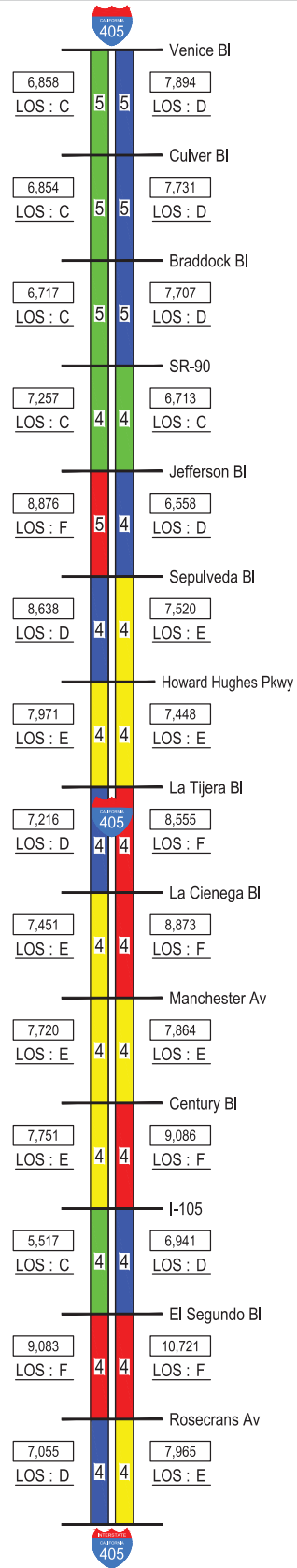
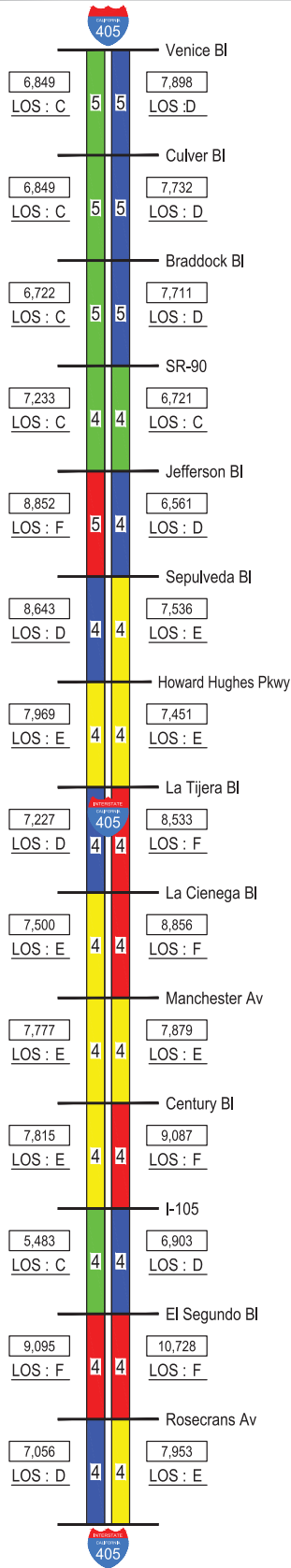


FIGURE 83A I-405 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

EXISTING

EXISTING WITH PROJECT



LEGEND:

XX,XXX - Peak Hour Traffic Volume

LOS : A - Level of Service

# - Number of Mixed Flow Lanes

Roadway Segment Level of Service

LOS A-C

LOS D

LOS E

LOS F

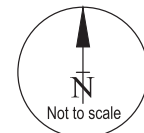
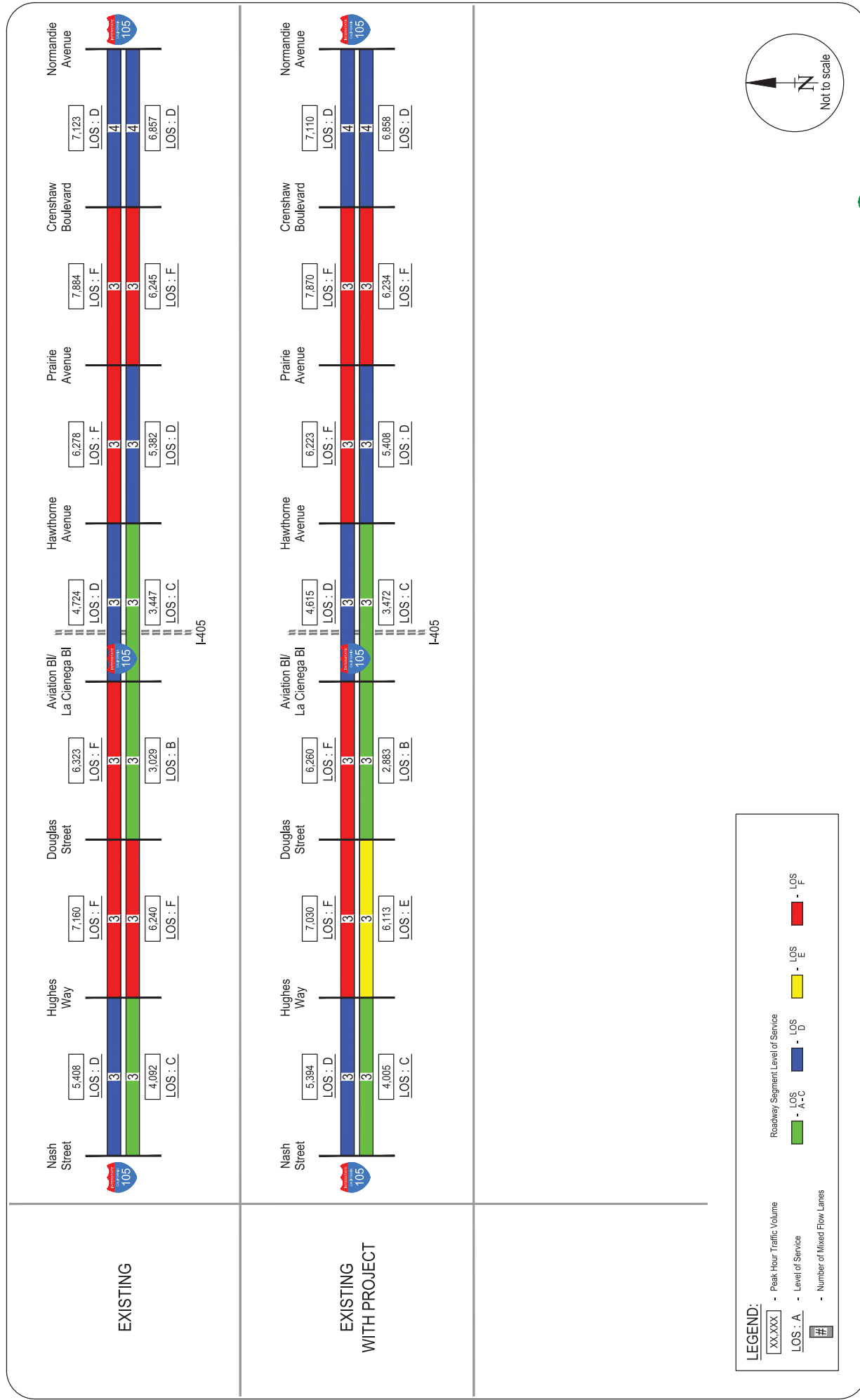
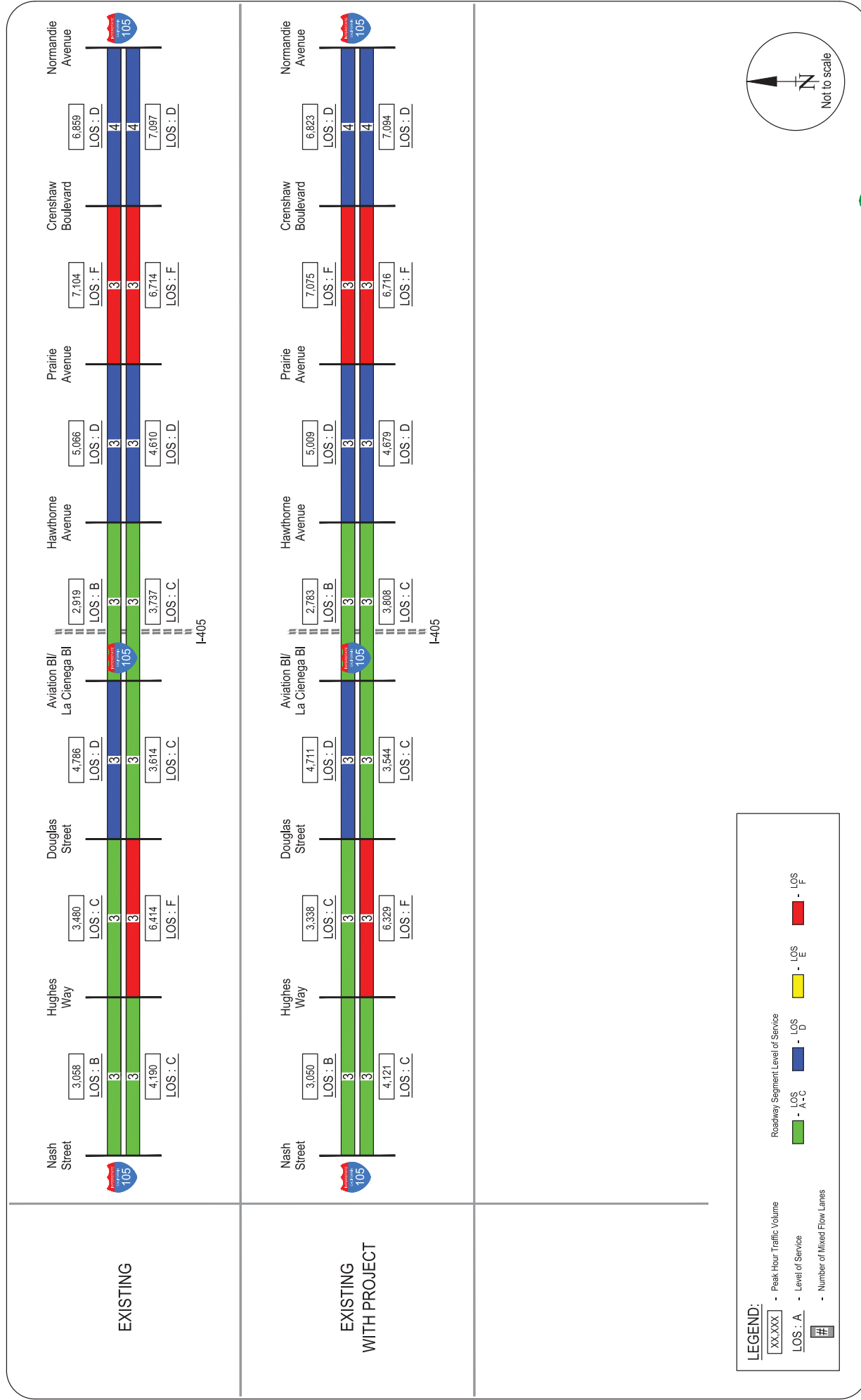


FIGURE 83B  
I-405 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE





**FIGURE 83D**  
**I-105 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE**



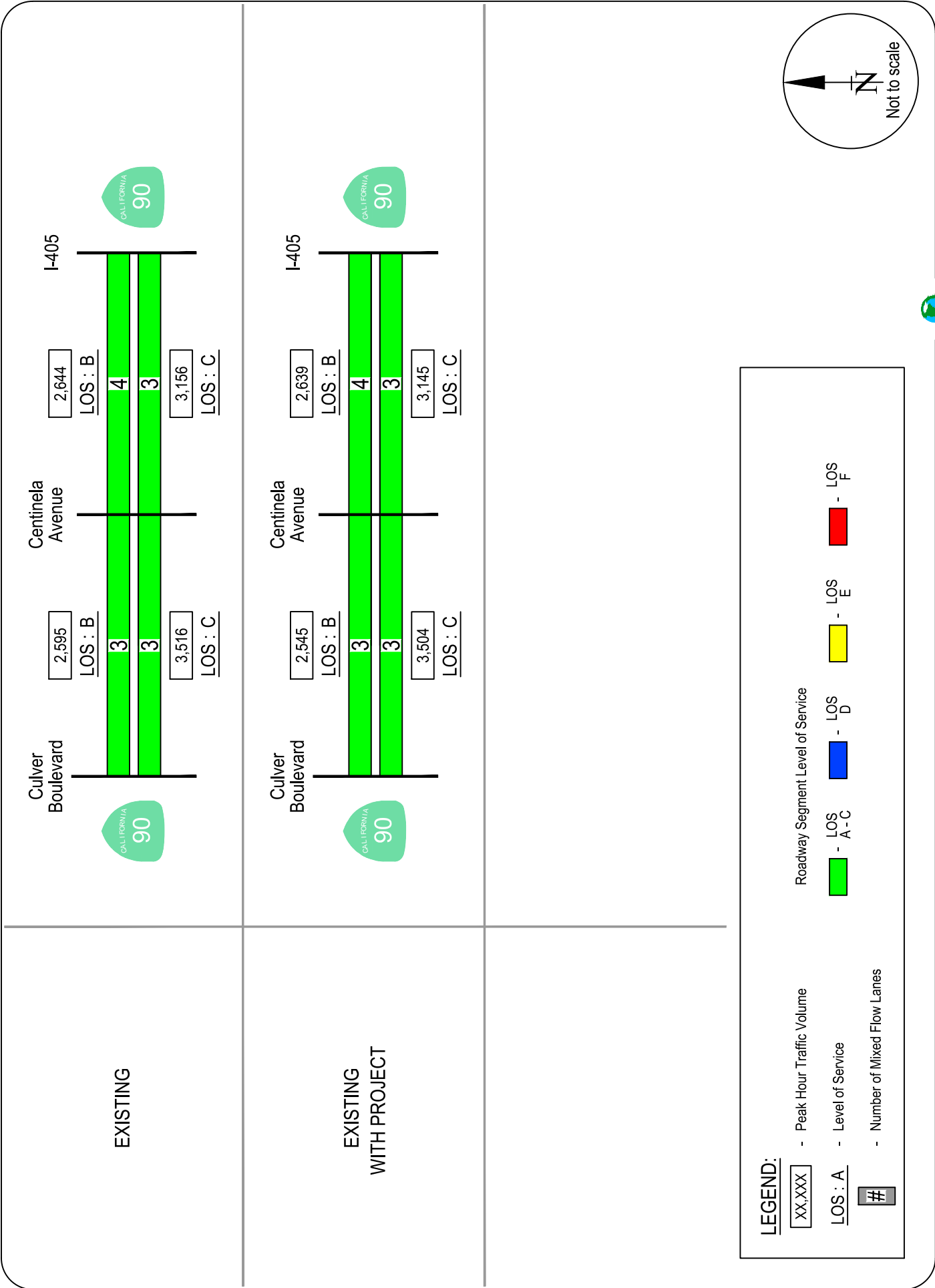


FIGURE 83E  
SR-90 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

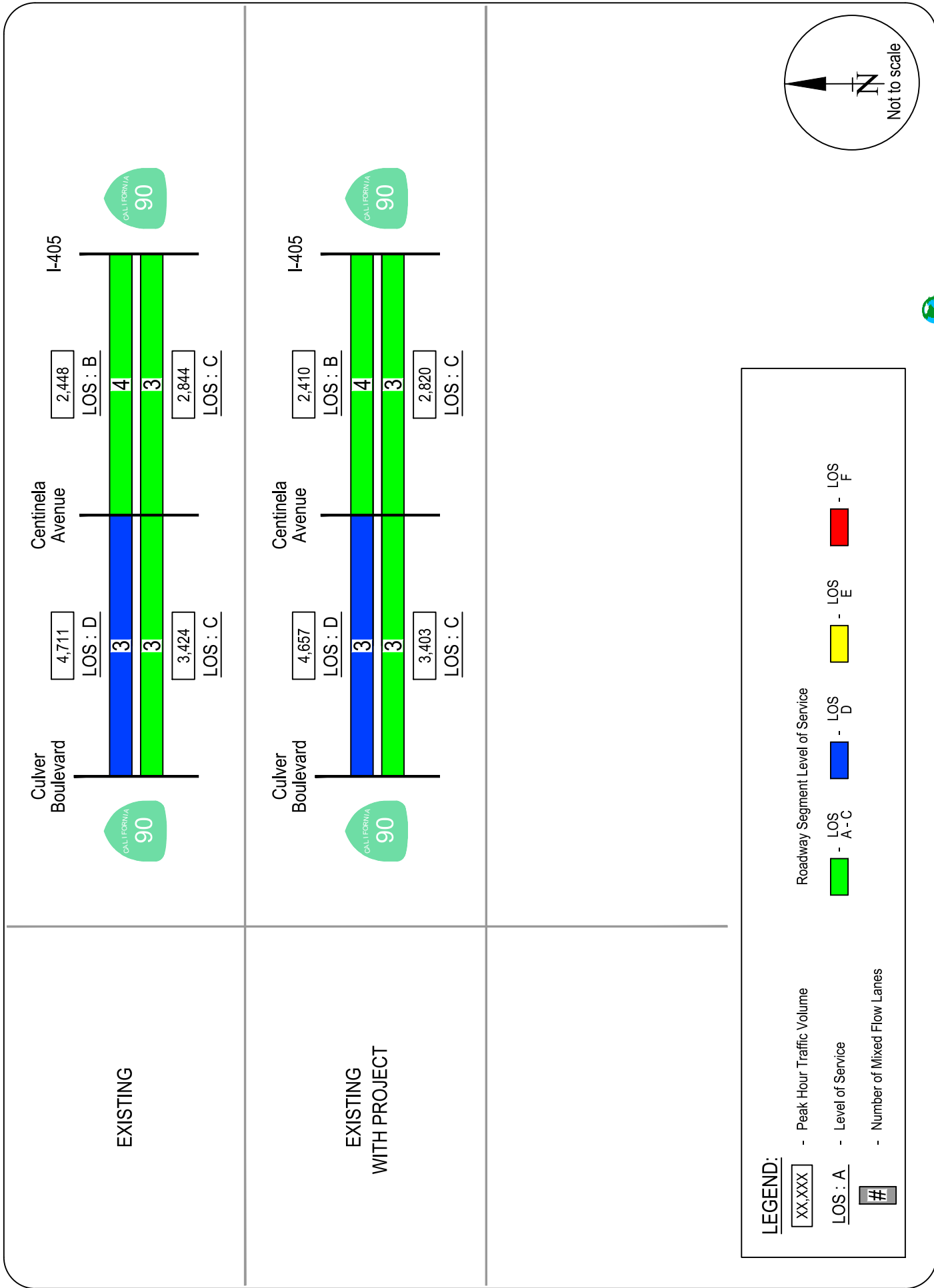


FIGURE 83F  
SR-90 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

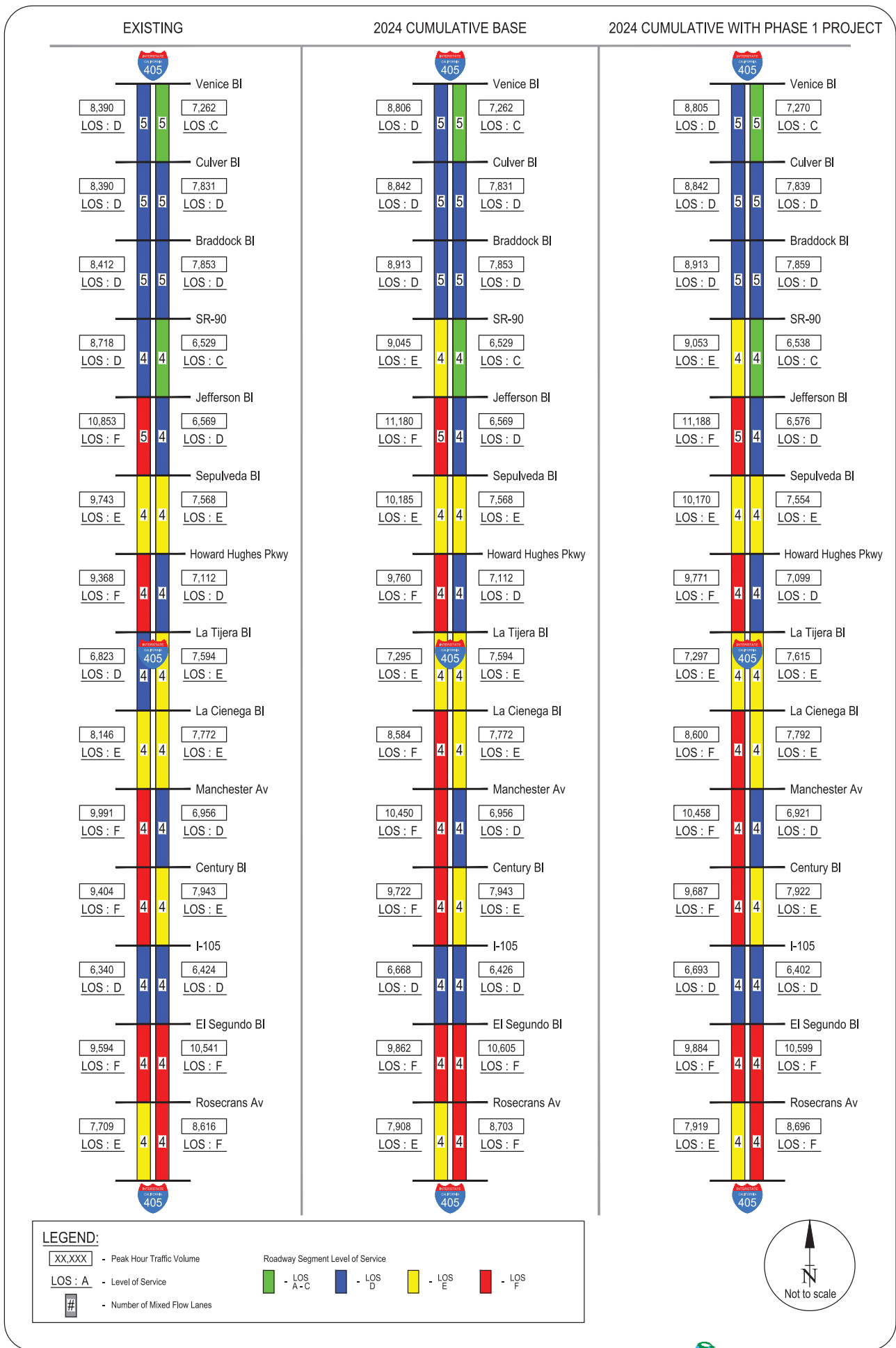


FIGURE 84A I-405 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

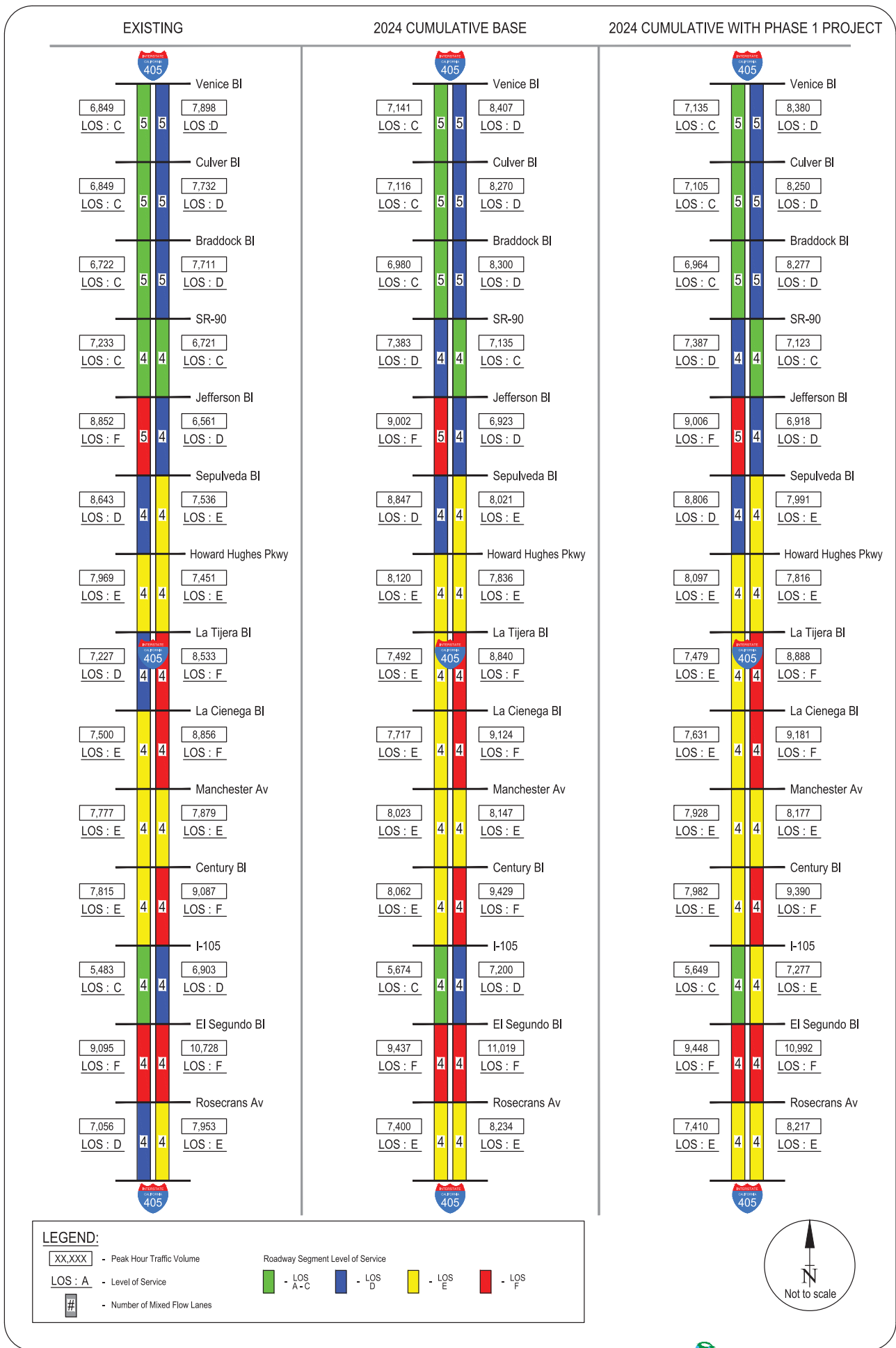
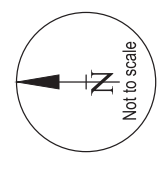
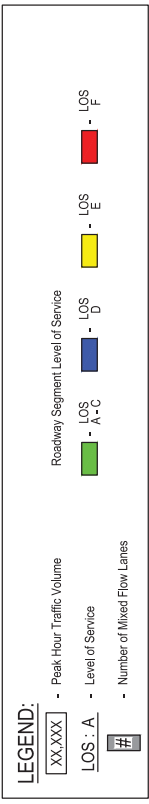
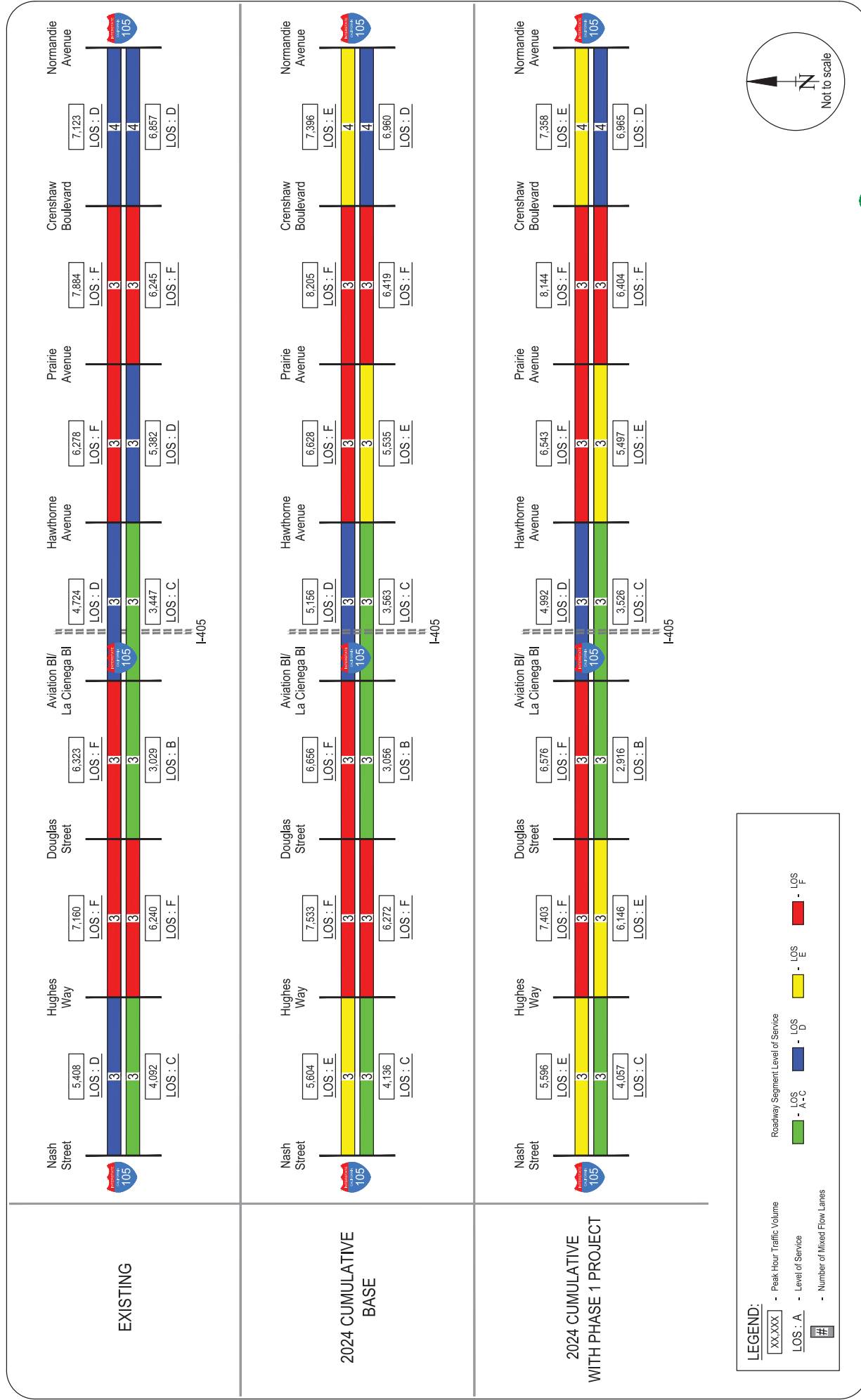
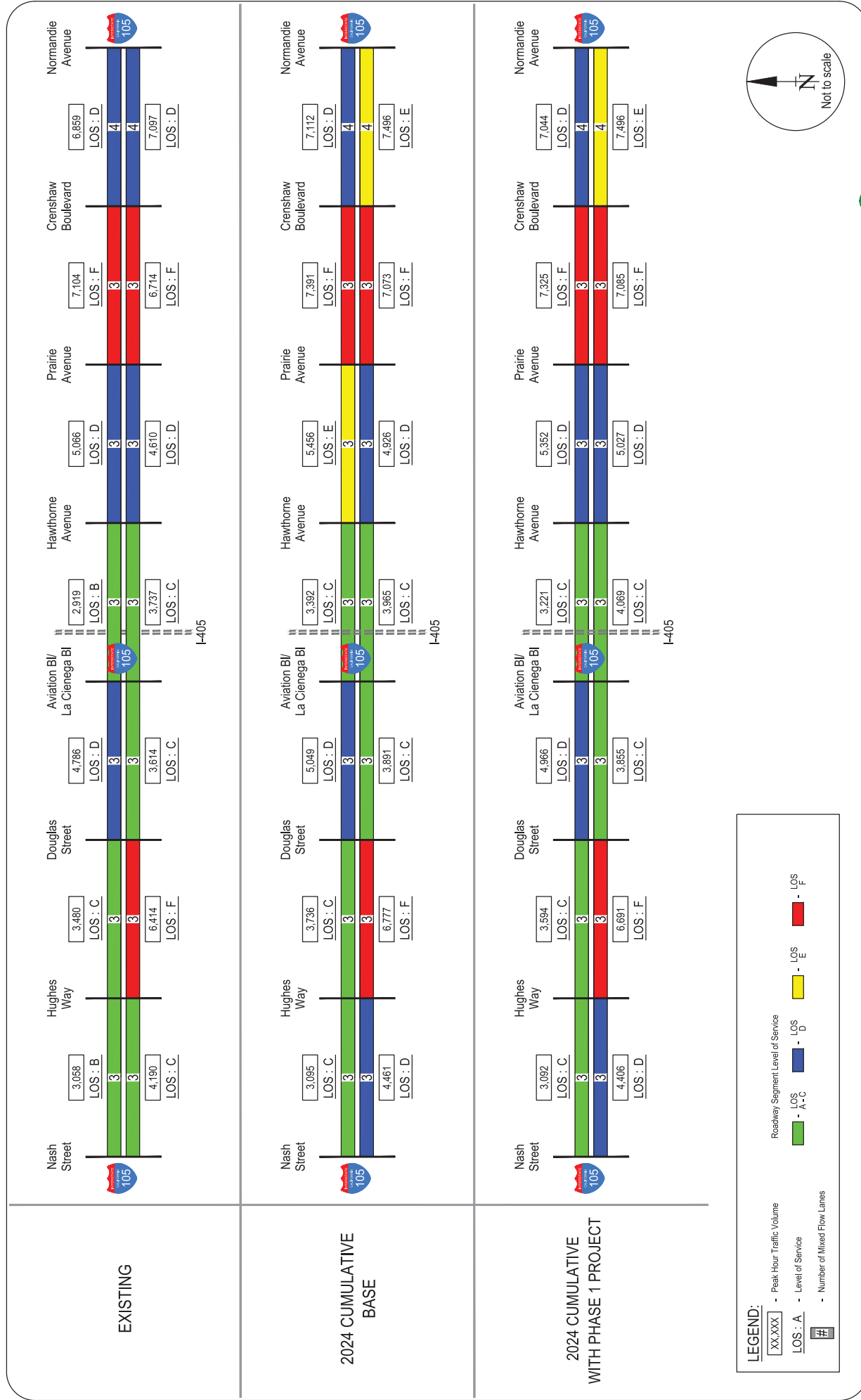


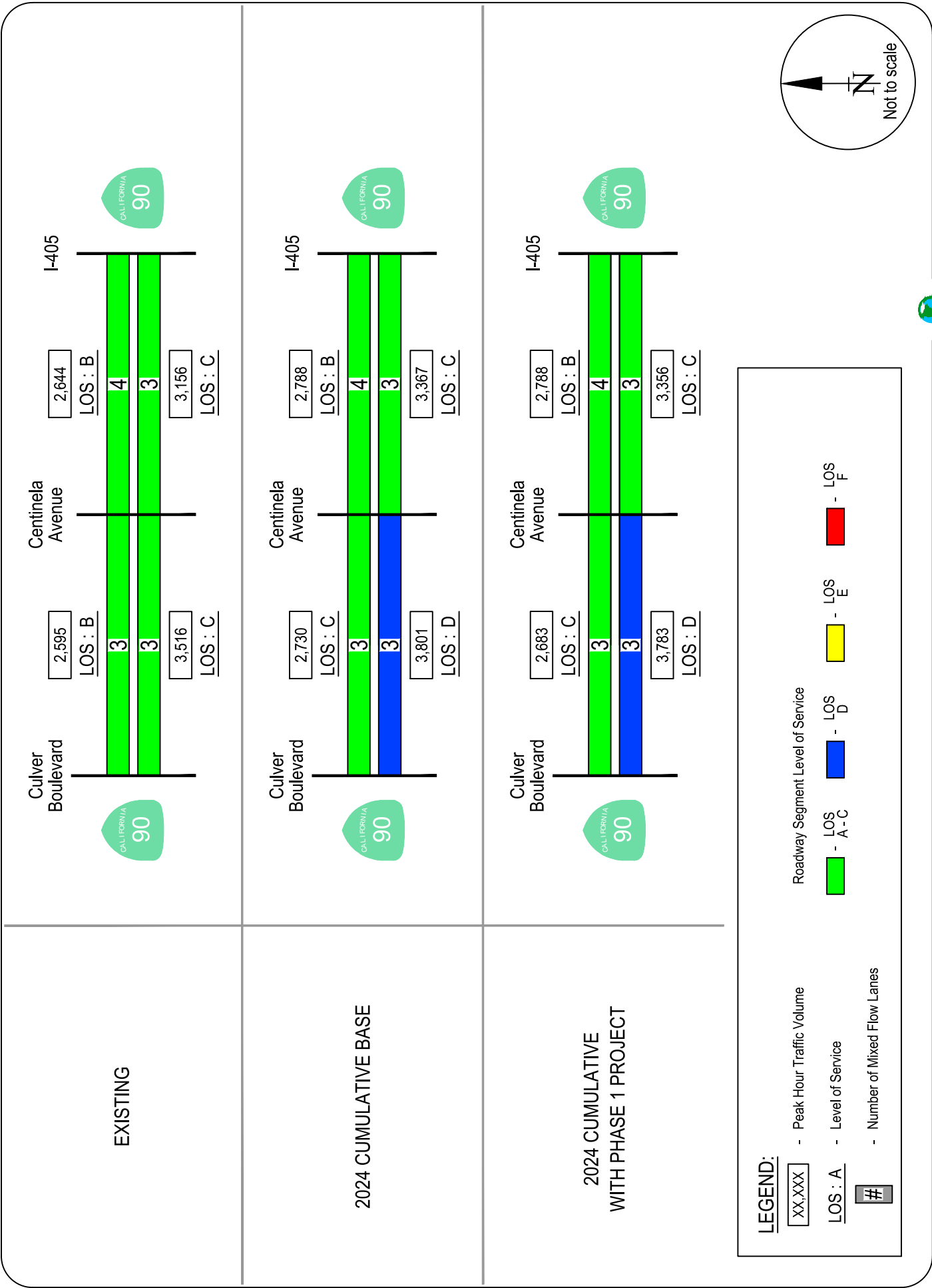
FIGURE 84B  
I-405 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE



**FIGURE 84C**  
**I-105 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE**  
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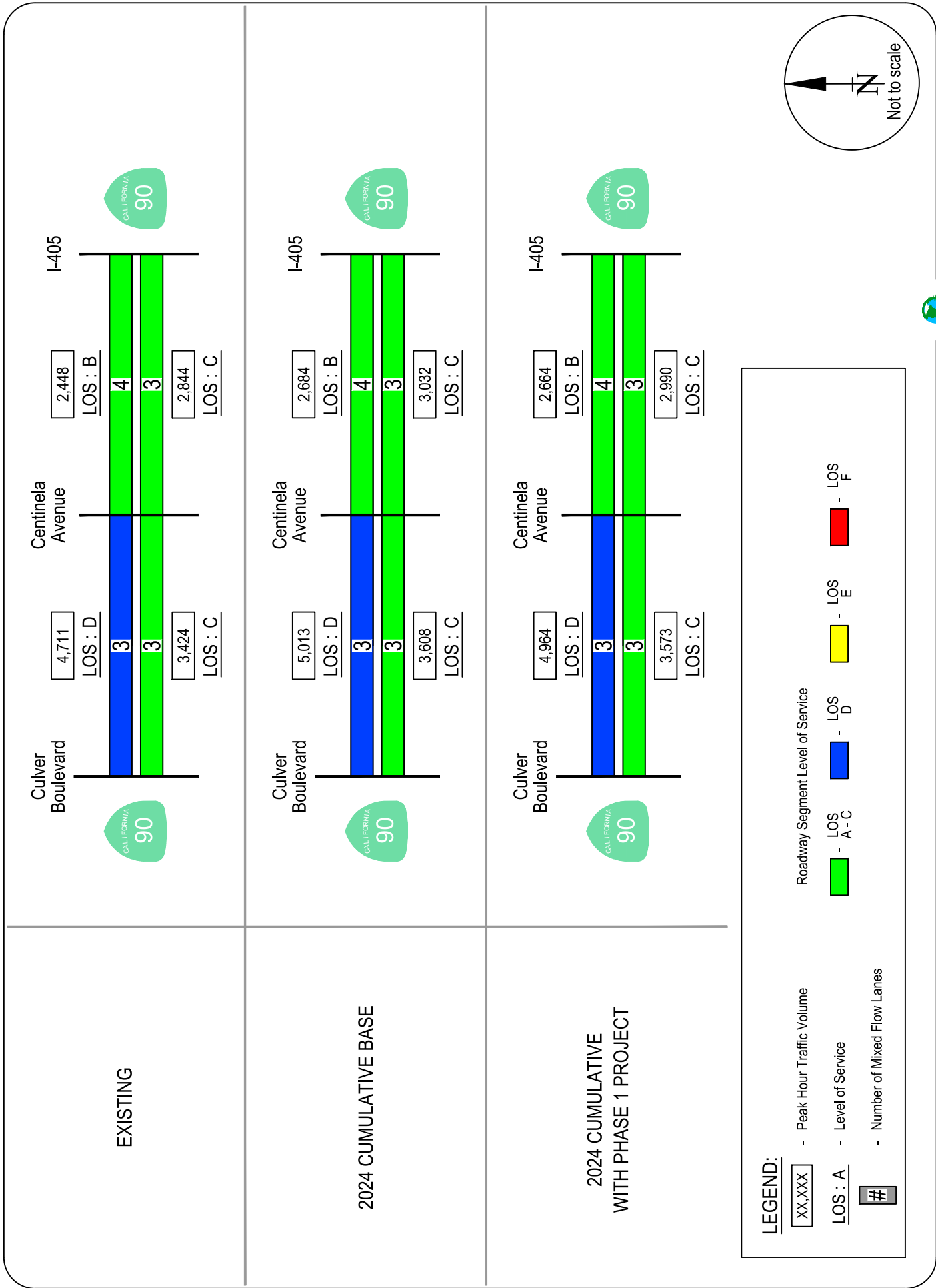


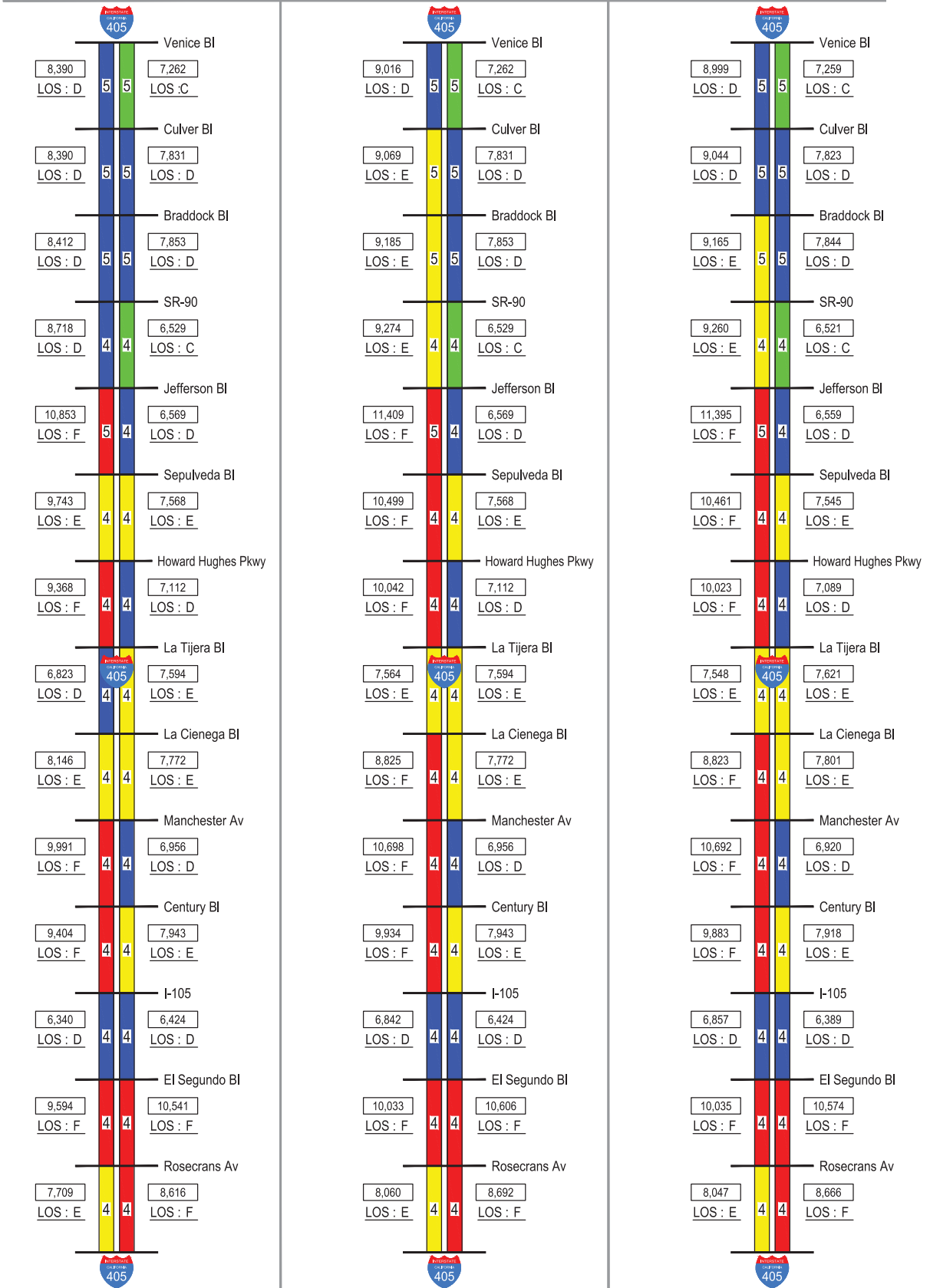
FIGURE 84F SR-90 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE



EXISTING

FUTURE [2035] BASE

FUTURE [2035] WITH PROJECT



LEGEND:

XX,XXX - Peak Hour Traffic Volume

LOS : A - Level of Service

# - Number of Mixed Flow Lanes

Roadway Segment Level of Service

LOS A-C

LOS D

LOS E

LOS F

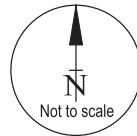
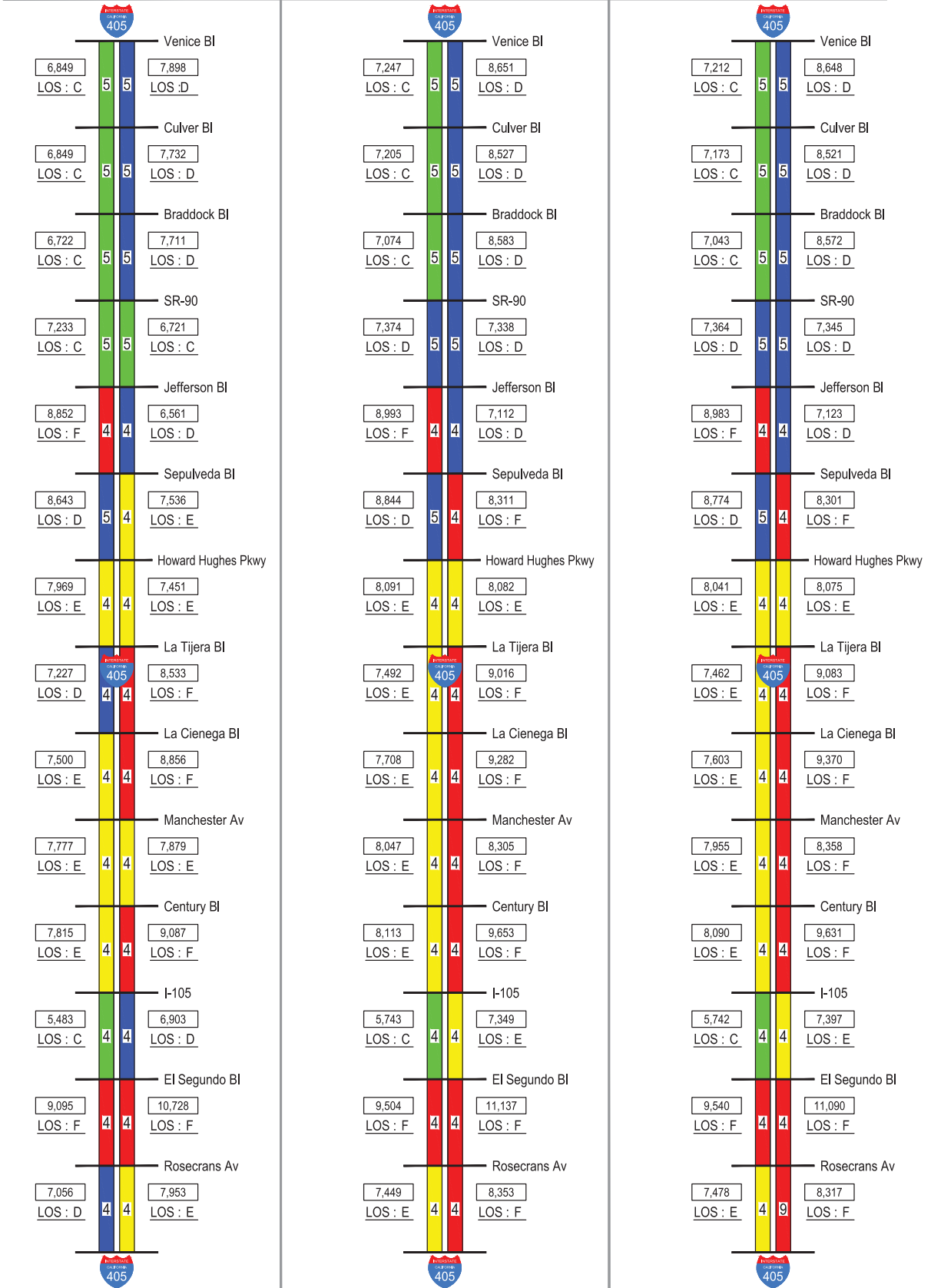


FIGURE 85A I-405 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

EXISTING

FUTURE [2035] BASE

FUTURE [2035] WITH PROJECT



LEGEND:

XX,XXX - Peak Hour Traffic Volume

LOS : A - Level of Service

# - Number of Mixed Flow Lanes

Roadway Segment Level of Service

LOS A-C

LOS D

LOS E

LOS F

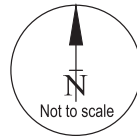


FIGURE 85B  
I-405 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

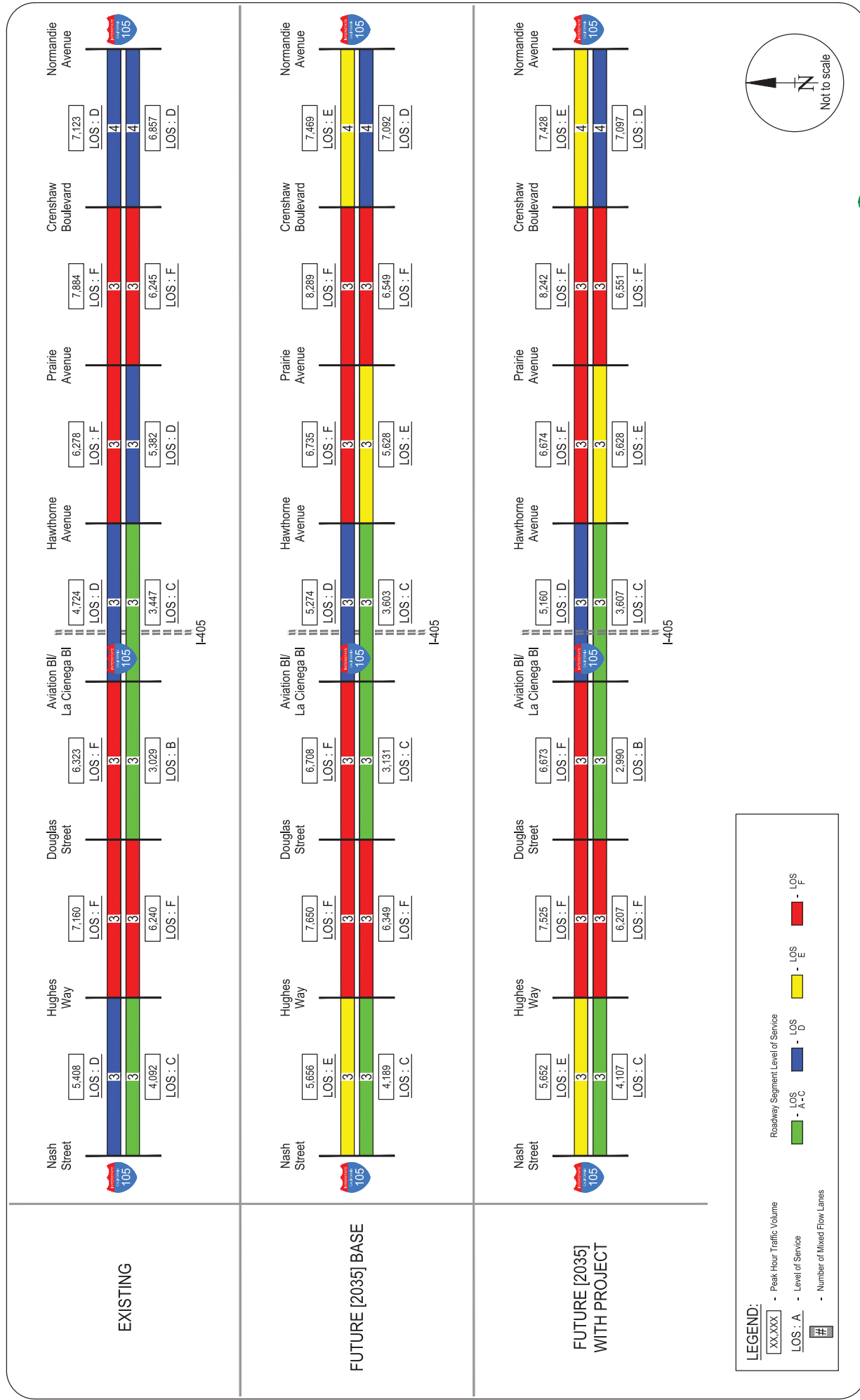
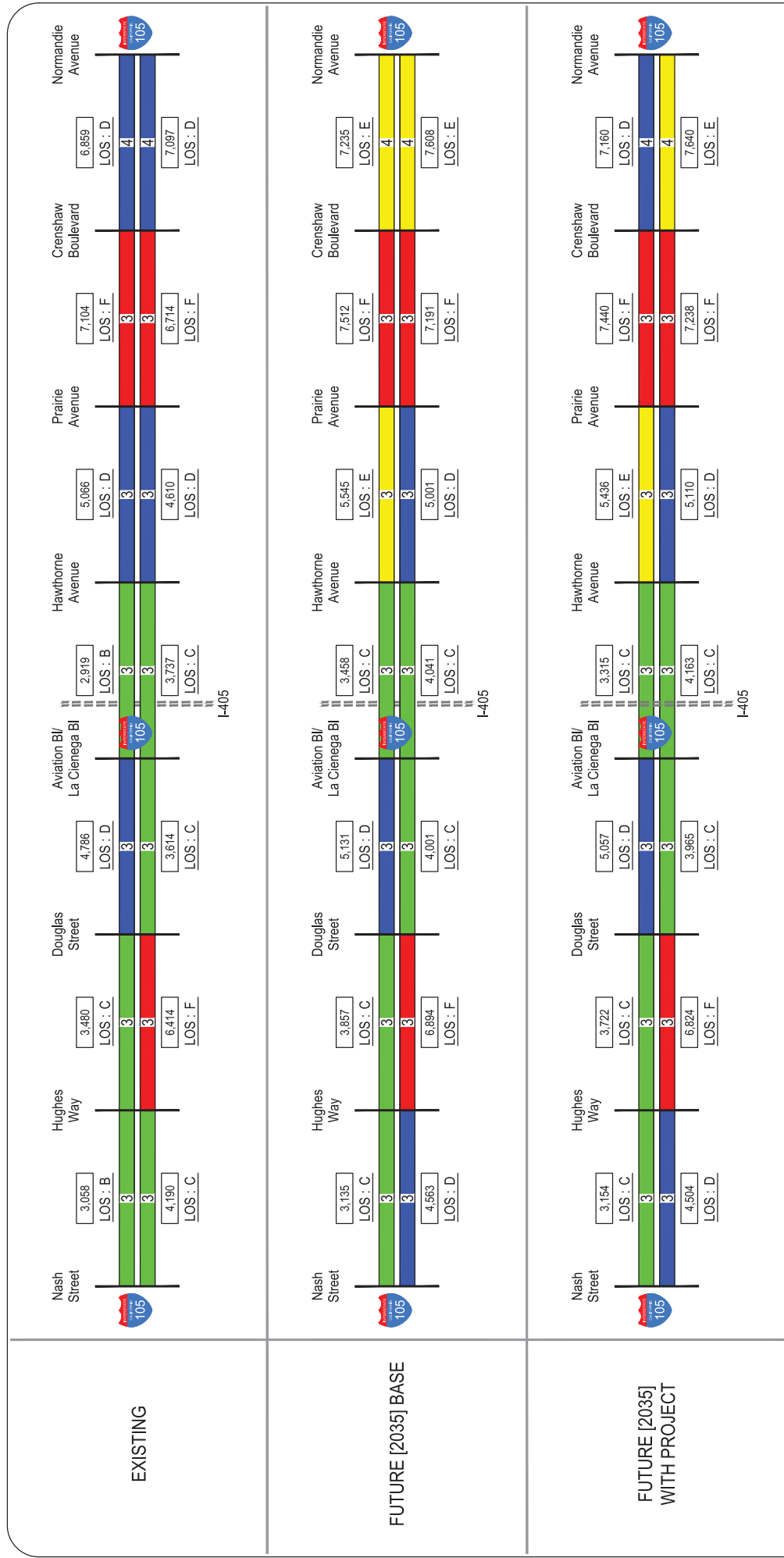
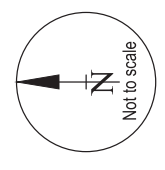


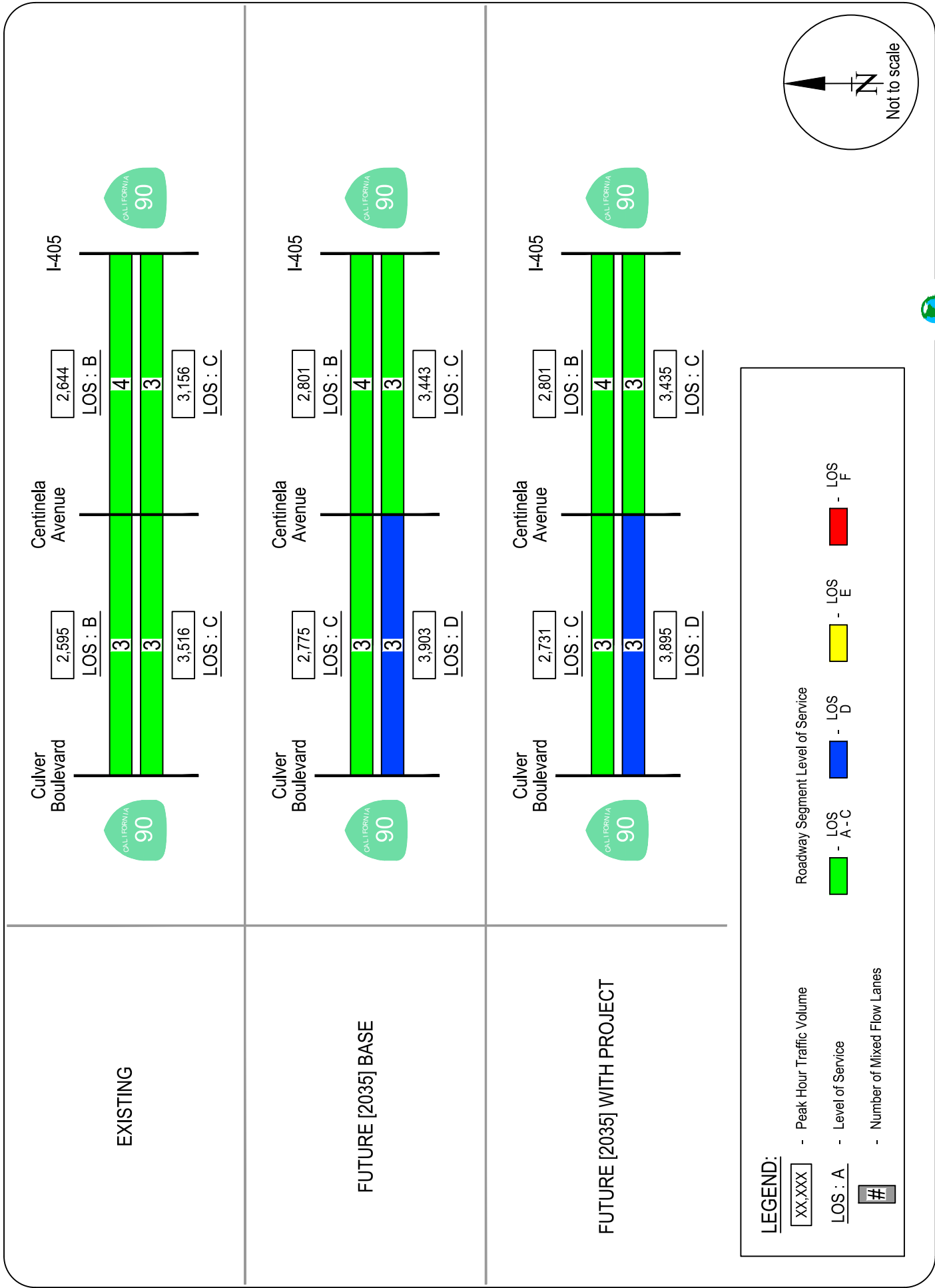
FIGURE 85C  
I-105 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE 549



**LEGEND:**

- XX-XXX - Peak Hour Traffic Volume
- LOS: A - Level of Service
- # - Number of Mixed Flow Lanes
- Roadway Segment Level of Service
  - LOS: A-C (Green)
  - LOS: D (Blue)
  - LOS: E (Yellow)
  - LOS: F (Red)





**LEGEND:**

- XX,XXX - Peak Hour Traffic Volume
- LOS : A - Level of Service
- # - Number of Mixed Flow Lanes
- Green - LOS - A-C
- Blue - LOS - D
- Yellow - LOS - E
- Red - LOS - F

Roadway Segment Level of Service

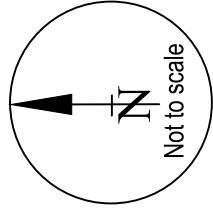
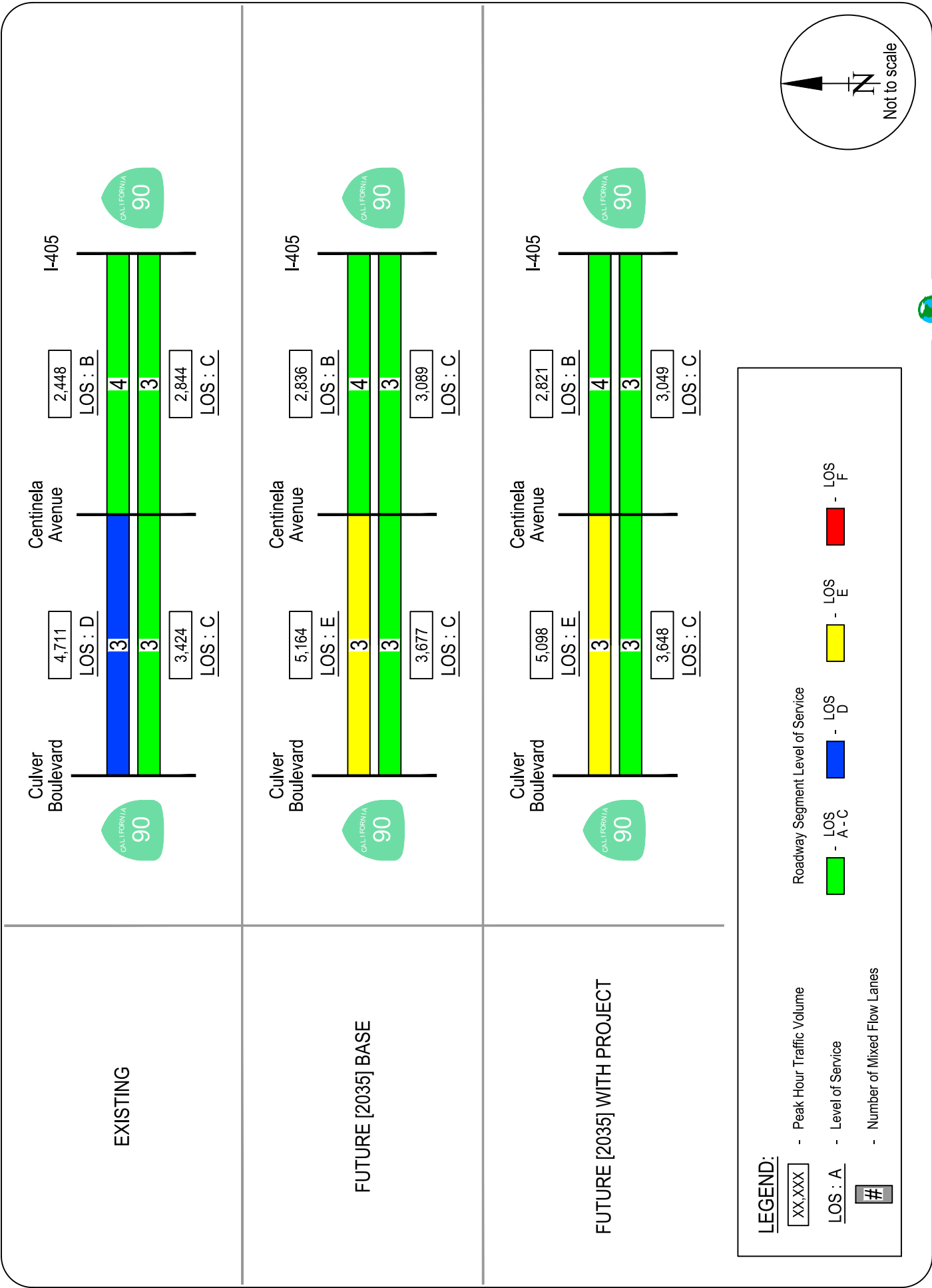


FIGURE 85E SR-90 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE





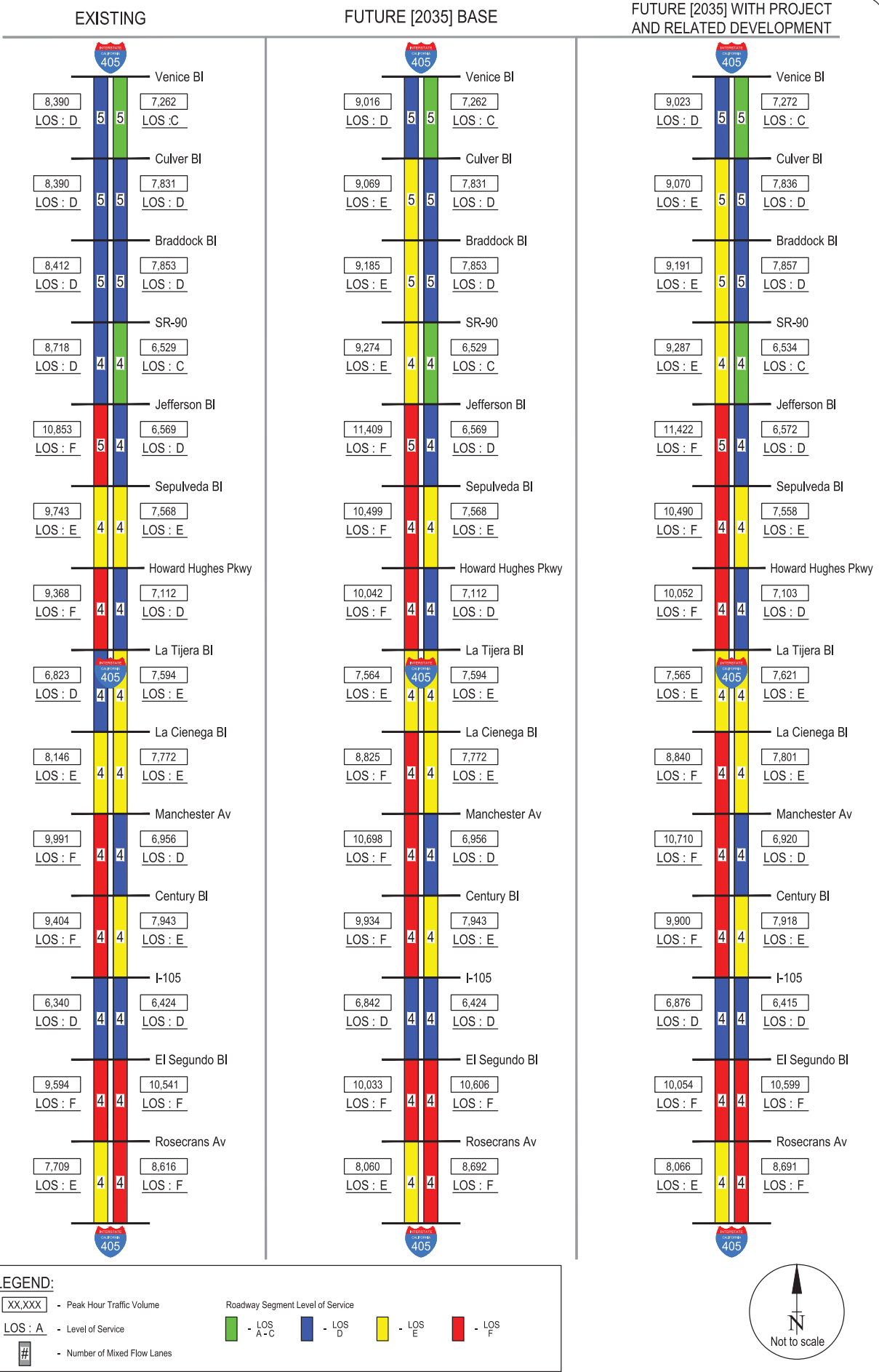


FIGURE 86A  
I-405 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

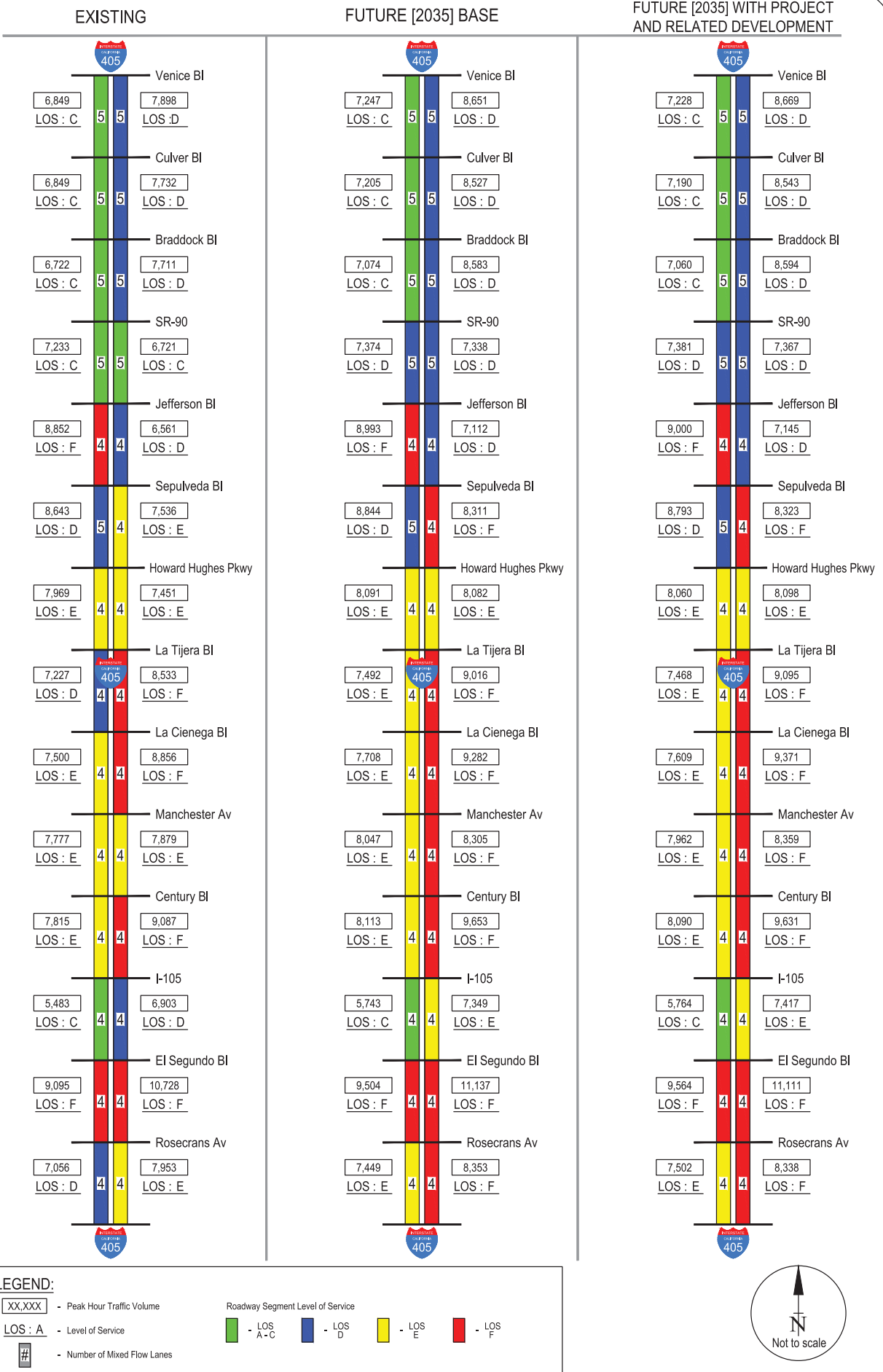
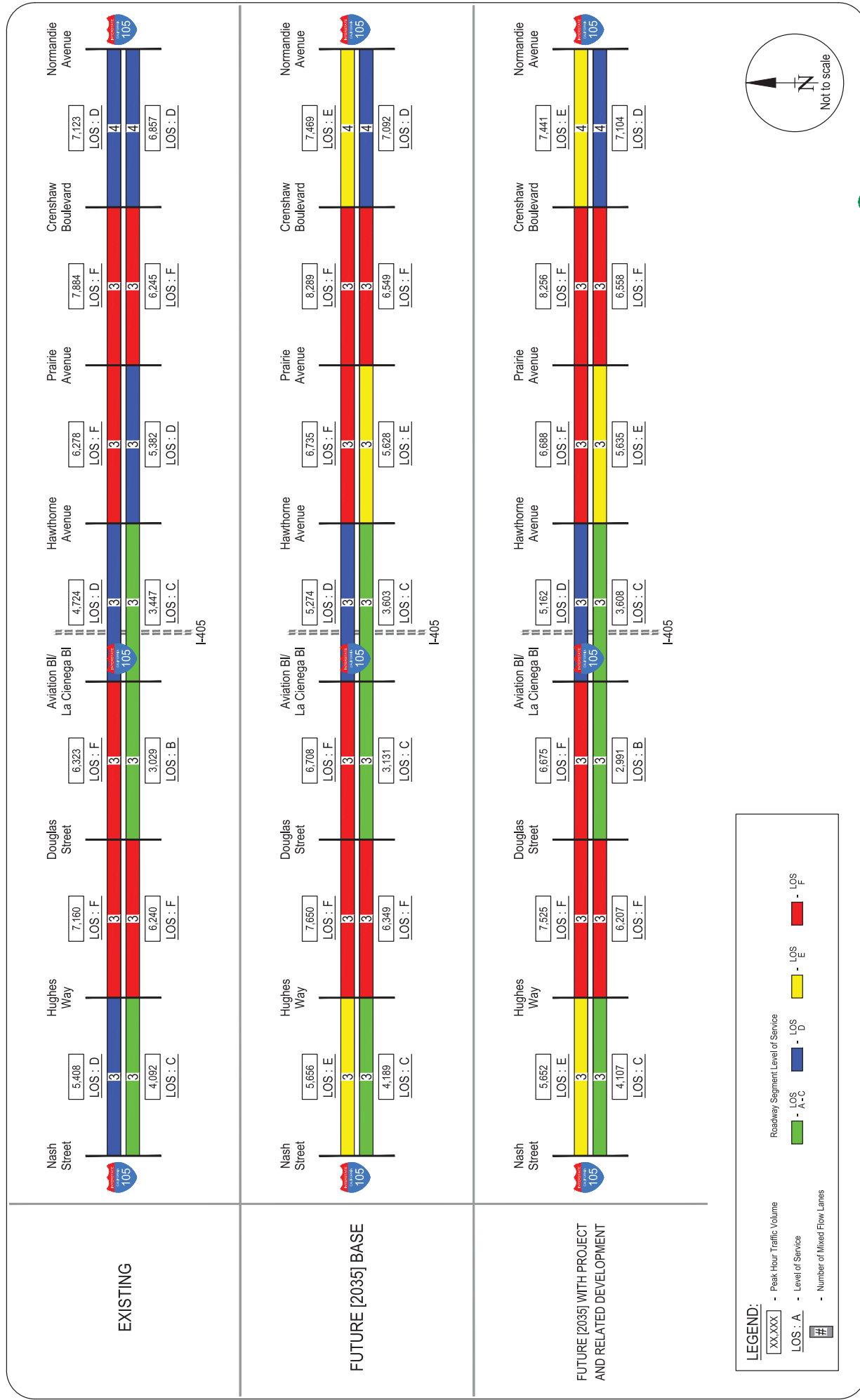
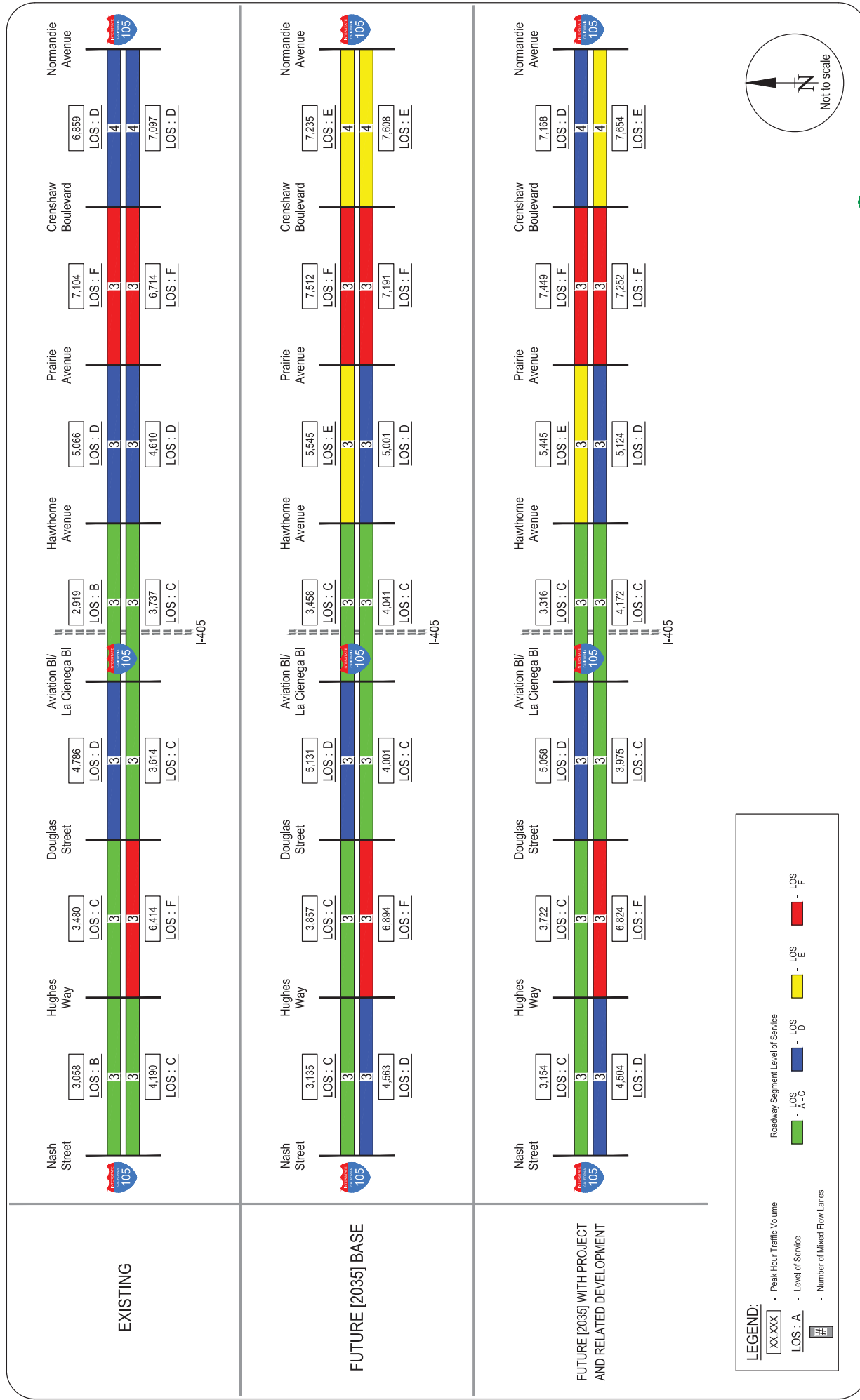


FIGURE 86B  
I-405 FREEWAY SEGMENT MAINLINE PM PEAK HOUR VOLUMES AND LEVELS OF SERVICE







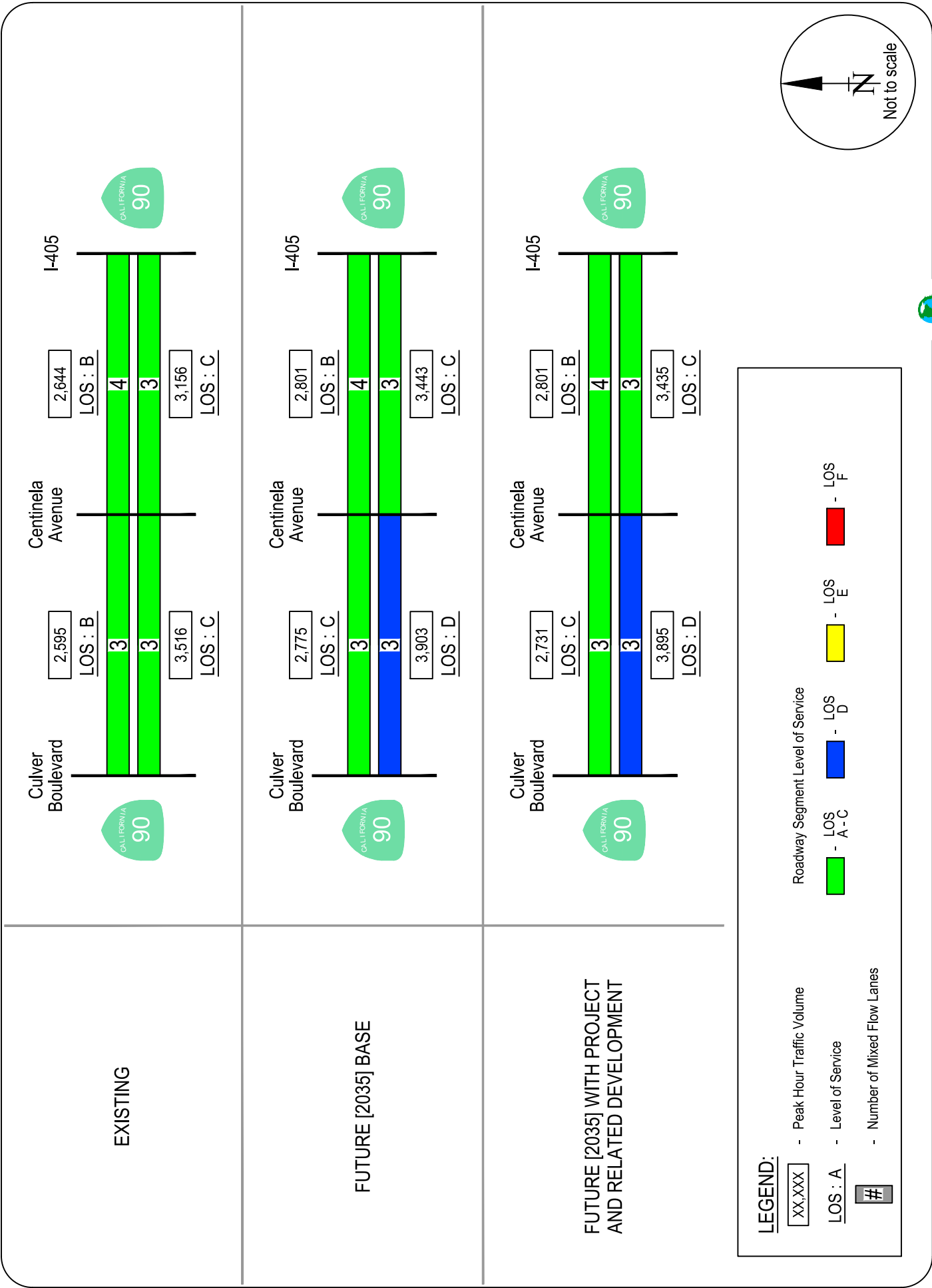
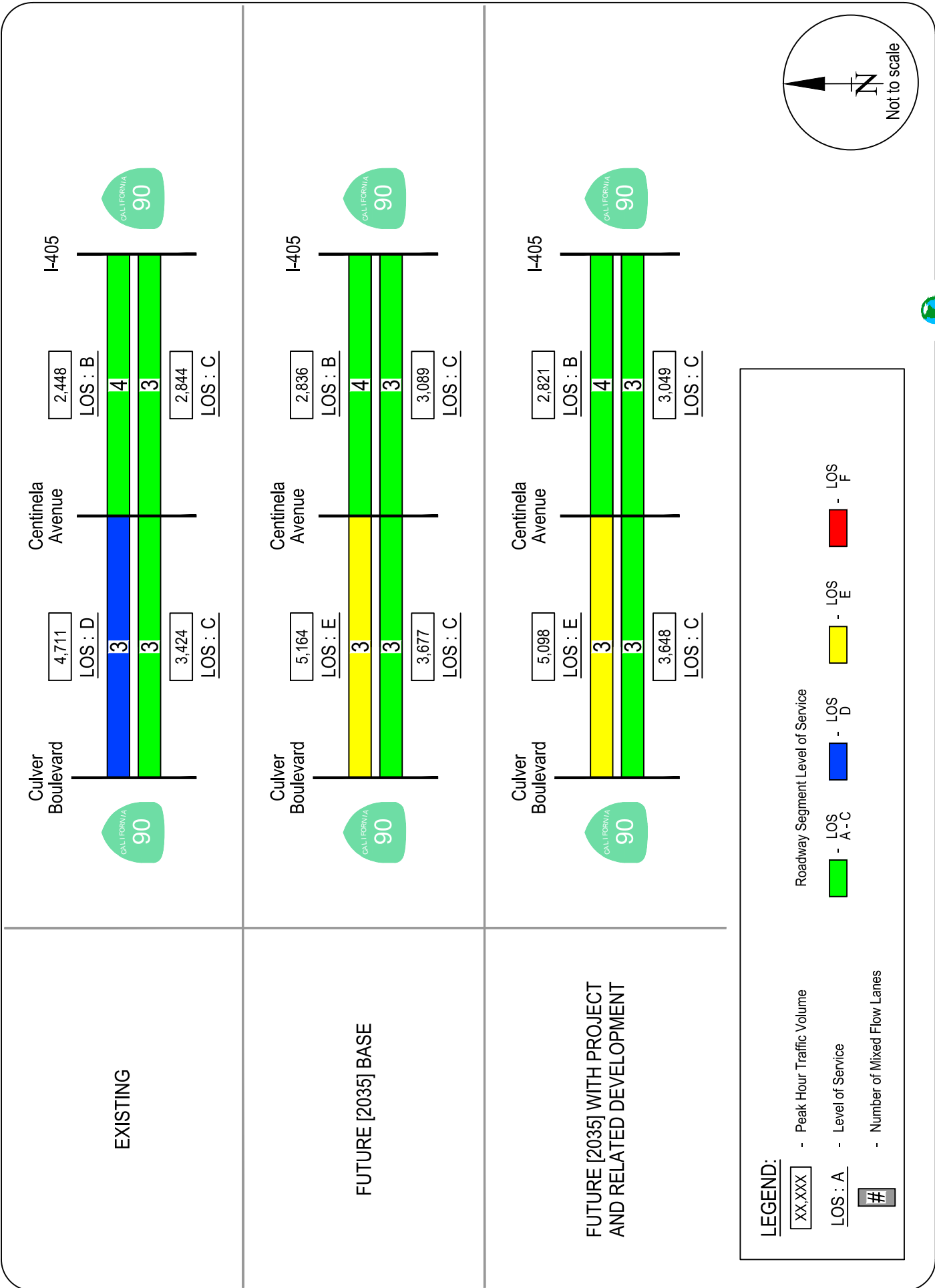


FIGURE 86E SR-90 FREEWAY SEGMENT MAINLINE AM PEAK HOUR VOLUMES AND LEVELS OF SERVICE

RAJU Associates, Inc.



## IX. ALTERNATIVE ANALYSIS

This chapter presents the results of the traffic impact analysis of project alternatives for the Landside Access Modernization Program (LAMP) Project. The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) analyze a range of reasonable alternatives to the Project or to the location of the Project that lessen or avoid significant environmental impacts while substantially attaining the objectives of the Project. Brief descriptions of these alternatives and their analyses are provided in the following sections. Future conditions with and without the alternatives, as well as traffic impacts of the alternatives in comparison to those of the proposed Project are also presented in this chapter.

Eight project alternatives have been analyzed in this study. They include the following:

- Alternative 1 – No Project Alternative, includes both Future (2024) and Future (2035) Conditions
- Alternative 2 – CONRAC with No APM, Future (2024) Conditions and Future (2035) Conditions
- Alternative 3 – Reduced Phase 1 Roadway Improvements Alternative, Future (2024) Conditions
- Alternative 4 – One ITF Parking Garage Alternative, Future (2024) and Future (2035) Conditions
- Alternative 5 – Enhanced/Integrated Transportation Demand Management Program Alternative
- Alternative 6 – Potential Reduced Related Development Alternative, Future (2035) Conditions

The same trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions as those used for the proposed Project have been utilized in the analysis and evaluation of these alternatives. A discussion of traffic operations and impacts of each of the alternatives in comparison to those of the proposed Project is also provided in this Chapter. Detailed LOS worksheets for each of the alternatives are provided in Appendix T.

## **ALTERNATIVE 1 – NO PROJECT**

Under the “No Project” alternative, none of the improvements and facilities proposed as part of the LAX Landside Access Modernization Program would occur. The proposed Project areas would continue to experience growth and be used for airport parking and existing roadways, existing private development, and other various uses at the site would continue to operate. It is expected that private parking operators would expand operations in order to capitalize on the expected growth in air passengers at LAX that would occur irrespective of the proposed Project. Rental car facilities are also expected to expand based on the anticipated projected passenger growth.

### **Future (2024) No Project Alternative**

The volumes and traffic conditions for this alternative are equivalent to the Future (2024) without Project conditions scenario as described in Chapter IV. Roadway network assumptions would also be similar to those in Future (2024) without Project conditions. Therefore, this alternative will result in traffic conditions similar to Future (2024) without Project conditions as detailed in Chapter IV. This alternative will result in no intersection traffic impacts.

### **Future (2035) No Project Alternative**

The volumes and traffic conditions for this alternative are equivalent to the Future (2035) without Project conditions scenario as described in Chapter IV. Roadway network assumptions would also be similar to those in Future (2035) without Project conditions. Therefore, this alternative will result in traffic conditions similar to Future (2035) without Project conditions as detailed in Chapter IV. This alternative will result in no intersection traffic impacts.

## **ALTERNATIVE 2 – CONRAC WITH NO APM ALTERNATIVE**

The CONRAC with No APM Alternative, Alternative 2, proposes the construction and opening of the CONRAC facility with no APM. Construction of the CONRAC would include all associated components, including the customer service building, quick turnaround area, vehicle storage, APM station, and other associated facilities. To facilitate the movement of customers prior to the opening of the APM, a consolidated busing operations would be provided to and from the CONRAC and the CTA. Under this alternative, LAWA would coordinate with the rental car

agencies at the CONRAC to develop a loop route for the busing operation to minimize congestion and avoid construction activities at other elements of the LAMP Project. It is assumed that buses would travel westbound out of the CONRAC area to Aviation Boulevard, southbound along Aviation Boulevard to Century Boulevard, and then proceed westbound along Century Boulevard to various stops at the CTA. The potential route is shown in Figure 87. For the purpose of this alternative analysis, Future (2024) conditions and Future (2035) were evaluated.

### **Future (2024) Conditions with Alternative 2**

Based on trip times, shuttle bus requirements were developed by LAWA. Based on these shuttle bus requirements, it was estimated that the bus operations would generate 104 peak hour trips under Future (2024) conditions. Utilizing the proposed route, these bus trips were combined with the Future (2024) with Phase 1 Project peak hour traffic volumes. The resulting traffic volumes represent the CONRAC with busing to terminals Alternative conditions. Table 98 summarizes the Future (2024) with Project – Alternative 2 intersection morning and evening peak hour traffic conditions analysis.

As shown in Table 98, 141 of the 183 study intersections during the morning peak hour and 121 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Twenty-eight (28) of the intersections in the morning peak hour and 31 in the evening peak hour are projected to operate at LOS E. Fourteen (14) of the intersections during the morning peak hour and 31 of the intersections in the evening peak hour are projected to operate at LOS F conditions. Additionally, this alternative was determined to cause a significant traffic impact at 3 locations during the morning peak hour and at 5 locations during the evening peak hour. A total of 7 of the 183 study intersections would be significantly impacted in the morning and/or evening peak hours and include:

- Airport Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS D
- Concourse Way & Century Boulevard – Impacted in AM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The projected Alternative 2 intersection operating conditions for the mid-day peak hour are shown in Table 99. As shown in Table 99, 33 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 3 of the intersections are projected to operate at LOS E. This alternative causes a significant traffic impact at 2 locations during the mid-day peak hour and include:

- Airport Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C

### **Comparison to Proposed Project**

Table 100 provides a comparative summary of intersection operations and traffic impacts of Alternative 2 and the proposed Phase 1 Project. This alternative causes a significant traffic impact at 3 locations during the morning peak hour and at 5 locations during the evening peak hours, compared to 2 and 5 significant impacts at locations for the proposed Phase 1 Project during the same respective peak hours under Future 2024 conditions. Overall, Alternative 2 would significantly impact 7 intersections compared to 6 intersections impacted by the proposed Phase 1 Project. One additional location, Concourse Way/Century Boulevard, would be significantly impacted with this alternative compared to the proposed Project.

During the mid-day peak hour, this alternative causes a significant traffic impact at 2 locations compared to 2 significant impacts at locations for the proposed Phase 1 Project during the same peak hour under Future 2024 conditions.

Therefore, overall conditions in 2024 under this alternative would be worse than the 2024 conditions with the proposed LAMP Phase 1 Project.

### **Future (2035) Conditions with Alternative 2**

Based on trip times, shuttle bus requirements were developed by LAWA. Based on these shuttles bus requirements, it was estimated that the bus operations would generate 113 peak hour trips under Future (2035) conditions. Utilizing the proposed route, these bus trips were combined with the Future (2035) with Project peak hour traffic volumes. The resulting traffic volumes represent the CONRAC with busing to terminals Alternative conditions. Table 98



summarizes the Future (2035) with Project – Alternative 2 intersection morning and evening peak hour traffic conditions analysis.

As shown in Table 98, 125 of the 183 study intersections during the morning peak hour and 100 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Thirty-six (36) of the intersections in the morning peak hour and 37 in the evening peak hour are projected to operate at LOS E. Twenty-two (22) of the intersections during the morning peak hour and 46 of the intersections in the evening peak hour are projected to operate at LOS F conditions. This alternative causes a significant traffic impact at one location during the morning peak hour, 5 locations during the evening peak hour, and two locations during both the morning and evening peak hours. These 8 significantly impacted intersections are:

- Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The projected Alternative 2 intersection operating conditions for the mid-day peak hour are shown in Table 99. As shown in Table 99, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 2 of the intersections are projected to operate at LOS E and 2 of the intersections projected to operate at LOS F. It can be also observed from this table that this alternative causes a significant traffic impact at 4 locations during the mid-day peak hour and include:

- Sepulveda Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C
- La Cienega Boulevard & Manchester Boulevard – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D

### **Comparison to Proposed Project**

Table 100 provides a comparative summary of intersection operations and traffic impacts of Alternative 2 and the proposed Project. It can be observed from this table that this alternative causes a significant traffic impact at 3 locations during the morning peak hour and at 7 locations during the evening peak hours, compared to 3 and 7 significant impacts at locations for the proposed Project during the same respective peak hours under Future 2035 conditions. Overall, Alternative 2 and the proposed Project would cause significant impacts at the same 8 intersections during the morning and/or evening peak hours.

During the mid-day peak hour, this alternative causes significant traffic impacts at the same 4 locations as those of the proposed Project during the same peak hour under Future 2035 conditions.

Therefore, overall conditions in 2035 with Alternative 2 would be similar to Future (2035) conditions with the Project.

### **Freeway Mainline Segment Analysis – Future (2024) with Alternative 2 Conditions**

Table 101 provides a summary of the impacted freeway segments under Future (2024) with Alternative 2 conditions based on the significant criteria during the morning and evening peak hours.

Under Future 2024 conditions, Alternative 2 would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2024 Conditions**

Table 102 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 2 and the proposed Phase 1 Project. This alternative would not result in significant traffic impacts at the 23 freeway mainline segments during the morning and/or evening peak hours. Alternative 2 and the proposed Phase 1 Project do not result in significant traffic impacts at the 23 freeway mainline segments during the same respective peak hours under Future 2024 conditions.

### **Freeway Mainline Segment Analysis – Future (2035) with Alternative 2 Conditions**

Table 103 provides a summary of the impacted freeway segments under Future (2035) with Alternative 2 conditions based on the significant criteria during the morning and evening peak hours. Under Future 2035 conditions, Alternative 2 is expected to result in significant impacts at one freeway mainline segment during the evening peak hour and includes:

- I-405 Freeway at La Cienega Boulevard

Alternative 2 would not result in significant traffic impacts at 22 of the 23 freeway mainline segments during either peak hour.

### **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2035 Conditions**

Table 104 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 2 and the proposed Phase 1 Project. This alternative would result in one significant traffic impacts which is the same number impacts when compared to locations for the proposed Phase 1 Project during the same respective peak hours under Future 2035 conditions.

### **Off-Ramp Queue Length Analysis – Future (2024) with Alternative 2 Conditions**

Table 105 summarizes the results of the off-ramp analysis for Future (2024) with Alternative 2 conditions. As indicated in the table, one of the evaluated off-ramps that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) with Alternative 2 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024) with Alternative 2 conditions.

As indicated in the table, Alternative 2 does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 2.

### **Off-Ramp Queue Length Analysis – Future (2035) with Alternative 2 Conditions**

Table 106 summarizes the results of the off-ramp analysis for Future (2035) with Alternative 2 conditions. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) with Alternative 2 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) with Alternative 2 conditions.

As indicated in the table, Alternative 2 does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 2.

### **On-Ramp Analysis – Future (2024) with Alternative 2 Conditions**

Analysis of the on-ramps was conducted for Future (2024) with Alternative 2 conditions. The results of this analysis are provided in Table 107. As indicated in the table, none of the evaluated on-ramps exceed capacity under Future (2024) with Alternative 2 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to Alternative 2.

### **On-Ramp Analysis – Future (2035) with Alternative 2 Conditions**

Analysis of the on-ramps was conducted for Future (2035) with Alternative 2 conditions. The results of this analysis are provided in Table 108. As indicated in the table, none of the

evaluated on-ramps exceed capacity under Future (2035) with Alternative 2 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to Alternative 2.

### **HCM Intersection Operations - Future (2024) with Alternative 2 Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Alternative 2 conditions are presented in Table 109 and worksheets of this analysis are included in Appendix T. As shown in Table 109, 43 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 2 would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 2 at any of the Caltrans arterial intersections similar to the Future (2024) with Phase 1 Project conditions.

### **HCM Intersection Operations - Future (2035) with Alternative 2 Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Alternative 2 conditions are presented in Table 110 and worksheets of this analysis are included in Appendix T. As shown in Table 110, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 2 would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 2 at any of the Caltrans arterial intersections similar to the Future (2035) with Project conditions.

### **ALTERNATIVE 3 – REDUCED PHASE 1 ROADWAY IMPROVEMENTS ALTERNATIVE**

Alternative 3, Reduced Phase 1 Roadway Improvements Alternative, includes facilities such as CONRAC, ITF West with one parking structure and ITF East rotary and APM with its associated stations and supporting infrastructure proposed for the LAX Landside Access Modernization Program. The roadway improvements that are not immediately essential for servicing Phase 1 facilities would be implemented during Phase 2 of project construction. Roadway improvements that would be completed in Phase 1 under Alternative 3 are shown on Figure 88. All the remaining roadway improvements proposed for the LAMP Project would be completed in Phase 2 of the proposed Project and are not included in this alternative. The roadway improvements that are included as part of this alternative include:

- 98th Street four-lane extension from Aviation Boulevard to La Cienega Boulevard.
- Concourse Way from Century Boulevard to Arbor Vitae Street.
- Widening of La Cienega Boulevard to provide three lanes in the southbound direction between Arbor Vitae Street and Century Boulevard.
- Widening of Aviation Boulevard to three lanes in both directions between the 98th Street extension and Arbor Vitae Street.
- Eastbound Century Boulevard widening to five lanes between Avion Drive and Aviation Boulevard.
- Four-lane extension of I-105 on- and off- ramps to 111th Street from Imperial Highway
- Provision of an additional eastbound lane along Arbor Vitae Street from the CONRAC exit to La Cienega Boulevard.
- Demolition of Sky Way from World Way North to the 96th Street Bridge. Access to the 96th Street bridge over Sepulveda Boulevard would still be available from southbound Sepulveda Boulevard via 96th Street west of Sepulveda Boulevard, and from 96<sup>th</sup> Street east of Sepulveda Boulevard to southbound Sepulveda Boulevard.
- New ramps from southbound Sepulveda Boulevard to connect to both the arrivals and departures levels.
- Provision of a rotary around the ITF West including a vehicular drop-off/pick-up area and west parking structure.
- Provision of four-lane New “A” Street between Westchester Parkway and Century Boulevard to provide access to the ITF West rotary.
- Provision of a rotary around the ITF East including a commercial vehicle and private vehicle pick-up and drop-off areas.

Utilizing the traffic volume forecast developed for this Alternative 3 – Reduced Phase 1 Roadway Improvements Alternative and the resulting intersection lane configurations,

intersection traffic conditions analyses were conducted. Table 111 summarizes the morning and evening peak hour traffic conditions analysis associated with this alternative at all study locations.

As shown in Table 111, 140 of the 183 study intersections during the morning peak hour and 120 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Twenty-seven (27) of the intersections in the morning peak hour and 32 in the evening peak hour are projected to operate at LOS E. Sixteen (16) of the intersections during the morning peak hour and 31 of the intersections in the evening peak hour are projected to operate at LOS F conditions. This alternative causes a significant traffic impact at 2 locations during the morning peak hour, 4 locations during the evening peak hour, and 3 locations during both the morning and evening peak hours. These 9 significantly impacted intersections are:

- Airport Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS C
- Airport Boulevard & 98<sup>th</sup> Street – Impacted in PM Peak Hour at LOS C
- Airport Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street - Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS E
- Aviation Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS D and in PM Peak Hour at LOS F
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS E
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The projected Alternative 3 intersection operating conditions for the mid-day peak hour are shown in Table 112. As shown in Table 112, 33 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 3 of the intersections are projected to operate at LOS E. This alternative causes a significant traffic impact at 2 locations during the mid-day peak hour and include:

- Airport Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C

## **Comparison to Proposed Project**

Table 113 provides a comparative summary of intersection operations and traffic impacts of Alternative 3 with those for the proposed Phase 1 Project. It can be observed from this table that this alternative causes a significant traffic impact at 5 locations during the morning peak hour and at 7 locations during the evening peak hours, compared to 2 and 5 locations during the same peak hour, respectively, for the proposed Phase 1 Project under Future 2024 conditions. Overall, Alternative 3 would cause significant impacts at 9 intersections compared to 6 intersections impacted by the proposed Phase 1 Project in Future (2024) conditions. This alternative would cause significant impacts at the following three additional locations: Airport Boulevard & Westchester Parkway/Arbor Vitae Street, Airport Boulevard & 98<sup>th</sup> Street, and Aviation Boulevard & Century Boulevard.

During the mid-day peak hour, this alternative causes a significant traffic impact at 2 locations compared to 2 significant impacts at locations for the proposed Phase 1 Project during the same peak hour under Future 2024 conditions.

Intersection improvements, similar to that of the proposed Project, were identified to alleviate the significant impacts of the Alternative 3 Project consist of the following: TDM program with a 5% employee trip reduction, signal system corridor improvements, physical improvements such as minor widening, I-405 Freeway auxiliary lane improvement from El Segundo Boulevard to Imperial Highway and an additional northbound lane along La Cienega Boulevard between Century Boulevard and Imperial Highway.

Specific intersection improvements at the impacted locations are discussed below:

- **Airport Boulevard & Westchester Parkway/Arbor Vitae Street**

The improvement would provide a separate right-turn lane on the westbound approach. The westbound approach would have a left-turn lane, two through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- **Airport Boulevard & 98<sup>th</sup> Street**

Implementation of TDM Program would fully mitigate the significant impact at this location.



- Airport Boulevard & Century Boulevard

The improvement would provide a signal modification to include a southbound right-turn overlap arrow, allowing right-turning vehicles to proceed at the same time the eastbound left-turn turn arrow is green. This improvement would require the prohibition of 'U'-turns in the eastbound direction. Implementation of this improvement would fully mitigate the significant impact at this location. If the prohibition of eastbound U-turns is not approved by LADOT, then this intersection would remain significantly impacted.

- Aviation Boulevard & Arbor Vitae Street

This improvement would align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and provide the installation of a signal at the intersection of Isis Avenue/Concourse Way & Arbor Vitae Street. The provision of a traffic signal at this location would allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard & Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way would not be permitted. Implementation of this improvement would partially mitigate the significant impact at this location. Therefore, this impact would remain significant and unavoidable.

- Aviation Boulevard & Century Boulevard

Implementation of the TDM Program would improve operations at this location. However, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable.

- La Cienega Boulevard & Florence Avenue

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Arbor Vitae Street

- The improvement includes contribution to design and implementation of signal system improvement. The signal system improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

- La Cienega Boulevard & Century Boulevard

The improvement includes restriping the intersection to provide northbound and southbound dual left-turn lanes and a separate westbound right-turn lane. The northbound approach would be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach would be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared

through-right turn lane would be restriped to a right-turn lane only. The westbound approach would have a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- Inglewood Avenue & Century Boulevard

The improvement includes contribution to design and implementation of signal system improvement. This improvement would increase the intersection capacity by a total of 10% (a 0.10 improvement in V/C ratio). Implementation of this improvement would fully mitigate the significant impact at this location.

The projected Future (2024) with Phase 1 Project and Mitigation Measures – Alternative 3 intersection operating conditions for the morning and evening peak hours are shown in Table 111 and in Table 112 for mid-day peak hour conditions. Based on the significant criteria established by the various jurisdictions within the study area, as indicated in the Tables 111 and 112, the recommended improvements would fully mitigate the project-related impacts under Future (2024) with the proposed Phase 1 Project – Alternative 3 at seven of the nine significantly impacted intersections. A residual significant impact would remain at the intersections of Aviation Boulevard/Arbor Vitae Street and Aviation Boulevard/Century Boulevard during the morning and evening peak hours. In comparison, no significant impacts would remain under the proposed Phase 1 Project with mitigation measures conditions.

### **Freeway Mainline Segment Analysis – Future (2024) with Alternative 3 Conditions**

Table 114 provides a summary of the impacted freeway segments under Future (2024) with Alternative 3 conditions based on the significant criteria during the morning and evening peak hours.

Under Future 2024 conditions, Alternative 3 would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Freeway Mainline Segment Analysis – Future (2024) with Alternative 3 and Mitigation Measures Conditions**

Table 115 provides a summary of the impacted freeway segments under Future (2024) with Alternative 3 and Mitigation Measures conditions based on the significant criteria during the morning and evening peak hours.

Under Future 2024 conditions, Alternative 3 with mitigation measures would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours.

### **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2024 Conditions**

Table 116 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 3 and the proposed Phase 1 Project without and with mitigation measures. This alternative would not result in significant traffic impacts at the 23 freeway mainline segments during the morning and/or evening peak hours. Alternative 3 without and with mitigation measures and the proposed Phase 1 Project do not result in significant traffic impacts at the 23 freeway mainline segments during the same respective peak hours under Future 2024 conditions.

### **Off-Ramp Queue Length Analysis – Future (2024) with Alternative 3 Conditions**

Table 117 summarizes the results of the off-ramp analysis for Future (2024) with Alternative 3 conditions. As indicated in the table, one of the evaluated off-ramps that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) with Alternative 3 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024) with Alternative 3 conditions.

As indicated in the table, Alternative 3 does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 3 similar to that of the proposed Project.

### **Off-Ramp Queue Length Analysis – Future (2024) with Alternative 3 and Mitigation Measures Conditions**

Table 118 summarizes the results of the off-ramp analysis for Future (2024) with Alternative 3 and Mitigation Measures conditions. As indicated in the table, one of the evaluated off-ramps

that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) with Alternative 3 and Mitigation Measures conditions and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024) with Alternative 3 and Mitigation Measures conditions.

As indicated in the table, Alternative 3 does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

#### **On-Ramp Analysis – Future (2024) with Alternative 3 Conditions**

Analysis of the on-ramps was conducted for Future (2024) with Alternative 3 conditions. The results of this analysis are provided in Table 119. As indicated in the table, none of the evaluated on-ramps exceed capacity under Future (2024) with Alternative 2 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to Alternative 3 similar to that of the proposed Project.

#### **On-Ramp Analysis – Future (2024) with Alternative 3 and Mitigation Measures Conditions**

Analysis of the on-ramps was conducted for Future (2024) with Alternative 3 and Mitigation Measures conditions. The results of this analysis are provided in Table 120. As indicated in the table, none of the evaluated on-ramps exceed capacity under Future (2024) with Alternative 3 and Mitigation Measures conditions during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to Alternative 3 with mitigation measures similar to that of the proposed Project.

#### **HCM Intersection Operations - Future (2024) with Alternative 3 Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Alternative 3 conditions are presented in Table 121 and worksheets of this analysis are included in Appendix T. As

shown in Table 121, 43 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 3 would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 3 at any of the Caltrans arterial intersections similar to that of the proposed Project.

### **HCM Intersection Operations - Future (2024) with Alternative 3 and Mitigation Measures Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Alternative 3 and Mitigation Measures conditions are presented in Table 122 and worksheets of this analysis are included in Appendix T. As shown in Table 122, 42 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Four (4) of the intersections in the morning peak hour and 6 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 3 with mitigation measures would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 3 with mitigation measures at any of the Caltrans arterial intersections similar to that of the proposed Project.

### **ALTERNATIVE 4 – ONE ITF PARKING GARAGE ALTERNATIVE**

Alternative 4 would consist of all proposed Project components except for the public parking structure at one of the ITFs (ITF East). The site without the public parking structure would still include the development of an APM station and internal circulation, as well as development of a surface parking lot.

This alternative evaluates future conditions in 2024 and 2035 with Project that includes only the ITF West Parking Garage. Traffic conditions were simulated for this alternative with all Phase 1 and Buildout roadways per the proposed LAMP Project definitions. Surface parking was assumed in ITF East as well as the planned rotaries for auto and other modes. Table 123 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative.

#### **Future (2024) Conditions with Alternative 4**

As shown in Table 123, 141 of the 183 study intersections during the morning peak hour and 122 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Twenty-eight (28) of the intersections in the morning peak hour and 30 in the evening peak hour are projected to operate at LOS E. Fourteen (14) of the intersections during the morning peak hour and 31 of the intersections in the evening peak hour are projected to operate at LOS F conditions. This alternative causes a significant traffic impact at one locations during the morning peak hour, 4 locations during the evening peak hour, and one location during both the morning and evening peak hours. These 6 significantly impacted intersections are:

- Airport Boulevard & Century Boulevard – Impacted in PM Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS D
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The projected Alternative 4 intersection operating conditions for the mid-day peak hour are shown in Table 124. As shown in Table 124, 33 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 3 of the intersections are projected to operate at LOS E. It can be also observed from this table that this alternative causes a significant traffic impact at 2 locations during the mid-day peak hour and include:

- Airport Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C

***Comparison to Proposed Project***

Table 125 provides a comparative summary of intersection operations and traffic impacts of Alternative 4 and the proposed Phase 1 Project. It can be observed from this table that this alternative causes a significant traffic impact at 2 locations during the morning peak hour and at 5 locations during the evening peak hours, compared to the same 2 and 5 significant impacts at locations for the proposed Phase 1 Project during the same respective peak hours under Future 2024 conditions. Overall, Alternative 4 and the proposed Phase 1 Project would cause significant impacts at the same 6 intersections during the morning and/or evening peak hours.

During the mid-day peak hour, this alternative causes significant traffic impacts at the same 2 locations as those of the proposed Phase 1 Project during the same peak hour under Future 2024 conditions.

Therefore, overall intersection traffic impact conditions in Future (2024) with Alternative 4 would be similar to those of proposed Project.

**Future (2035) Conditions with Alternative 4**

As shown in Table 123, 125 of the 183 study intersections during the morning peak hour and 100 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Thirty-six (36) of the intersections in the morning peak hour and 37 in the evening peak hour are projected to operate at LOS E. Twenty-two (22) of the intersections during the morning peak hour and 46 of the intersections in the evening peak hour are projected to operate at LOS F conditions. This alternative causes a significant traffic impact at one location during the morning peak hour, 5 locations during the evening peak hour, and two locations during both the morning and evening peak hours. These 8 significantly impacted intersections are:

- Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F

- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The Alternative 4 intersection operating conditions projected for the mid-day peak hour are shown in Table 124. As shown in Table 124, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 2 of the intersections are projected to operate at LOS E and 2 of the intersections projected to operate at LOS F. It can be also observed from this table that this alternative causes a significant traffic impact at 4 locations during the mid-day peak hour and include:

- Sepulveda Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C
- La Cienega Boulevard & Manchester Boulevard – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D

### ***Comparison to Proposed Project***

Table 125 provides a comparative summary of intersection operations and traffic impacts of Alternative 4 and the proposed Project. It can be observed from this table that this alternative causes a significant traffic impact at 3 locations during the morning peak hour and at 7 locations during the evening peak hours, compared to 3 and 7 significant impacts at locations for the proposed Project during the same respective peak hours under Future 2035 conditions. Overall, Alternative 4 and the proposed Project would cause significant impacts at the same 8 intersections during the morning and/or evening peak hours.

During the mid-day peak hour, this alternative causes significant traffic impacts at the same 4 locations as those of the proposed Project during the same peak hour under Future 2035 conditions.

Therefore, overall intersection traffic impacts would be similar to Future (2035) with Alternative 4 compared to those of Future (2035) with Project conditions.



### **Freeway Mainline Segment Analysis – Future (2024) with Alternative 4 Conditions**

Table 126 provides a summary of the impacted freeway segments under Future (2024) with Alternative 4 conditions based on the significant criteria during the morning and evening peak hours.

Under Future 2024 conditions, Alternative 4 would not result in significant impacts at the 23 freeway mainline segments during the morning and/or evening peak hours similar to those of the proposed Project.

### **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2024 Conditions**

Table 127 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 4 and the proposed Phase 1 Project. This alternative would not result in significant traffic impacts at the 23 freeway mainline segments during the morning and/or evening peak hours. Alternative 4 and the proposed Phase 1 Project do not result in significant traffic impacts at the 23 freeway mainline segments during the same respective peak hours under Future 2024 conditions.

### **Freeway Mainline Segment Analysis – Future (2035) with Alternative 4 Conditions**

Table 128 provides a summary of the impacted freeway segments under Future (2035) with Alternative 4 conditions based on the significant criteria during the morning and evening peak hours. Under Future 2035 conditions, Alternative 4 is expected to result in significant impacts at one freeway mainline segment during the evening peak hour and includes:

- I-405 Freeway at La Cienega Boulevard

Alternative 4 would not result in significant traffic impacts at 22 of the 23 freeway mainline segments during either peak hour similar to those of the proposed Project.

## **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2035 Conditions**

Table 129 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 4 and the proposed Phase 1 Project. This alternative would result in one significant traffic impacts which is the same number impacts when compared to locations for the proposed Phase 1 Project during the same respective peak hours under Future 2035 conditions.

### **Off-Ramp Queue Length Analysis – Future (2024) with Alternative 4 Conditions**

Table 130 summarizes the results of the off-ramp analysis for Future (2024) with Alternative 4 conditions. As indicated in the table, one of the evaluated off-ramps that continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2024) with Alternative 4 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2024) with Alternative 4 conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 4 similar to those of the proposed Project.

### **Off-Ramp Queue Length Analysis – Future (2035) with Alternative 4 Conditions**

Table 131 summarizes the results of the off-ramp analysis for Future (2035) with Alternative 4 conditions. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) with Alternative 4 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) with Alternative 4 conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 4 similar to those of the proposed Project.

#### **On-Ramp Analysis – Future (2024) with Alternative 4 Conditions**

Analysis of the on-ramps was conducted for Future (2024) with Alternative 4 conditions. The results of this analysis are provided in Table 132. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2024) with Alternative 4 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the Alternative 4 similar to those of the proposed Project.

#### **On-Ramp Analysis – Future (2035) with Alternative 4 Conditions**

Analysis of the on-ramps was conducted for Future (2035) with Alternative 4 conditions. The results of this analysis are provided in Table 133. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2035) with Alternative 4 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the Alternative 4 similar to those of the proposed Project.

#### **HCM Intersection Operations - Future (2024) with Alternative 4 Conditions**

The results of the HCM 2010 intersection analysis for Future (2024) with Alternative 4 conditions are presented in Table 134 and worksheets of this analysis are included in Appendix T. As shown in Table 134, 43 of the analyzed intersections during the morning peak hour and 41 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Three (3) of the intersections in the morning peak hour and 6 intersections in the

evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 4 would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 4 at any of the Caltrans arterial intersections similar to those of the proposed Project.

#### **HCM Intersection Operations - Future (2035) with Alternative 4 Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Alternative 4 conditions are presented in Table 135 and worksheets of this analysis are included in Appendix T. As shown in Table 135, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 4 is would not cause of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 4 at any of the Caltrans arterial intersections similar to those of the proposed Project.

#### **ALTERNATIVE 5 - ENHANCED/INTEGRATED TRANSPORTATION DEMAND MANAGEMENT PROGRAM (TDM) ALTERNATIVE**

This specific alternative, the Integrated Airport Ground Access Transportation Demand Management Program (“Integrated TDM”), works in concert with LAMP – the APM, CONRAC, East and West ITF’s and accompanying operating system that modifies transportation access options into and out of the Central Terminal Area, and surrounding improved arterial roadways – by providing to employees and passengers driving alone to LAX a robust, dynamic and organized set of transportation choices. This Integrated TDM would be powered by a web-based platform that would provide people with an economical mobility option, a positive guest experience, and a reliable and safe way to connect to and from work or air travel.

The Integrated TDM alternative would involve the following strategic implementation approaches:

- Phase 1 – LAX and Adjacent Area Employee Mobility Choice Program
- Phase 2 – Passenger Mobility Choice Program

A brief description of each of these components follows.

### **Phase 1 – LAX and Adjacent Area Employee Mobility Choice Program**

A LAX-area *Employee Mobility Choice* program that offers a series of economical, convenient and attractive home-to-work transportation options that provides not only area traffic and greenhouse gas emission reduction benefits, but also economic, health and other benefits is proposed as a pilot-program in this phase of implementation.

This first phase of the Integrated TDM Program would provide employees with a significant increase in their choices of how they get to/from work. This component of the Integrated TDM Program alternative would be implemented upon Project approval and would be fully in place prior to the completion of Phase I (2024).

While LAWA provides employers and employees with good options for vanpooling, carpooling and transit passes, the Integrated TDM Program builds upon these existing programs by providing significantly more robust transportation choices that are *demand-based, economical and provide an excellent guest experience*, so that:

- Employees could “reserve a seat” on a free home-to-work shuttle from a web-based application. Employees would need to sign-up online first by providing their employment verification and home location. They could then access the reservation portal and reserve a seat at a time of their choosing. The employee would receive a reservation confirmation and a “reminder text” of their ride pick up location and time up to three times prior to their ride - three hours, one hour and 30 minutes prior;
- Employees would be picked up within two to three blocks of their home and be taken to work on a vehicle that would be equipped with WiFi and comfortable seating to enhance convenience and reduce driving stress for LAX-area employees;

- Employees would have an “anytime mobility” benefit of having access to a car in the event of such need due to work or personal reasons. These vehicles would be placed at various conveniently accessible locations within the LAX-area boundaries and could be activated by the same web-based application used for reserving and utilizing home-to-work transportation. As the employee is already a registered user of the system, the employee would be “pre-authorized” – or could authorize at the time of need – for use of the vehicle;
- Employees who live within proximity of the growing Metro rail and Bus Rapid Transit (BRT) services would receive both “first/last” mile connection service options to Metro stations/stops and home/work locations, as well as potential combined transit/connection service pass discounts;
- The web-based application and reservation system, along with built in RFID technology, would enable LAWA to track program success, survey employees on a regular basis on program effectiveness, and provide public agencies (i.e., LADOT, SCAQMD, CARB, etc.) with program participation levels and, subsequently, trip reduction metrics.

Implementation of the Phase 1 component of the Enhanced / Integrated Travel Demand Management Program has the potential to reduce 10 to 12% of the daily trips associated with the LAX area employee trips. This alternative under Future (2024) conditions would result in improved operating conditions, particularly at the study intersections located in the path of travel of the employees benefiting from the Program compared to the Future (2024) with Phase 1 Project.

### **Phase 2 – Passenger Mobility Choice Program**

The strategic focus of the second phase of the Integrated TDM Program that provides *passengers* with a substantial increase in their choices of how they get to/from the airport would begin upon successful implementation of the Phase 1 - Employee Mobility Choice element or by 2024, whichever first occurs.

In this alternative, the LAMP program in the future would enable more access between LAX and the regional public transit system. There are several ground access options available to passengers traveling to/from LAX today. However, these transportation options – and those options yet to emerge within a growing set of transportation choices in this region – have not been organized and provided to people in convenient, economical and attractive packages or as a *service*. The Phase 2 of the Integrated TDM Program would provide passengers with not only

more robust transportation choices resulting in positive travel experience, but also the convenience of selecting from a menu of choices that fits their budget, lifestyle and occasion.

This phase of the Integrated TDM would provide ground access services that are *demand-based, economical and provide an excellent guest experience*. They include the following elements:

- Passengers purchasing airline tickets could select one of several options for their ground trip to LAX and their return trip from LAX. LAWA would work with public and private sector operators (i.e., Metro, TNC's, transportation service providers, etc.) and those airlines serving LAX to develop and provide multi-modal ground transportation options including parking options;
- A web-based platform would aggregate passenger ground transportation orders and organize daily airport ground transportation services, with vehicles dispatched based on transport-type, geography, etc.;
- Ground transportation services could include, but would not be limited to:
  - Transportation Network Company (TNC) direct-connect services;
  - Airport Shuttle direct-connect services from designated *LAX Connect* Metro rail stations;
  - FlyAway bus, jitney and on-demand 1<sup>st</sup>/Last Mile connector services;
- The web-based application and reservation system, along with built in RFID technology, would enable LAWA to track program success, survey passengers on a regular basis on program effectiveness, and provide public agencies (i.e., LADOT, SCAQMD, CARB, etc.) with program participation levels and, subsequently, trip reduction metrics.

Implementation of the Phase 2 component (Passenger Mobility Choice Element) of the Integrated Travel Demand Management Program Alternative has the potential to reduce the daily trips associated with the LAX area employee as well as LAX passenger trips by an additional amount beyond the 10 to 12% of the LAX area employment trips expected to be reduced by the Phase 1 implementation. This alternative under Future (2035) conditions would result in improved operating conditions, particularly at the study intersections located in the path of travel of the employees and passengers benefiting from the Program compared to the Future (2035) with LAMP Project.

## **ALTERNATIVE 6 – REDUCED POTENTIAL FUTURE RELATED DEVELOPMENT ALTERNATIVE**

This alternative evaluates Future (2035) conditions with LAMP Project and reduced potential future related development. The parcels proposed for potential future related development are located adjacent to the CONRAC, ITF East, APM Maintenance and Storage Facility, and the ITF West. As with the proposed Project and Potential Future Related Development scenario, these parcels would be used for construction laydown and staging areas during construction of the proposed Project, but would be available for future development upon completion of the Project. It is expected that development on these parcels would occur sometime beyond 2030 and be completed by independent third-party developers (non-LAWA interests).

While land use designations and design guidelines have been developed to guide future development of these parcels, this Alternative assumes that only half of the development proposed as part of the proposed Project and Potential Future Related Development scenario would occur (i.e., approximately 450,000 square feet total of commercial development rather than the 900,000 square feet total assumed as part of the proposed Project). Similar to the proposed Project and Potential Future Related Development scenario, Alternative 6 would provide for new office space, hotels, restaurants, clothing stores, and a conference center, as well as many other amenities such as theaters, fitness centers, layover facilities, and more, but at a smaller scale.

Utilizing the traffic volume forecasts developed for Future (2035) with Project and Reduced Potential Future Related Development – Alternative 6 and the future intersection lane configurations, intersection traffic conditions analyses were conducted. Table 136 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative.

As shown in Table 136, 126 of the 183 study intersections during the morning peak hour and 99 of the 183 study intersections during the evening peak hour are expected to operate at LOS D or better. Thirty-five (35) of the intersections in the morning peak hour and 39 in the evening peak hour are projected to operate at LOS E. Twenty-two (22) of the intersections during the morning peak hour and 45 of the intersections in the evening peak hour are projected to operate at LOS F conditions. This alternative causes a significant traffic impact at two locations during the morning peak hour, 5 locations during the evening peak hour, and two locations during both the morning and evening peak hours. These 9 significantly impacted intersections are:



- Sepulveda Boulevard & Westchester Parkway – Impacted in AM Peak Hour at LOS D
- Sepulveda Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS E
- Aviation Boulevard & Arbor Vitae Street - Impacted in PM Peak Hour at LOS F
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway – Impacted in PM Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard - Impacted in PM Peak Hour at LOS F
- La Cienega Boulevard & Arbor Vitae Street – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in AM Peak Hour at LOS F and in PM Peak Hour at LOS F
- Inglewood Avenue & Century Boulevard – Impacted in PM Peak Hour at LOS F

The projected Alternative 6 intersection operating conditions for the mid-day peak hour are shown in Table 137. As shown in Table 137, 32 of the 36 study intersections during the mid-day peak hour are expected to operate at LOS D or better, while 2 of the intersections are projected to operate at LOS E and 2 of the intersections projected to operate at LOS F. This alternative causes a significant traffic impact at 5 locations during the mid-day peak hour and include:

- Sepulveda Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D
- Aviation Boulevard & Arbor Vitae Street – Impacted in MD Peak Hour at LOS C
- La Cienega Boulevard & Florence Avenue - Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Manchester Boulevard – Impacted in MD Peak Hour at LOS F
- La Cienega Boulevard & Century Boulevard – Impacted in MD Peak Hour at LOS D

### **Comparison to Proposed Project**

Table 138 provides a comparative summary of intersection operations and traffic impacts of Alternative 6 and the proposed Project with Potential Future Related Development. It can be observed from this table that this alternative causes a significant traffic impact at 4 locations during the morning peak hour and at 7 locations during the evening peak hours, compared to 5 and 8 significant impacts at locations for the proposed Project and Potential Future Related Development scenario during the same respective peak hours under Future 2035 conditions. Overall, Alternative 6 would significantly impact 9 intersections compared to 11 intersections impacted by the proposed Project and Potential Future Related Development scenario. The reduced development alternative, Alternative 6, unlike the proposed Project and Potential Future Related Development scenario would not cause significant impacts at two intersection locations.

During the mid-day peak hour, this alternative causes significant traffic impacts at the same 5 locations as those of the proposed Project and Potential Future Related Development under Future 2035 conditions.

### **Freeway Mainline Segment Analysis – Future (2035) with Alternative 6 Conditions**

Table 139 provides a summary of the impacted freeway segments under Future (2035) with Alternative 6 conditions based on the significant criteria during the morning and evening peak hours. Under Future 2035 conditions, Alternative 6 is expected to result in significant impacts at three freeway mainline segments during the evening peak hour and includes:

- I-405 Freeway at La Tijera Boulevard
- I-405 Freeway at La Cienega Boulevard
- I-105 Freeway west of Crenshaw Boulevard

Alternative 6 would not result in significant traffic impacts at 20 of the 23 freeway mainline segments during either peak hour similar to those of the proposed Project.

### **Comparison to Proposed Project – Freeway Mainline Segment Analysis Future 2035 Conditions**

Table 140 provides a comparative summary of freeway segment operations and traffic impacts of Alternative 6 and the proposed Phase 1 Project. This alternative would result in three significant traffic impacts compared to one significant traffic impacts to locations for the proposed Phase 1 Project during the same respective peak hours under Future 2035 conditions.

### **Future (2035) with Alternative 6 – HOV Traffic Volumes and Operating Conditions**

The Future (2035) with Alternative 6 peak hour traffic volumes are shown in Table 141. Table 141 also summarizes the freeway HOV segment operations, density and corresponding LOS, during the morning and evening peak hour for Future (2035) with Alternative 6. Detailed HCM 2010 LOS worksheets are provided in Appendix T.

As shown in Table 141, 3 of the 4 analyzed segments during the morning peak hour and evening peak hour are projected to continue to operate at LOS D or better on weekdays. One (1) of the

analyzed segments in the morning peak hour and evening peak hour is projected to operate at LOS E. The freeway HOV segments projected to operate at LOS E during one or more peak hours include:

- I-405 Freeway at La Tijera Boulevard
  - Southbound direction – LOS E, AM and PM Peak Hours

Based on the significance criteria, no significant impacts would result on the HOV facilities due to the Alternative 6 similar to those of the proposed Project.

### **Off-Ramp Queue Length Analysis – Future (2035) with Alternative 6 Conditions**

Table 142 summarizes the results of the off-ramp analysis for Future (2035) with Alternative 6 conditions. As indicated in the table, one of the evaluated off-ramps continues to have a queue that exceeds the off-ramp storage length that would result in backing up into the freeway mainline under Future (2035) with Alternative 6 and includes:

- Sepulveda Boulevard & I-105 Westbound Off-Ramp (n/o Imperial Highway)

The queue on the I-105 Westbound Off-Ramp is projected to continue to occur during the morning peak hour under Future (2035) with Alternative 6 conditions.

As indicated in the table, the Project does not increase traffic to this off-ramp. Details of the off-ramp analyses including associated worksheets and additional information related to analysis of Caltrans off-ramp facilities is provided in Appendix T.

Based on the significance criteria, no significant impacts would result on the freeway off-ramps due to Alternative 6 similar to those of the proposed Project.

### **On-Ramp Analysis – Future (2035) with Alternative 6 Conditions**

Analysis of the on-ramps was conducted for Future (2035) with Alternative 6 conditions. The results of this analysis are provided in Table 143. As indicated in the tables, none of the evaluated on-ramps exceed capacity under Future (2035) with Alternative 6 during both the morning and evening peak hour.

Based on the significance criteria, no significant impacts would result on the freeway on-ramps due to the Alternative 6 similar to those of the proposed Project.

### **HCM Intersection Operations - Future (2035) with Alternative 6 Conditions**

The results of the HCM 2010 intersection analysis for Future (2035) with Alternative 6 conditions are presented in Table 144 and worksheets of this analysis are included in Appendix T. As shown in Table 144, 41 of the analyzed intersections during the morning peak hour and 40 analyzed intersections during the evening peak hour are projected to operate at LOS D or better on weekdays. Five (5) of the intersections in the morning peak hour and 7 intersections in the evening peak hour are projected to operate at LOS E. Two (2) of the analyzed intersections during the morning peak hour and one (1) analyzed intersection in evening peak hour are projected to operate at LOS F conditions.

Alternative 6 would not cause any of the analyzed intersections to deteriorate to LOS F. Based on the significance criteria, no significant impacts would result due to Alternative 6 at any of the Caltrans arterial intersections similar to those of the proposed Project.

TABLE 98  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 2			
			V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.649	B	No	0.647	B	-0.002	No	0.718	C	0.715	C	-0.003	No
		PM	0.831	D	No	0.827	D	-0.004	No	0.920	E	0.917	E	-0.003	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.822	D	No	0.813	D	-0.009	No	0.827	D	0.825	D	-0.002	No
		PM	0.750	C	No	0.736	C	-0.014	No	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.539	A	No	0.528	A	-0.011	No	0.556	A	0.553	A	-0.003	No
		PM	0.543	A	No	0.534	A	-0.009	No	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.689	B	No	0.682	B	-0.007	No	0.713	C	0.706	C	-0.007	No
		PM	0.548	A	No	0.540	A	-0.008	No	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.956	E	No	0.949	E	-0.007	No	0.983	E	0.981	E	-0.002	No
		PM	0.890	D	No	0.876	D	-0.014	No	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.734	C	No	0.726	C	-0.008	No	0.762	C	0.759	C	-0.003	No
		PM	0.863	D	No	0.856	D	-0.007	No	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.453	A	No	0.449	A	-0.004	No	0.483	A	0.481	A	-0.002	No
		PM	0.497	A	No	0.498	A	0.001	No	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.459	A	No	0.456	A	-0.003	No	0.457	A	0.455	A	-0.002	No
		PM	0.313	A	No	0.306	A	-0.007	No	0.362	A	0.354	A	-0.008	No
9	Pershing Drive & Imperial Highway	AM	0.520	A	No	0.520	A	-0.008	No	0.550	A	0.541	A	-0.009	No
		PM	0.460	A	No	0.444	A	-0.016	No	0.501	A	0.486	A	-0.015	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.763	C	No	0.761	C	-0.002	No	0.781	C	0.779	C	-0.002	No
		PM	0.895	D	No	0.885	D	-0.010	No	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.685	B	No	0.686	B	0.001	No	0.694	B	0.701	C	0.007	No
		PM	0.619	B	No	0.624	B	0.005	No	0.633	B	0.632	B	-0.001	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.931	E	No	0.934	E	0.003	No	0.966	E	0.966	E	0.000	No
		PM	0.915	E	No	0.911	E	-0.004	No	0.973	E	0.973	E	0.000	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	No	0.914	E	-0.001	No	0.942	E	0.941	E	-0.001	No
		PM	0.863	D	No	0.864	D	0.001	No	0.892	D	0.891	D	-0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.666	B	No	0.669	B	0.003	No	0.689	B	0.691	B	0.002	No
		PM	0.667	B	No	0.664	B	-0.003	No	0.686	B	0.682	B	-0.004	No
15	Lincoln Boulevard & Bali Way	AM	0.578	A	No	0.578	A	0.000	No	0.607	B	0.608	B	0.001	No
		PM	0.619	B	No	0.620	B	0.001	No	0.646	B	0.643	B	-0.003	No
16	Lincoln Boulevard & Mindanao Way	AM	0.773	C	No	0.775	C	0.002	No	0.808	D	0.807	D	-0.001	No
		PM	0.849	D	No	0.857	D	0.008	No	0.882	D	0.890	D	0.008	No
17	Lincoln Boulevard & Fiji Way	AM	0.672	B	No	0.671	B	-0.001	No	0.694	B	0.691	B	-0.003	No
		PM	0.791	C	No	0.800	D	0.009	No	0.818	D	0.826	D	0.008	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.838	D	No	0.839	D	0.001	No	0.825	D	0.821	D	-0.004	No
		PM	0.700	B	No	0.699	B	-0.001	No	0.742	C	0.739	C	-0.003	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.636	B	No	0.639	B	0.003	No	0.683	B	0.680	B	0.007	No
		PM	0.517	A	No	0.520	A	0.003	No	0.551	A	0.553	A	0.002	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.722	C	No	0.728	C	0.006	No	0.739	C	0.744	C	0.005	No
		PM	0.646	B	No	0.662	B	0.016	No	0.677	B	0.679	B	0.002	No
21	Lincoln Boulevard & 83rd Street	AM	1.049	F	No	1.049	F	0.006	No	1.020	F	1.027	F	0.007	No
		PM	0.742	C	No	0.748	C	0.006	No	0.791	C	0.794	C	0.003	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.859	D	No	0.866	D	0.007	No	0.815	D	0.821	D	0.006	No
		PM	0.781	C	No	0.777	C	-0.004	No	0.850	D	0.850	D	0.000	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.414	A	No	0.427	A	0.013	No	0.419	A	0.417	A	-0.002	No
		PM	0.429	A	No	0.468	A	0.039	No	0.430	A	0.476	A	0.046	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.961	E	No	0.961	E	0.000	No	0.995	E	0.995	E	0.000	No
		PM	0.891	D	No	0.891	D	0.000	No	0.955	E	0.956	E	0.001	No
25	Centinela Avenue & Washington Place	AM	0.835	D	No	0.836	D	0.001	No	0.891	D	0.892	D	0.001	No
		PM	0.957	E	No	0.957	E	0.000	No	0.987	E	0.988	E	0.001	No
26	Centinela Avenue & Washington Boulevard	AM	0.888	D	No	0.889	D	0.001	No	0.924	E	0.925	E	0.001	No
		PM	0.989	E	No	0.990	E	0.001	No	1.041	F	1.042	F	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.955	E	No	0.956	E	0.001	No	1.023	F	1.025	F	0.002	No
		PM	1.080	F	No	1.081	F	0.001	No	1.127	F	1.127	F	0.000	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.552	A	No	0.553	A	0.001	No	0.604	B	0.605	B	0.001	No
		PM	0.501	A	No	0.501	A	0.000	No	0.517	A	0.525	A	0.008	No

TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 2			
			V/C OR DELAY	LOS	IMPACT	V/C	CHANGE IN V/C	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.695	B	No	0.691	B	-0.004	No	0.759	C	0.760	C	0.001	No
		PM	0.487	A	No	0.490	A	0.003	No	0.513	A	0.517	A	0.004	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.930	E	No	0.928	E	-0.002	No	1.043	F	1.025	F	-0.018	No
		PM	0.791	C	No	0.774	C	-0.017	No	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinel Avenue & Jefferson Boulevard	AM	0.788	C	No	0.791	C	0.003	No	0.799	C	0.803	C	0.004	No
		PM	0.819	D	No	0.826	D	0.007	No	0.887	D	0.889	D	0.002	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.860	D	No	0.861	D	0.001	No	0.902	E	0.903	E	0.001	No
		PM	0.940	E	No	0.940	E	0.000	No	0.992	E	0.992	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.615	B	No	0.618	B	0.003	No	0.631	B	0.632	B	0.001	No
		PM	0.688	B	No	0.691	B	0.003	No	0.720	C	0.723	C	0.003	No
34	Sawtelle Boulevard & Washington Boulevard	AM	0.683	B	No	0.683	B	0.000	No	0.729	C	0.730	C	0.001	No
		PM	0.773	C	No	0.773	C	0.000	No	0.811	D	0.811	D	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.774	C	No	0.776	C	0.002	No	0.821	D	0.822	D	0.001	No
		PM	0.938	E	No	0.939	E	0.001	No	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.674	B	No	0.671	B	-0.003	No	0.685	B	0.676	B	-0.009	No
		PM	0.583	A	No	0.582	A	-0.001	No	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.968	E	No	0.969	E	0.001	No	0.970	E	0.970	E	0.000	No
		PM	0.786	C	No	0.788	C	0.002	No	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.477	A	No	0.478	A	0.001	No	0.479	A	0.482	A	0.003	No
		PM	0.509	A	No	0.509	A	0.000	No	0.528	A	0.529	A	0.001	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.755	C	No	0.755	C	0.000	No	0.785	C	0.785	C	0.000	No
		PM	0.981	E	No	0.981	E	0.000	No	1.005	F	1.005	F	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.899	D	No	0.900	D	0.001	No	0.912	E	0.912	E	0.000	No
		PM	0.882	D	No	0.882	D	0.000	No	0.920	E	0.921	E	0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.803	D	No	0.803	D	0.000	No	0.830	D	0.832	D	0.002	No
		PM	0.850	D	No	0.851	D	0.001	No	0.886	D	0.887	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.932	E	No	0.933	E	0.001	No	0.956	E	0.957	E	0.001	No
		PM	0.914	E	No	0.914	E	0.000	No	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.705	C	No	0.706	C	0.001	No	0.731	C	0.731	C	0.000	No
		PM	0.715	C	No	0.715	C	0.000	No	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.885	D	No	0.885	D	0.000	No	0.910	E	0.910	E	0.000	No
		PM	0.923	E	No	0.923	E	0.000	No	0.949	E	0.950	E	0.001	No
45	Overland Avenue & Washington Boulevard	AM	0.871	D	No	0.872	D	0.001	No	0.912	E	0.912	E	0.000	No
		PM	1.056	F	No	1.056	F	0.000	No	1.078	F	1.078	F	0.000	No
46	Overland Avenue & Culver Boulevard	AM	1.002	F	No	1.003	F	0.001	No	1.018	F	1.018	F	0.000	No
		PM	0.954	E	No	0.955	E	0.001	No	0.982	E	0.982	E	0.000	No
47	Duquesne Avenue & Washington Boulevard	AM	0.606	B	No	0.606	B	0.000	No	0.623	B	0.623	B	0.000	No
		PM	0.722	C	No	0.723	C	0.001	No	0.742	C	0.742	C	0.000	No
48	Duquesne Avenue & Culver Boulevard	AM	0.675	B	No	0.675	B	0.000	No	0.699	B	0.699	B	0.000	No
		PM	0.710	C	No	0.710	C	0.000	No	0.737	C	0.737	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.700	B	No	0.700	B	0.000	No	0.724	C	0.724	C	0.000	No
		PM	0.722	C	No	0.722	C	0.000	No	0.733	C	0.733	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.859	D	No	0.859	D	0.000	No	0.873	D	0.876	D	0.003	No
		PM	0.824	D	No	0.824	D	0.000	No	0.846	D	0.847	D	0.001	No
51	Overland Avenue & Jefferson Boulevard	AM	0.828	D	No	0.830	D	0.002	No	0.844	D	0.845	D	0.001	No
		PM	0.893	D	No	0.894	D	0.001	No	0.910	E	0.911	E	0.001	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.613	B	No	0.613	B	0.001	No	0.617	B	0.617	B	0.000	No
		PM	0.635	B	No	0.635	B	0.000	No	0.647	B	0.647	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.689	B	No	0.689	B	0.001	No	0.702	C	0.703	C	0.001	No
		PM	0.784	C	No	0.785	C	0.001	No	0.812	D	0.814	D	0.002	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.902	E	No	0.904	E	0.002	No	0.908	E	0.909	E	0.001	No
		PM	0.777	C	No	0.777	C	0.000	No	0.806	D	0.807	D	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.719	C	No	0.721	C	0.002	No	0.733	C	0.736	C	0.003	No
		PM	0.713	C	No	0.714	C	0.001	No	0.755	C	0.755	C	0.000	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.845	D	No	0.842	D	-0.003	No	0.872	D	0.862	D	-0.010	No
		PM	1.074	F	No	1.082	F	0.008	No	1.082	F	1.078	F	-0.004	No

TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 2			
			V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.811	D	No	0.807	D	-0.004	No	0.808	D	0.806	D	-0.002	No
		PM	0.687	B	No	0.697	B	0.010	No	0.694	B	0.686	B	-0.008	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.819	D	No	0.837	D	0.018	No	0.788	C	0.800	D	0.012	No
		PM	0.647	B	No	0.649	B	0.002	No	0.690	B	0.694	B	0.004	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.707	C	No	0.744	C	0.037	No	0.714	C	0.728	C	0.014	No
		PM	0.529	A	No	0.539	A	0.010	No	0.595	A	0.619	B	0.024	No
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	No	0.583	A	0.011	No	0.589	A	0.611	B	0.022	No
		PM	0.504	A	No	0.512	A	0.008	No	0.567	A	0.566	A	-0.001	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	No	0.733	C	-0.003	No	0.752	C	0.750	C	-0.002	No
		PM	0.917	E	No	0.901	E	-0.016	No	0.961	E	0.937	E	-0.024	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	No	0.593	A	0.014	No	0.589	A	0.612	B	0.023	No
		PM	0.677	B	No	0.696	B	0.019	No	0.733	C	0.734	C	0.001	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	No	0.799	C	0.031	No	0.812	D	0.831	D	0.019	No
		PM	0.914	E	No	0.880	D	-0.034	No	0.971	E	0.912	E	-0.059	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	No	0.659	B	0.014	No	0.685	B	0.706	C	0.021	No
		PM	0.692	B	No	0.688	B	-0.004	No	0.715	C	0.719	C	0.004	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	No	0.729	C	-0.060	No	0.839	D	0.909	E	0.070	Yes
		PM	0.834	D	No	0.793	C	-0.041	No	0.947	E	0.866	D	-0.081	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	No	1.044	F	-0.041	No	1.104	F	1.063	F	-0.041	No
		PM	0.973	E	No	0.935	E	-0.038	No	1.001	F	0.963	E	-0.038	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	No	0.712	C	-0.057	No	0.792	C	0.733	C	-0.059	No
		PM	0.910	E	No	0.849	D	-0.061	No	0.940	E	0.893	D	-0.047	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.886	D	No	0.862	D	-0.004	No	0.888	D	0.888	D	0.000	No
		PM	0.835	D	No	0.835	D	0.000	No	0.823	D	0.827	D	0.004	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	No	1.144	F	-0.002	No	1.146	F	1.149	F	0.003	No
		PM	0.983	E	No	0.989	E	0.006	No	0.984	E	0.987	E	0.003	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.840	D	No	0.844	D	0.004	No	0.848	D	0.850	D	0.002	No
		PM	1.036	F	No	1.033	F	-0.003	No	1.050	F	1.049	F	-0.001	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.046	F	No	1.044	F	-0.002	No	1.056	F	1.053	F	-0.003	No
		PM	1.055	F	No	1.052	F	-0.003	No	1.068	F	1.067	F	-0.001	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.769	C	No	0.768	C	-0.001	No	0.780	C	0.784	C	0.004	No
		PM	0.791	C	No	0.792	C	0.001	No	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.846	D	No	0.844	D	-0.002	No	0.858	D	0.856	D	-0.002	No
		PM	0.808	D	No	0.805	D	-0.003	No	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.444	A	No	0.442	A	-0.002	No	0.458	A	0.455	A	-0.003	No
		PM	0.231	A	No	0.224	A	-0.007	No	0.243	A	0.228	A	-0.015	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	No	0.472	A	0.022	No	0.491	A	0.506	A	0.015	No
		PM	0.727	C	No	0.723	C	-0.004	No	0.787	C	0.755	C	-0.032	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	No	0.579	A	0.017	No	0.613	B	0.624	B	0.011	No
		PM	0.624	B	No	0.600	A	-0.024	No	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	No	0.336	A	0.128	No	0.212	A	0.356	A	0.144	No
		PM	0.432	A	No	0.388	A	-0.044	No	0.457	A	0.468	A	0.011	No
78	Avion Drive & Century Boulevard	AM	0.436	A	No	0.457	A	0.021	No	0.515	A	0.504	A	-0.011	No
		PM	0.555	A	No	0.530	A	-0.025	No	0.640	B	0.557	A	-0.083	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.522	A	No	0.560	A	0.038	No	0.619	B	0.629	B	0.010	No
		PM	0.658	B	No	0.647	B	-0.011	No	0.725	C	0.682	B	-0.043	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	No	0.640	B	0.033	No	0.682	B	0.701	C	0.019	No
		PM	0.750	C	No	0.683	B	-0.067	No	0.832	D	0.725	C	-0.107	No
81	Airport Boulevard & Arbor Viae Street/Westchester Parkway	AM	0.696	B	No	0.669	B	-0.027	No	0.744	C	0.754	C	0.010	No
		PM	1.032	F	No	0.834	D	-0.198	No	1.153	F	0.933	E	-0.220	No
82	Airport Boulevard & 96th Street	AM	0.311	A	No	0.496	A	0.185	No	0.341	A	0.475	A	0.134	No
		PM	0.504	A	No	0.680	B	0.176	No	0.580	A	0.588	A	-0.012	No
83	Airport Boulevard & 98th Street	AM	0.392	A	No	0.633	B	0.241	No	0.433	A	0.667	B	0.224	No
		PM	0.561	A	No	0.692	B	0.131	No	0.625	B	0.655	B	0.030	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	No	0.667	B	0.056	No	0.672	B	0.671	B	-0.001	No
		PM	0.660	B	Yes	0.904	E	0.244	Yes	0.725	C	0.739	C	0.014	No

TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 2				
			V/C OR DELAY	LOS	IMPACT	V/C	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	No	-0.001	A	No	0.547	A	No	0.549	A	0.002	No	
		PM	0.446	A	No	-0.036	A	No	0.480	A	No	0.486	A	0.016	No	
86	Nash Street & El Segundo Boulevard	AM	0.635	B	No	-0.004	B	No	0.646	B	No	0.644	B	-0.004	No	
		PM	0.694	B	No	-0.015	B	No	0.721	C	No	0.708	C	-0.013	No	
87	Douglas Street & Imperial Highway	AM	0.369	A	No	-0.007	A	No	0.398	A	No	0.404	A	0.438	No	
		PM	0.706	C	No	-0.007	C	No	0.739	C	No	0.715	C	-0.024	No	
88	Douglas Street & El Segundo Boulevard	AM	0.830	D	No	-0.004	D	No	0.848	D	No	0.855	D	0.007	No	
		PM	0.967	E	No	-0.004	E	No	0.989	E	No	0.986	E	-0.003	No	
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.877	D	No	-0.064	D	No	0.981	E	No	0.878	D	-0.103	No	
		PM	0.842	D	No	-0.055	D	No	0.876	D	No	0.804	D	-0.072	No	
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.777	C	No	-0.003	C	No	0.773	C	No	0.766	C	-0.007	No	
		PM	0.906	E	No	-0.087	D	No	0.975	E	No	0.885	D	-0.090	No	
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	No	-0.215	A	No	0.654	B	No	0.474	A	-0.180	No	
		PM	0.688	B	No	-0.177	A	No	0.761	C	No	0.517	A	-0.244	No	
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	No	-0.076	B	No	0.795	C	No	0.703	C	-0.092	No	
		PM	0.814	D	No	-0.151	B	No	0.895	D	No	0.712	C	-0.183	No	
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	No	-0.016	D	No	0.996	E	No	0.975	E	-0.021	No	
		PM	0.792	C	Yes	0.102	D	Yes	0.902	E	No	1.003	F	0.101	Yes	
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	No	-0.113	C	No	0.961	E	No	0.824	D	-0.137	No	
		PM	1.013	F	No	-0.148	D	No	1.051	F	No	0.968	E	-0.083	No	
95	Aviation Boulevard & 104th Street	AM	0.640	B	No	-0.020	B	No	0.790	C	No	0.782	C	-0.008	No	
		PM	0.784	C	No	-0.043	C	No	0.875	D	No	0.866	D	-0.009	No	
96	Aviation Boulevard & 111th Street	AM	0.739	C	No	-0.012	C	No	0.957	E	No	0.842	D	-0.115	No	
		PM	0.731	C	No	0.026	C	No	0.872	D	No	0.820	D	-0.052	No	
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	No	-0.122	B	No	0.878	D	No	0.652	B	-0.226	No	
		PM	0.865	D	No	0.002	D	No	0.923	E	No	0.923	E	0.000	No	
98	Aviation Boulevard & West 120th Street	AM	0.821	D	No	-0.007	D	No	0.905	E	No	0.869	D	-0.036	No	
		PM	0.920	E	No	-0.002	E	No	0.968	E	No	0.941	E	-0.027	No	
99	Aviation Boulevard & El Segundo Boulevard	AM	0.971	E	No	-0.002	E	No	0.991	E	No	0.987	E	-0.004	No	
		PM	1.063	F	No	-0.003	F	No	1.076	F	No	1.078	F	0.002	No	
100	Aviation Boulevard & Rosecrans Avenue	AM	1.001	F	No	-0.003	E	No	1.013	F	No	1.010	F	-0.003	No	
		PM	0.995	E	No	-0.003	E	No	1.013	F	No	1.013	F	0.000	No	
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	No	-0.012	C	No	0.731	C	No	0.737	C	0.006	No	
		PM	0.790	C	No	-0.127	B	No	0.862	D	No	0.757	C	-0.105	No	
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	No	-0.125	A	No	49.4 s	E	No	0.667	B	-0.127	No	
		PM	18.0 s	A	No	-0.095	A	No	24.1 s	C	No	0.656	B	-0.066	No	
103	Concourse Way & Century Boulevard	AM	0.306	A	Yes	0.407	C	Yes	0.337	A	Yes	0.644	B	0.307	No	
		PM	0.466	A	No	0.151	B	No	0.528	A	No	0.637	B	0.109	No	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	No	-0.013	C	No	0.838	D	No	0.823	D	-0.015	No	
		PM	0.679	B	No	0.010	B	No	0.713	C	No	0.786	C	0.073	Yes	
105	La Tijera Boulevard & Centinela Avenue	AM	0.857	D	No	-0.012	D	No	0.891	D	No	0.887	D	-0.004	No	
		PM	0.917	E	No	-0.029	D	No	0.997	E	No	0.970	E	-0.027	No	
106	Jefferson Boulevard & National Boulevard	AM	0.990	E	No	-0.002	E	No	1.023	F	No	1.024	F	0.001	No	
		PM	0.872	D	No	-0.004	D	No	0.927	E	No	0.924	E	-0.003	No	
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.694	B	No	-0.002	B	No	0.742	C	No	0.741	C	-0.001	No	
		PM	0.763	C	No	-0.002	C	No	0.798	C	No	0.797	C	-0.001	No	
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.967	E	No	-0.003	E	No	1.000	E	No	0.996	E	-0.004	No	
		PM	1.016	F	No	0.002	F	No	1.052	F	No	1.053	F	0.001	No	
109	La Cienega Boulevard & Rodeo Road	AM	1.245	F	No	-0.003	F	No	1.277	F	No	1.273	F	-0.004	No	
		PM	1.153	F	No	-0.001	F	No	1.169	F	No	1.186	F	-0.003	No	
110	La Cienega Boulevard & Stocker Street [1]	AM	1.138	F	No	-0.002	F	No	1.156	F	No	1.152	F	-0.004	No	
		PM	1.182	F	No	-0.004	F	No	1.244	F	No	1.240	F	-0.004	No	
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.245	F	No	-0.004	F	No	1.251	F	No	1.247	F	-0.004	No	
		PM	1.154	F	No	0.000	F	No	1.200	F	No	1.193	F	-0.007	No	
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.091	F	No	0.001	F	No	1.114	F	No	1.110	F	-0.004	No	
		PM	0.986	E	No	-0.001	E	No	1.042	F	No	1.042	F	0.000	No	



TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 2				
			V/C OR DELAY	LOS	IMPACT	V/C	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.611	B	No	-0.002	No	0.609	B	-0.002	No	0.613	B	-0.004	No	
		PM	0.720	C	No	-0.006	No	0.714	C	-0.006	No	0.750	C	-0.009	No	
114	La Cienega Boulevard & Cienega Avenue [1]	AM	0.970	E	No	0.962	No	0.962	E	0.981	No	0.985	E	-0.004	No	
		PM	1.115	F	No	-0.011	No	1.104	F	-0.011	No	1.149	F	-0.008	No	
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	No	0.027	No	0.796	C	0.829	No	0.826	D	0.013	No	
		PM	1.125	F	Yes	0.032	Yes	1.157	F	0.032	Yes	1.208	F	0.046	Yes	
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	No	0.819	No	0.819	D	0.070	No	0.861	D	0.060	No	
		PM	0.838	D	No	0.121	No	0.959	E	0.121	No	1.002	F	0.122	Yes	
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	Yes	0.202	Yes	1.015	F	0.202	Yes	1.122	F	0.235	Yes	
		PM	0.806	D	No	0.148	No	0.954	E	0.148	No	1.072	F	0.220	Yes	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	No	-0.118	No	0.665	B	-0.118	No	0.682	B	-0.127	No	
		PM	0.642	B	No	-0.095	No	0.547	A	-0.095	No	0.705	C	-0.100	No	
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	Yes	0.091	Yes	1.006	F	0.091	Yes	1.032	F	0.047	Yes	
		PM	0.915	E	Yes	0.091	Yes	1.006	F	0.091	Yes	1.161	F	0.073	Yes	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	No	-0.049	No	0.313	A	-0.049	No	0.385	A	-0.058	No	
		PM	0.343	A	No	0.022	No	0.365	A	0.022	No	0.381	A	0.026	No	
121	La Cienega Boulevard & 104th Street	AM	0.406	A	No	0.013	No	0.419	A	0.013	No	0.478	A	-0.017	No	
		PM	0.419	A	No	-0.003	No	0.416	A	-0.003	No	0.506	A	-0.029	No	
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	No	0.045	No	0.560	A	0.045	No	0.583	A	0.036	No	
		PM	0.748	C	No	0.010	No	0.758	C	0.010	No	0.836	D	0.009	No	
123	La Cienega Boulevard & 111th Street	AM	0.320	A	No	-0.004	No	0.316	A	-0.004	No	0.443	A	0.012	No	
		PM	0.374	A	No	0.023	No	0.397	A	0.023	No	0.453	A	0.000	No	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	No	0.002	No	0.513	A	0.002	No	0.565	A	0.027	No	
		PM	0.393	A	No	-0.004	No	0.389	A	-0.004	No	0.424	A	-0.003	No	
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	No	0.037	No	0.503	A	0.037	No	0.532	A	0.066	No	
		PM	0.834	D	No	-0.004	No	0.830	D	-0.004	No	0.899	D	0.000	No	
126	La Cienega Boulevard & West 120th Street	AM	0.814	D	No	-0.030	No	0.784	C	-0.030	No	0.848	D	-0.038	No	
		PM	0.962	E	No	0.006	No	0.968	E	0.006	No	0.999	E	0.005	No	
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.719	C	No	-0.003	No	0.716	C	-0.003	No	0.748	C	-0.004	No	
		PM	0.901	E	No	0.007	No	0.908	E	0.007	No	0.918	E	0.008	No	
128	Hindry Avenue & Rosecrans Avenue	AM	0.713	C	No	-0.004	No	0.709	C	-0.004	No	0.725	C	-0.003	No	
		PM	0.794	C	No	-0.004	No	0.790	C	-0.004	No	0.812	D	0.005	No	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	No	-0.009	No	0.873	D	-0.009	No	0.923	E	-0.016	No	
		PM	0.845	D	No	-0.007	No	0.838	D	-0.007	No	0.896	D	0.017	No	
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	No	0.021	No	0.973	E	0.021	No	0.993	E	0.002	No	
		PM	0.826	D	No	0.038	No	0.864	D	0.038	No	0.890	D	0.018	No	
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	No	0.020	No	0.639	B	0.020	No	0.663	B	0.036	No	
		PM	0.803	D	No	-0.024	No	0.779	C	-0.024	No	0.832	D	-0.019	No	
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.784	C	No	0.011	No	0.795	C	0.011	No	0.801	D	0.011	No	
		PM	0.802	D	No	0.005	No	0.807	D	0.005	No	0.814	D	-0.004	No	
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.886	D	No	-0.003	No	0.883	D	-0.003	No	0.900	D	-0.002	No	
		PM	0.880	D	No	-0.002	No	0.878	D	-0.002	No	0.898	D	0.000	No	
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	No	0.001	No	0.772	C	0.001	No	0.804	D	-0.003	No	
		PM	0.850	D	No	-0.003	No	0.847	D	-0.003	No	0.887	D	0.020	No	
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	No	0.008	No	0.670	B	0.008	No	0.674	B	0.024	No	
		PM	0.763	C	No	-0.020	No	0.743	C	-0.020	No	0.802	D	-0.004	No	
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	No	0.024	No	0.861	D	0.024	No	0.873	D	0.013	No	
		PM	1.000	E	Yes	0.020	Yes	1.020	F	0.020	Yes	1.064	F	0.020	Yes	
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	No	-0.002	No	0.902	E	-0.002	No	0.952	E	-0.002	No	
		PM	1.023	F	No	0.000	No	1.023	F	0.000	No	1.066	F	0.000	No	
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	No	0.002	No	1.057	F	0.002	No	1.095	F	0.000	No	
		PM	1.144	F	No	0.004	No	1.148	F	0.004	No	1.195	F	0.003	No	
139	Inglewood Avenue & El Segundo Boulevard	AM	0.853	D	No	0.012	No	0.865	D	0.012	No	0.879	D	0.017	No	
		PM	0.991	E	No	0.006	No	0.997	E	0.006	No	1.007	F	0.002	No	
140	Inglewood Avenue & Rosecrans Avenue	AM	0.896	D	No	-0.001	No	0.895	D	-0.001	No	0.923	E	-0.002	No	
		PM	1.086	F	No	0.000	No	1.086	F	0.000	No	1.120	F	0.002	No	

TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 2				
			V/C OR DELAY	LOS	IMPACT	V/C	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT
141	La Brea Avenue/Ovenhill Drive & Stocker Street	AM PM	0.946 1.085	E F	No No	0.944 1.084	E F	-0.002 -0.011	No No	0.983 1.139	E F	0.979 1.124	E F	-0.004 -0.015	No No	
142	La Brea Avenue & Slauson Avenue	AM PM	0.874 1.013	D F	No No	0.874 1.010	D F	-0.002 -0.003	No No	0.939 1.066	E F	0.935 1.063	E F	-0.004 -0.003	No No	
143	La Brea Avenue & Centinela Avenue	AM PM	1.023 1.023	F E	No No	0.970 1.022	F E	0.000 -0.001	No No	1.016 1.057	F F	1.014 1.062	F F	-0.002 0.005	No No	
144	La Brea Avenue & Florence Avenue	AM PM	0.876 1.037	D F	No No	0.884 1.033	D F	0.008 -0.004	No No	0.923 1.127	E F	0.934 1.125	E F	0.011 -0.002	No No	
145	La Brea Avenue & Manchester Boulevard [1]	AM PM	0.834 0.866	D D	No No	0.836 0.866	D D	0.002 0.000	No No	0.863 0.911	D E	0.870 0.925	D E	0.007 0.014	No No	
146	La Brea Avenue & Arbor Vitae Street	AM PM	0.597 0.764	A C	No No	0.593 0.775	A C	-0.004 0.011	No No	0.626 0.805	B D	0.623 0.803	B D	-0.003 -0.002	No No	
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM PM	0.834 0.903	D E	No No	0.857 0.904	D E	0.023 0.001	No No	0.876 0.986	D E	0.884 0.985	D E	0.008 -0.001	No No	
148	Hawthorne Boulevard & Lennox Boulevard	AM PM	0.772 0.856	C D	No No	0.765 0.838	C D	-0.007 -0.018	No No	0.821 0.902	D E	0.806 0.880	D E	-0.015 -0.022	No No	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	AM PM	0.890 1.020	D F	No No	0.884 1.005	D F	-0.006 -0.015	No No	0.919 1.039	E F	0.910 1.025	E F	-0.009 -0.014	No No	
150	Hawthorne Boulevard & Imperial Avenue	AM PM	0.812 0.985	D E	No No	0.799 0.990	C E	-0.013 0.005	No No	0.861 1.037	D F	0.849 1.037	D F	-0.012 0.000	No No	
151	Hawthorne Boulevard & 120th Street	AM PM	0.645 0.802	B D	No No	0.652 0.810	B D	0.007 0.008	No No	0.669 0.833	B D	0.668 0.847	B D	-0.001 0.014	No No	
152	Hawthorne Boulevard & El Segundo Boulevard	AM PM	0.741 0.867	C D	No No	0.750 0.871	C D	0.009 0.004	No No	0.775 0.898	C D	0.784 0.899	C D	0.009 0.001	No No	
153	Hawthorne Boulevard & Rosecrans Avenue	AM PM	0.723 0.892	C D	No No	0.723 0.890	C D	0.000 -0.002	No No	0.755 0.922	C E	0.754 0.924	C E	-0.001 0.002	No No	
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM PM	0.699 0.784	B C	No No	0.699 0.746	B C	0.000 -0.038	No No	0.703 0.800	C C	0.702 0.762	C C	-0.001 -0.038	No No	
155	Prairie Avenue & Manchester Boulevard	AM PM	0.955 1.025	E F	No No	0.953 1.021	E F	-0.002 -0.004	No No	0.963 1.069	E F	0.980 1.073	E F	-0.003 0.004	No No	
156	Prairie Avenue & Arbor Vitae Street	AM PM	0.795 0.880	C D	No No	0.795 0.882	C D	0.000 0.002	No No	0.816 0.901	D E	0.814 0.888	D E	-0.002 -0.013	No No	
157	Prairie Avenue & Century Boulevard	AM PM	0.918 0.969	E E	No No	0.917 0.967	E E	-0.001 -0.002	No No	0.959 1.011	E F	0.955 1.010	E F	-0.004 -0.001	No No	
158	Prairie Avenue & Lennox Boulevard	AM PM	0.673 0.680	B B	No No	0.672 0.680	B B	-0.001 0.000	No No	0.712 0.720	C C	0.708 0.719	C C	-0.004 -0.001	No No	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM PM	0.772 0.742	C C	No No	0.786 0.743	C C	0.014 0.001	No No	0.811 0.767	D C	0.830 0.772	D C	0.019 0.005	No No	
160	Prairie Avenue & Imperial Highway	AM PM	1.301 0.891	F D	No No	1.299 0.891	F D	-0.002 0.000	No No	1.346 0.950	F E	1.347 0.952	F E	0.001 0.006	No No	
161	Prairie Avenue & El Segundo Boulevard	AM PM	0.916 0.948	E E	No No	0.916 0.946	E E	0.000 -0.002	No No	0.950 0.985	E E	0.947 0.989	E E	-0.003 0.004	No No	
162	Crenshaw Boulevard & Manchester Avenue [1]	AM PM	1.015 1.110	F F	No No	1.012 1.109	F F	-0.003 -0.001	No No	1.055 1.145	F F	1.054 1.151	F F	-0.001 0.006	No No	
163	Crenshaw Boulevard & Century Boulevard	AM PM	0.923 1.059	E F	No No	0.923 1.056	E F	-0.001 -0.003	No No	0.944 1.120	E F	0.944 1.119	E F	-0.004 -0.001	No No	
164	Crenshaw Boulevard & Imperial Highway	AM PM	0.876 1.012	D F	No No	0.879 1.016	D F	0.003 0.004	No No	0.924 1.067	E F	0.928 1.070	E F	0.004 0.003	No No	
165	Western Avenue & Manchester Avenue	AM PM	0.841 0.997	D E	No No	0.841 0.998	D E	0.000 0.001	No No	0.869 1.056	D F	0.871 1.059	D F	0.002 0.003	No No	
166	Western Avenue & Imperial Highway	AM PM	0.895 0.895	D D	No No	0.899 0.897	D D	0.004 0.002	No No	0.915 0.941	E E	0.918 0.944	E E	0.003 0.003	No No	
167	I-405 Northbound Ramps & Culver Boulevard	AM PM	0.757 0.698	C B	No No	0.757 0.698	C B	0.000 0.000	No No	0.781 0.740	C C	0.781 0.740	C C	0.000 0.000	No No	
168	Walgrave Avenue & Washington Boulevard [3]	AM PM	*** ***	F F	No No	*** ***	F F	0.001 0.000	No No	*** ***	F F	*** ***	F F	0.000 0.000	No No	

TABLE 98 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO API

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2			FUTURE (2035) WITHOUT PROJECT CONDITIONS			FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 2		
			V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT
			CHANGE IN			CHANGE IN			CHANGE IN			CHANGE IN		
169	Washington Boulevard & Washington Place at Wade Street	AM PM	0.741 0.926	C E	No No	0.742 0.926	C E	No No	0.772 0.959	C E	No No	0.772 0.959	C E	No No
170	Inglewood Boulevard & Washington Boulevard	AM PM	0.842 1.050	D F	No No	0.842 1.050	D F	No No	0.842 1.084	D F	No No	0.845 1.085	D F	No No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM PM	0.410 0.505	A A	No No	0.412 0.506	A A	No No	0.419 0.527	A A	No No	0.420 0.527	A A	No No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM PM	0.583 0.640	A B	No No	0.583 0.641	A B	No No	0.600 0.659	A B	No No	0.600 0.660	A B	No No
173	Overland Avenue & Sawtelle Boulevard [4]	AM PM	44.8 s 58.6 s	E F	No No	42.8 s 58.4 s	E F	No No	49.7 s 63.6 s	E F	No No	49.7 s 63.2 s	E F	No No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM PM	0.824 0.748	D C	No No	0.824 0.748	D C	No No	0.839 0.795	D C	No No	0.839 0.795	D C	No No
175	Ince Boulevard & Washington Boulevard	AM PM	0.967 0.949	E E	No No	0.967 0.949	E E	No No	1.002 1.003	F F	No No	1.002 1.003	F F	No No
176	National Boulevard & Venice Boulevard	AM PM	0.885 1.021	D F	No No	0.884 1.020	D F	No No	0.931 1.053	E F	No No	0.931 1.051	E F	No No
177	National Boulevard & Washington Boulevard	AM PM	0.820 0.966	D E	No No	0.820 0.966	D E	No No	0.865 1.006	D F	No No	0.865 1.006	D F	No No
178	La Cienega Boulevard & Washington Boulevard	AM PM	0.926 1.044	E F	No No	0.926 1.044	E F	No No	0.959 1.105	E F	No No	0.959 1.105	E F	No No
179	Centinela Avenue & Florence Avenue	AM PM	0.900 0.859	D D	No No	0.903 0.859	E D	No No	0.934 0.902	E E	No No	0.932 0.901	E E	No No
180	Prairie Avenue & Florence Avenue	AM PM	0.804 0.886	D D	No No	0.802 0.885	D D	No No	0.820 0.917	D D	No No	0.816 0.915	D E	No No
181	Van Ness Avenue & Manchester Avenue	AM PM	0.982 0.993	E E	No No	0.985 0.992	E E	No No	1.013 1.024	F F	No No	1.011 1.031	F F	No No
182	Van Ness Avenue & Century Boulevard	AM PM	0.719 0.787	C C	No No	0.720 0.773	C C	No No	0.752 0.823	C D	No No	0.748 0.819	C D	No No
183	Van Ness Avenue & Imperial Highway	AM PM	0.861 0.901	D E	No No	0.865 0.899	D D	No No	0.903 0.945	E E	No No	0.908 0.948	E E	No No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.  
 [2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.  
 [3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 [4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 \*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

TABLE 98 (continued)  
 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO APM

LEVEL OF SERVICE	FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 2 INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	30	26
B	32	24
C	36	30
D	43	41
E	28	31
F	14	31
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	3	5
TOTAL INDIVIDUAL INTERSECTION IMPACTS	7	

LEVEL OF SERVICE	FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 2 INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	21	23
B	27	15
C	34	28
D	43	34
E	36	37
F	22	46
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	3	7
TOTAL INDIVIDUAL INTERSECTION IMPACTS	8	

TABLE 99  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: CONRAC WITH NO APM MID-DAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS				FUTURE (2024) WITH PHASE 1 PROJECT - ALTERNATIVE 2				FUTURE (2025) WITHOUT PROJECT CONDITIONS				FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 2			
		MD PEAK HOUR		LOS	V/C OR DELAY	MD PEAK HOUR		LOS	V/C	MD PEAK HOUR		LOS	V/C	MD PEAK HOUR		LOS	V/C
		LOS	MD Peak Hour			LOS	MD Peak Hour			LOS	MD Peak Hour			LOS	MD Peak Hour		
22	Lincoln Boulevard & Manchester Avenue [1]	0.667	B	-0.019	No	0.702	C	0.702	C	0.000	No						
23	Lincoln Boulevard & La Tijera Boulevard	0.363	A	-0.006	No	0.400	A	0.408	A	0.008	No						
61	Sepulveda Boulevard & Manchester Avenue	0.697	B	-0.014	No	0.739	C	0.722	B	-0.017	No						
62	Sepulveda Boulevard & La Tijera Boulevard	0.613	B	-0.002	No	0.651	B	0.649	C	-0.002	No						
63	Sepulveda Boulevard & Westchester Parkway	0.910	E	-0.018	No	0.965	E	0.954	E	-0.011	No						
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.609	B	-0.012	No	0.648	B	0.632	B	-0.016	No						
65	Sepulveda Boulevard & Century Boulevard	0.643	B	-0.040	No	0.777	D	0.830	D	0.053	Yes						
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.002	F	-0.047	No	1.025	F	0.975	E	-0.050	No						
67	Sepulveda Boulevard & Imperial Highway	0.632	B	0.000	No	0.647	B	0.658	B	0.011	No						
76	La Tijera Boulevard & Manchester Avenue	0.612	B	0.011	No	0.649	B	0.667	B	0.018	No						
77	Jenny Avenue & Westchester Parkway	0.295	A	0.051	No	0.338	A	0.442	A	0.104	No						
78	Avion Drive & Century Boulevard	0.445	A	-0.048	No	0.572	A	0.485	A	-0.087	No						
79	La Tijera Boulevard & Airport Boulevard	0.560	A	-0.026	No	0.621	B	0.573	A	-0.048	No						
80	Airport Boulevard & Manchester Avenue	0.688	B	-0.075	No	0.761	B	0.657	B	-0.104	No						
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.787	C	-0.238	No	0.858	D	0.677	B	-0.181	No						
82	Airport Boulevard & 96th Street	0.483	A	0.141	No	0.553	A	0.500	A	-0.053	No						
83	Airport Boulevard & 98th Street	0.523	A	0.170	No	0.573	A	0.618	B	0.045	No						
84	Airport Boulevard & Century Boulevard	0.691	D	0.157	Yes	0.800	B	0.691	B	-0.109	No						
89	I-405 Northbound Ramps & La Tijera Boulevard	0.833	D	-0.060	No	0.887	D	0.817	D	-0.070	No						
90	I-405 Southbound Ramps & La Tijera Boulevard	0.609	B	-0.005	No	0.639	B	0.623	B	-0.016	No						
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.755	C	-0.066	No	0.843	D	0.732	C	-0.111	No						
93	Aviation Boulevard & Arbor Vitae Street	0.638	B	0.134	Yes	0.731	C	0.777	C	0.046	Yes						
94	Aviation Boulevard & Century Boulevard	0.838	D	-0.042	No	0.900	D	0.891	D	-0.009	No						
95	Aviation Boulevard & 104th Street	0.640	B	0.031	No	0.752	C	0.776	C	0.024	No						
96	Aviation Boulevard & 111th Street	0.696	B	0.020	No	0.867	D	0.819	D	-0.048	No						
97	Aviation Boulevard & Imperial Highway	0.667	B	-0.045	No	0.694	B	0.640	B	-0.054	No						
102	Hindry Avenue & Arbor Vitae Street [2]	14.7 s	A	-0.117	No	16.5 s	A	0.389	A	-0.164	No						
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.412	A	0.137	No	0.440	A	0.592	A	0.152	No						
115	La Cienega Boulevard & Florence Avenue	0.956	E	0.009	No	1.022	F	1.037	F	0.015	No						
116	La Cienega Boulevard & Manchester Boulevard	0.859	D	0.098	No	0.908	E	1.002	F	0.094	Yes						
117	La Cienega Boulevard & Arbor Vitae Street	0.667	B	0.091	No	0.724	C	0.807	F	0.083	No						
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.653	B	-0.109	No	0.703	C	0.616	B	-0.087	No						
119	La Cienega Boulevard & Century Boulevard	0.693	B	0.008	No	0.813	D	0.864	D	0.051	Yes						
125	La Cienega Boulevard & Imperial Highway	0.296	A	-0.002	No	0.341	A	0.357	A	0.016	No						
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.748	C	-0.030	No	0.778	C	0.746	C	-0.032	No						
130	I-405 Northbound Ramps & Century Boulevard	0.716	C	0.010	No	0.761	C	0.752	C	-0.009	No						

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				LOS SUMMARY				LOS SUMMARY					
LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour
A	8	A	10	A	7	A	8	A	8	A	8	A	8
B	17	B	14	B	7	B	11	B	11	B	11	B	11
C	5	C	7	C	12	C	7	C	7	C	7	C	7
D	3	D	2	D	6	D	6	D	6	D	6	D	6
E	2	E	3	E	2	E	2	E	2	E	2	E	2
F	1	F	0	F	2	F	2	F	2	F	2	F	2
TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36

**TABLE 100  
SUMMARY AND COMPARISON OF INTERSECTION OPERATIONS AND IMPACTS  
ALTERNATIVE 2**

AM Peak Hour		AM Peak Hour	
Future (2024) with Phase 1 Project - Proposed Project	Alternative 2 - CONRAC with No APM Alternative - 2024 Conditions	Future (2035) with Project - Proposed Project	Alternative 2 - CONRAC with No APM Alternative - 2035 Conditions
Intersections at LOS		Intersections at LOS	
A-D	141	A-D	125
E	28	E	36
F	14	F	22
Total	183	Total	183
Average V/C	0.772	Average V/C	0.803
# of Impacts	2	# of Impacts	3
PM Peak Hour		PM Peak Hour	
Future (2024) with Phase 1 Project - Proposed Project	Alternative 2 - CONRAC with No APM Alternative - 2024 Conditions	Future (2035) with Project - Proposed Project	Alternative 2 - CONRAC with No APM Alternative - 2035 Conditions
Intersections at LOS		Intersections at LOS	
A-D	122	A-D	100
E	30	E	37
F	31	F	46
Total	183	Total	183
Average V/C	0.812	Average V/C	0.852
# of Impacts	5	# of Impacts	7
Overall Impacts	6	Overall Impacts	8

**TABLE 101  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
FUTURE 2024 CONDITIONS - ALTERNATIVE 2: CONRAC WITH NO APM**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2024 WITHOUT PHASE 1 PROJECT - AM PEAK HOUR						FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 2 - AM PEAK HOUR						FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 2 - PM PEAK HOUR														
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE									
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	2.862	25.8	C	1854	0.827	8.407	31.3	D	1915	0.968	7.270	25.8	C	1656	0.828	0.001	No	8,380	31.1	D	1909	0.955	-0.003	No		
	I-405 South of Venice (PM 27.81)	27.81	SB	5	8.806	33.5	D	2006	1.003	7.141	25.3	C	1627	0.814	8.605	33.5	D	2006	1.003	0.000	No	7,135	25.3	C	1625	0.813	-0.001	No		
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	7.831	28.4	D	1784	0.892	8.270	30.5	D	1884	0.893	8.270	30.5	D	1786	0.893	0.001	No	8,250	30.4	C	1879	0.940	-0.002	No		
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	8.842	33.8	D	2014	1.007	7.116	25.2	C	1621	0.811	8.842	33.8	D	2014	1.007	0.000	No	7,105	25.2	C	1618	0.809	-0.002	No		
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7.853	28.5	D	1789	0.895	8.300	30.7	D	1891	0.946	7.859	28.5	D	1790	0.895	0.000	No	8,277	30.6	D	1885	0.943	-0.003	No		
	I-405 at Braddock Boulevard (PM 26.84)	26.84	SB	5	8.913	34.2	C	2030	1.015	6.980	24.7	C	1590	0.795	8.913	34.2	D	2030	1.015	0.000	No	6,964	24.6	C	1586	0.793	-0.002	No		
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6.949	25.0	E	2060	1.030	7.383	26.3	D	1682	0.841	9.053	35.9	E	2062	1.031	0.001	No	7,387	26.2	C	1622	0.811	-0.002	No		
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9.045	35.0	E	2060	1.030	7.383	26.3	D	1682	0.841	9.053	35.9	E	2062	1.031	0.001	No	7,387	26.2	C	1622	0.811	-0.002	No		
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6.569	30.2	D	1870	0.935	6.923	32.6	D	1971	0.986	6.576	30.3	D	1872	0.936	0.001	No	6,918	32.6	D	1970	0.985	-0.001	No		
	I-405 at Jefferson Boulevard (PM 26.00)	26.00	SB	4	11,180	45.9	F	3183	1.592	9.002	55.9	F	2561	1.168	11,180	45.9	F	3185	1.593	0.001	No	9,006	56.0	F	2564	1.282	0.000	No		
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7.568	37.9	E	2155	1.078	8.021	42.4	E	2284	1.142	7.554	37.7	E	2151	1.076	-0.002	No	7,991	42.0	E	2275	1.138	-0.004	No		
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	5	10,185	43.8	E	2320	1.160	8.847	33.8	D	2015	1.008	10,170	43.7	E	2317	1.159	-0.001	No	8,806	33.5	D	2006	1.003	-0.005	No		
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	F	2025	1.013	7.836	40.4	E	2231	1.116	7.099	33.9	F	2021	1.011	-0.002	No	7,816	40.2	E	2225	1.113	-0.003	No		
	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	SB	4	9,760	73.1	F	2779	1.390	8.120	43.5	E	2312	1.156	9.771	73.4	F	2782	1.391	0.001	No	8,097	43.2	E	2305	1.153	-0.003	No		
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	E	2162	1.081	8.840	53.2	F	2517	1.267	7.615	38.3	E	2168	1.084	0.003	No	8,888	54.0	F	2531	1.266	0.007	No		
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,295	35.5	E	2077	1.039	7.492	37.2	E	2133	1.067	7.297	35.5	E	2078	1.039	0.000	No	7,479	37.0	E	2129	1.065	-0.002	No		
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	9.124	58.2	F	2598	1.299	7.792	40.0	E	2219	1.110	0.003	No	9,181	59.3	F	2614	1.307	0.008	No		
	I-405 at La Cienega Boulevard (PM 23.61)	23.61	SB	4	8,584	49.3	F	2444	1.222	7.717	39.2	E	2197	1.099	8.600	49.6	F	2449	1.225	0.003	No	7,631	38.4	E	2173	1.087	-0.012	No		
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	D	1891	0.981	8.147	43.8	E	2320	1.142	6.921	32.6	D	1891	0.986	-0.005	No	8,177	44.1	E	2328	1.164	0.004	No		
	I-405 South of Manchester Avenue (PM 23.36)	23.36	SB	4	10,450	99.7	F	2975	1.488	8.023	42.4	E	2284	1.142	10,458	100.3	F	2978	1.489	0.001	No	7,928	41.3	E	2257	1.129	-0.013	No		
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	9,722	72.0	F	2768	1.384	8.062	42.8	E	2295	1.148	9.687	71.0	F	2756	1.128	-0.003	No	9,390	63.7	F	2674	1.337	-0.006	No		
	I-405 at Century Boulevard (PM 22.68)	22.68	SB	4	7,922	42.8	F	2025	1.025	6.402	29.2	D	1823	0.912	-0.003	No	7,277	35.4	E	2072	1.036	0.011	No	2072	1.036	0.011	No			
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,426	29.3	D	1830	0.915	7.200	34.7	D	2050	1.025	6.402	29.2	D	1823	0.912	-0.003	No	7,277	35.4	E	2072	1.036	0.011	No		
	I-405 South of I-105 (PM 20.60)	20.6	SB	4	6,668	30.9	D	1899	0.950	5.674	25.1	C	1616	0.808	6.693	31.1	D	1906	0.953	0.003	No	5,649	25.0	C	1608	0.804	-0.004	No		
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,605	108.5	F	3019	1.510	11,019	141.2	F	3137	1.569	10,599	108.3	F	3018	1.509	-0.001	No	10,992	138.7	F	3130	1.565	-0.004	No		
	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	9,862	76.1	F	2808	1.404	9.437	64.7	F	2687	1.344	9.884	76.8	F	2814	1.407	0.003	No	9,448	65.0	F	2690	1.345	0.001	No		
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,703	51.1	F	2478	1.239	8.234	44.8	E	2344	1.172	8.696	51.0	F	2476	1.238	-0.001	No	8,217	44.6	E	2340	1.170	-0.002	No		
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	SB	4	7,908	41.2	E	2252	1.126	7.400	36.4	E	2107	1.054	7.919	41.3	E	2255	1.128	0.002	No	7,410	36.5	E	2110	1.055	0.001	No		
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,136	24.3	C	1570	0.785	4.461	26.6	D	1694	0.847	4.057	23.8	C	1540	0.770	-0.015	No	4,406	26.2	D	1673	0.837	-0.010	No		
	I-105 at Hughes Way (PM R.90)	R0.90	WB	3	5,604	37.0	E	2127	1.084	3.095	18.1	C	1175	0.588	5.596	36.9	E	2124	1.082	-0.002	No	3,092	18.1	C	1174	0.587	-0.001	No		
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,272	46.4	F	2381	1.191	6.777	56.6	F	2573	1.287	6.146	44.3	E	2333	1.167	-0.024	No	6,691	54.5	F	2540	1.270	-0.017	No		
	I-105 at Douglas Street (PM R1.30)	R1.30	WB	3	7,533	82.2	F	2860	1.430	3.736	21.8	C	1418	0.709	7.403	76.3	F	2810	1.405	-0.025	No	3,594	21.0	C	1364	0.682	-0.027	No		
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,056	17.8	B	1160	0.580	3.891	22.8	C	1477	0.739	2.916	17.0	B	1107	0.554	-0.026	No	3,855	22.5	C	1463	0.732	-0.007	No		
	I-105 at Imperial Highway (PM R1.80)	R1.80	WB	3	6,656	53.8	F	2527	1.264	5.049	52.0	F	2496	1.248	-0.016	No	4,966	30.6	D	2485	1.242	-0.016	No	4,966	30.6	D	2485	1.242	-0.016	No
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,563	20.8	C	1353	0.677	3.965	23.2	C	1505	0.753	3.526	20.6	C	1339	0.677	-0.007	No	4,069	23.9	C	1545	0.773	0.020	No		
	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	5,156	32.3	D	1957	0.979	3.932	19.8	C	1288	0.644	4.992	30.8	D	1895	0.948	-0.031	No	3,221	18.8	C	1223	0.612	-0.032	No		
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.10	EB	3	5,535	36.2	E	2101	1.051	4.926	30.2	D	1870	0.935	5.497	35.8	E	2087	1.044	-0.007	No	5,027	31.1	D	1908	0.954	0.019	No		
	I-105 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6,628	53.1	F	2516	1.258	5.456	35.3	E	2484	1.242	-0.016	No	5,352	34.2	D	2484	1.242	-0.016	No	5,352	34.2	D	2484	1.242	-0.016	No
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20	EB	3	8,205	133.7	F	3115	1.558	7.391	75.9	F	2806	1.403	8.144	126.7	F	3092	1.546	-0.012	No	7,325	73.3	F	2781	1.391	-0.012	No		
	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20	WB	3	8,205	133.7	F	3115	1.558	7.391	75.9	F	2806	1.403	8.144	126.7	F	3092	1.546	-0.012	No	7,325	73.3	F	2781	1.391	-0.012	No		
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	EB	4	6,960	32.9	D	1982	0.991	7.496	37.2	D	2134	1.067	6.965	33.0	D	1983	0.992	0.001	No	7,496	37.2	D	2134	1.067	0.001	No		
	I-105 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,396	36.4	E	2106	1.053	7.112	34.1	D	2025	1.048	7.358															

**TABLE 102  
SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS  
ALTERNATIVE 2: CONRAC WITH NO APM**

AM Peak Hour			
Future (2024) with Project - Proposed Project		Future (2024) with Project - Alternative 2	
Mainline Segments at LOS		Mainline Segments at LOS	
A-D	7	A-D	7
E	5	E	5
F	11	F	11
Total	23	Total	23
# of Impacts	0	# of Impacts	0
PM Peak Hour			
Future (2024) with Project - Proposed Project		Future (2024) with Project - Alternative 2	
Intersections at LOS		Intersections at LOS	
A-D	10	A-D	10
E	6	E	6
F	7	F	7
Total	23	Total	23
# of Impacts	0	# of Impacts	0
Overall Impacts	0	Overall Impacts	0



TABLE 103  
 FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
 FUTURE 2035 CONDITIONS - ALTERNATIVE 2: CONCR WITH NO APM

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT - AM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 2 - AM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 2 - PM PEAK HOUR									
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE				
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	23.8	C	1854	0.827	0.986	0.827	0.000	7,259	23.8	C	1853	0.827	0.000	8,648	32.6	D	1970	0.985	-0.001	No
		27.81	SB	5	9,016	34.9	D	2054	1.027	0.826	0.826	-0.002	8,999	34.7	D	2050	1.025	-0.002	7,212	23.6	C	1643	0.822	-0.004	No
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	9,069	35.2	E	2066	1.033	0.826	0.826	-0.003	9,044	35.0	D	2060	1.030	-0.003	8,521	31.9	D	1941	0.971	0.000	No
		27.35	SB	5	7,853	28.5	D	1789	0.895	0.826	0.826	-0.001	7,844	28.4	D	1787	0.894	-0.001	7,173	25.4	C	1634	0.817	-0.004	No
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	9,185	35.9	E	2092	1.046	0.826	0.826	-0.002	9,165	35.8	D	2088	1.044	-0.002	8,572	32.2	D	1953	0.977	-0.001	No
		26.84	SB	5	7,529	25.9	C	1847	0.744	0.826	0.826	-0.001	7,538	26.1	D	1845	0.743	-0.001	7,043	28.2	D	1673	0.837	0.001	No
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	9,274	36.5	E	2112	1.056	0.826	0.826	-0.001	9,260	36.4	E	2109	1.055	-0.001	7,364	26.2	D	1677	0.839	0.001	No
		26.15	SB	5	6,529	22.9	C	1487	0.744	0.826	0.826	-0.001	6,521	22.9	C	1485	0.743	-0.001	7,123	34.1	D	2028	1.014	0.001	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	0.826	0.826	-0.001	6,559	30.2	D	1867	0.934	-0.001	8,301	45.6	F	2363	1.182	-0.001	No
		26.00	SB	4	11,409	196.0	F	3248	1.624	0.826	0.826	-0.002	11,395	193.3	F	3244	1.622	-0.002	8,983	55.6	F	2558	1.279	-0.002	No
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	37.9	E	2155	1.078	0.826	0.826	-0.001	7,545	37.6	E	2148	1.074	-0.001	8,301	45.6	F	2363	1.182	-0.001	No
		25.41	SB	5	10,499	48.8	F	2391	1.196	0.826	0.826	-0.004	10,461	46.5	F	2383	1.192	-0.004	8,774	33.4	D	1999	1.000	-0.007	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	D	2025	1.013	0.826	0.826	-0.004	7,089	33.9	D	2018	1.009	-0.004	8,041	42.6	E	2289	1.145	-0.001	No
		25.10	SB	4	10,042	82.1	F	2859	1.430	0.826	0.826	-0.003	10,023	81.5	F	2854	1.427	-0.003	8,041	42.6	E	2289	1.145	-0.001	No
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	E	2162	1.081	0.826	0.826	-0.004	7,621	38.3	E	2170	1.085	-0.004	9,083	57.4	F	2586	1.293	0.009	No
		24.25	SB	4	7,564	37.8	E	2154	1.077	0.826	0.826	-0.002	7,548	37.7	E	2149	1.075	-0.002	7,462	36.9	F	2125	1.063	-0.004	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	0.826	0.826	-0.004	7,801	40.1	E	2221	1.111	-0.004	9,370	63.2	F	2668	1.334	0.012	Yes
		23.61	SB	4	8,825	53.0	F	2513	1.257	0.826	0.826	-0.001	8,823	52.9	F	2512	1.256	-0.001	7,603	38.2	E	2165	1.083	-0.015	No
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	D	1861	0.981	0.826	0.826	-0.006	6,920	32.6	D	1870	0.985	-0.006	8,358	46.3	F	2380	1.190	0.007	No
		23.36	SB	4	10,698	114.6	F	3046	1.523	0.826	0.826	-0.001	10,692	114.1	F	3044	1.522	-0.001	7,955	41.6	E	2285	1.133	-0.013	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	41.5	E	2262	1.131	0.826	0.826	-0.004	7,918	41.2	E	2254	1.127	-0.004	9,631	69.5	F	2742	1.371	-0.003	No
		22.68	SB	4	9,934	78.4	F	2828	1.414	0.826	0.826	-0.007	9,883	76.8	F	2814	1.407	-0.007	8,090	43.1	E	2303	1.152	-0.003	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	D	1829	0.915	0.826	0.826	-0.005	6,389	29.1	D	1819	0.910	-0.005	7,397	36.4	E	2106	1.053	0.007	No
		20.6	SB	4	6,842	32.1	D	1948	0.974	0.826	0.826	-0.002	6,857	32.2	D	1952	0.976	-0.002	5,742	25.5	C	1635	0.818	0.000	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,606	108.7	F	3020	1.510	0.826	0.826	-0.004	10,574	106.8	F	3011	1.506	-0.004	11,090	149.1	F	3158	1.579	-0.007	No
		19.57	SB	4	10,033	81.9	F	2857	1.429	0.826	0.826	-0.004	10,035	81.9	F	2857	1.429	-0.004	9,540	67.2	F	2716	1.358	0.005	No
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	50.9	F	2475	1.238	0.826	0.826	-0.004	8,666	50.5	F	2467	1.234	-0.004	8,317	45.8	F	2368	1.184	-0.005	No
		19.16	SB	4	8,060	42.8	E	2295	1.148	0.826	0.826	-0.002	8,047	42.6	E	2291	1.146	-0.002	7,478	37.0	E	2129	1.065	0.004	No
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,189	24.7	C	1590	0.795	0.826	0.826	-0.015	4,107	24.1	C	1559	0.780	-0.015	4,504	26.9	D	1710	0.855	-0.011	No
		R0.90	WB	3	5,666	37.6	E	2147	1.074	0.826	0.826	-0.001	5,652	37.6	E	2146	1.073	-0.001	3,154	18.4	C	1197	0.599	0.004	No
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,349	47.7	F	2410	1.205	0.826	0.826	-0.027	6,307	45.3	F	2356	1.178	-0.027	6,824	57.7	F	2591	1.296	-0.013	No
		R1.30	WB	3	7,650	88.2	F	2904	1.452	0.826	0.826	-0.023	7,525	81.9	F	2857	1.429	-0.023	3,722	21.7	C	1413	0.707	-0.025	No
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,131	18.3	C	1189	0.595	0.826	0.826	-0.027	4,001	23.4	C	1519	0.760	-0.027	3,965	23.2	C	1505	0.707	-0.007	No
		R1.80	WB	3	6,708	55.0	F	2547	1.274	0.826	0.826	-0.007	6,674	54.1	F	2533	1.267	-0.007	5,057	31.4	D	1920	0.960	-0.014	No
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,603	21.0	C	1368	0.684	0.826	0.826	-0.021	3,607	21.1	C	1369	0.685	-0.021	4,163	24.5	C	1580	0.790	0.023	No
		R2.82	WB	3	5,274	33.4	D	2002	1.001	0.826	0.826	-0.001	5,160	32.3	D	1959	0.980	-0.001	3,315	19.4	C	1258	0.629	-0.028	No
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.30	EB	3	5,628	37.3	E	2137	1.069	0.826	0.826	-0.009	5,628	37.3	E	2137	1.069	-0.009	5,110	31.9	D	1940	0.970	0.020	No
		R3.30	WB	3	6,735	55.6	F	2857	1.279	0.826	0.826	-0.012	6,674	54.2	F	2854	1.267	-0.012	5,436	35.1	D	2064	1.032	-0.021	No
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8,289	144.9	F	3147	1.574	0.826	0.826	-0.009	8,242	138.4	F	3129	1.565	-0.009	7,440	77.9	E	2824	1.412	-0.014	No
		R4.00	EB	4	7,092	33.9	D	2019	1.010	0.826	0.826	-0.001	7,097	33.9	D	2021	1.011	-0.001	7,640	36.5	D	2175	1.088	0.005	No
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,489	37.0	E	2127	1.064	0.826	0.826	-0.006	7,428	36.6	E	2115	1.058	-0.006	7,160	34.4	D	2039	1.020	-0.010	No
		R5.50	EB	3	3,903	26.9	D	1482	0.741	0.826	0.826	-0.001	3,895	26.9	D	1479	0.740	-0.001	3,648	25.2	C	1385	0.693	-0.005	No
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	WB	3	2,775	19.1	C	1053	0.527	0.826	0.826	-0.008	2,731	18.9	C	1037	0.519	-0.008	5,098	35.5	E	1935	0.988	-0.012	No
		1.24	EB	3	3,443	23.8	C	1307	0.654	0.826	0.826	-0.002	3,435	23.7	C	1304	0.652	-0.002	3,049	21.5	C	1157	0.579	-0.008	No
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	WB	4	2,801	14.5	B	798	0.404	0.826	0.826	0.000	2,836	14.7	B	807	0.404	0.000	2,821	14.6	B	803	0.402	-0.002	No

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.

**TABLE 104**  
**SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS**  
**ALTERNATIVE 2: CONRAC WITH NO APM**

AM Peak Hour			
Future (2035) with Project - Proposed Project		Future (2035) with Project - Alternative 2	
Mainline Segments at LOS		Mainline Segments at LOS	
A-D	6	A-D	6
E	5	E	5
F	12	F	12
Total	23	Total	23
# of Impacts	0	# of Impacts	0
PM Peak Hour			
Future (2035) with Project - Proposed Project		Future (2035) with Project - Alternative 2	
Intersections at LOS		Intersections at LOS	
A-D	8	A-D	8
E	5	E	5
F	10	F	10
Total	23	Total	23
# of Impacts	1	# of Impacts	1
Overall Impacts	1	Overall Impacts	1

TABLE 105  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APFM

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 2						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	
					A.M.	P.M.				A.M.	P.M.				
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251	211	238 / 1,180	187	158	248	215	238 / 1,180	185	160	NO
		WBR	2	280 [b]/1,390 [c]	1,131	890	238 / 1,180	582	442	1,119	873	238 / 1,180	583	437	
		RAMP		3340 [c]			2,839					2,839			
28	Cenimela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516	268	344	395	268	519	245	344	392	264	NO
		WBT	1 (LTR)	675 [b]	7	20	574	447	306	7	22	574	443	298	
		WBR	1	675 [b]	518	357	574	404	275	509	372	574	403	278	
29	Cenimela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	14	24	n/a	n/a	n/a	14	23	n/a	n/a	n/a	
		EBT	1 (LTR)	400 [b]	2	1	340	96	50	2	1	340	94	52	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	270	140	340	66	32	259	148	340	63	33	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	271	n/a	n/a	n/a	187	273	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LTR)	140 [b]/770 [c]	10	61	140 / 654	281	449	10	57	140 / 654	280	442	NO
		WBR	1	140 [b]	357	307	119	161	108	357	307	119	162	108	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103	82	251	82	95	99	83	251	78	96	NO
		SBT	1 (LTR)	295 [b]	3	0	251	273	57	3	0	251	275	56	
		SBR	1	190 [b]	658	173	162	249	49	661	163	162	250	48	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	132	126	189	161	468	126	129	
		NBT	1 (LTR)	550 [b]	283	0	468	591	281	282	0	468	597	278	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	322	353	n/a	n/a	n/a	328	351	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	395	901	106	238	616	395	901	106	238	630	
72	Slauson Avenue	EBT	1 (LTR)	125 [b]	0	1	106	143	607	0	1	106	143	597	NO
		EBR	shared	n/a	44	102	n/a	n/a	n/a	0	44	105	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	RAMP		1610 [b]	2,635	1,974	1,369	1,657	1,207	2,514	1,832	1,369	1,549	1,103	YES
		WBR	3	4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		RAMP		435 [b]	211	320	370	142	240	210	321	370	142	243	
85	Nash Street / I-105 Westbound Ramps & Imperial Highway	NBL	1	>5,000 [c]	0	7	4,250	144	236	0	4	4,250	142	240	NO
		NBT	1 (LTR)	>5,000 [c]	1,205	1,397	765	50	259	1,204	1,398	765	50	284	
		NBR	2	>5,000 [c]	1,205	1,397	765	50	259	1,204	1,398	765	50	284	
89	I-405 Northbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2,984 + Aux. Lane					2,984 + Aux. Lane			NO
		SBL	1	180 [b]	42	14	153	32	19	43	15	153	32	20	
		SBR	2	1,000 [b]	988	644	850	56	17	961	630	850	46	13	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		2580 [c]			2,193					2,193			NO
		SBL	1	155 [b]	372	89	132	389	130	412	105	132	447	149	
		SBT	2 (LT & TR)	1,360 [b]	946	186	1,156	624	165	945	168	1,156	632	155	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	155 [b]	493	183	132	325	67	453	182	132	301	64	NO
		RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			
		NBL	1	310 [b]	87	236	264	111	223	79	201	264	101	172	
90	I-405 Southbound Ramps & La Tijera Boulevard	NBR	1	310 [b]	98	274	264	124	269	90	325	264	114	294	NO
		RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			
		SBL	1 (LTR)	550 [b]	114	290	468	472	623	126	286	468	450	567	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	NO
		SBR	1	550 [b]	413	398	468	450	589	387	360	468	440	520	
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			

TABLE 105 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APFM

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH ALTERNATIVE 2					
					Volume (VPH)		Exceeds 85% of Storage Length	Volume (VPH)		Exceeds 85% of Storage Length			
					A.M.	P.M.		A.M.	P.M.				
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1080 [a]	1,027	666	901	210	305	141	NO		
					n/a	n/a	n/a	420	349	765		272	
					244	149	76 / 765	26	76	n/a			
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBL	2 [2]	215 [b]	597	841	183	487	350	141	NO		
					n/a	n/a	n/a	336	350	183		277	
					70	337	183	24	198	n/a			
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	WBR	2	230 [b]	118	348	196	455	196	58	NO		
					n/a	n/a	n/a	244	148	378		117	73
					103	183	68	176	237	68		64	72
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP	1	1515 [c] + Aux. Lane	820	408	616	408	406	406	NO		
					182	193	616	182	193	616		560	359
					188	443	68	186	440	68		38	310
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	NBL	1	725 [b]	1,172	793	1,080	871	1,080	368	NO		
					401	384	378	401	384	378		218	358
					658	277	918	673	203	918		167	123
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	445 [b]	227	190	378	178	189	123	NO		
					103	183	68	171	171	171		171	171
					2985 [c] + Aux. Lane	2537 + Aux. Lane	2537 + Aux. Lane	2537 + Aux. Lane	2537 + Aux. Lane	2537 + Aux. Lane			
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	RAMP	2	2710 [c] + Aux. Lane	850	347	905	353	362	179	NO		
					74	161	187	73	158	187		34	178
					2935 [c] + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane			
133	I-405 Northbound Ramps & Rosecrans Avenue	NBL	2	270 [b]/400 [b]	1,032	667	230 / 340	660	660	174	NO		
					54	127	340	69	136	340		24	80
					1,428	1,428	1,428	1,428	1,428	1,428			
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	WBR	1	660 [b]	262	274	914	270	914	339	NO		
					460	443	561	481	502	561		106	115
					4835 [c] + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane			
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	EBL	2	2,060 [b]	356	579	1,743	573	1,743	230	NO		
					32	75	425	32	77	425		237	280
					360	404	n/a	394	402	n/a		n/a	n/a
167	I-405 Northbound Ramps & Culver Boulevard	NBL	2 (LT & TR)	800 [b]	141	224	n/a	219	n/a	n/a	NO		
					180	15	680	172	15	680		290	268
					460	569	n/a	454	571	n/a		n/a	n/a
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	WBL	1 (L) & 1 (LR)	440 [b]	334	353	374	351	374	106	NO		
					138	53	n/a	136	52	n/a		n/a	n/a
					1535 [c] + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane			

Notes:  
VPH: Vehicles Per Hour  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 106  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APM

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT - ALTERNATIVE 2							
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)				
					A.M.	P.M.			A.M.	P.M.						
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	238 / 1,180	198	164	277	219	238 / 1,180	199	164	NO	
		WBR	2	280 [b]/1,390 [c]	1,131	950	238 / 1,180	561	503	1,113	927	238 / 1,180	545	485		NO
		RAMP		3340 [c]			2,839					2,839				
28	Cenimela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	344	480	293	535	273	344	476	333	NO	
		WBT	1 (LTR)	675 [b]	7	22	574	508	318	10	30	574	506	349		NO
		WBR	1	675 [b]	484	346	574	460	283	484	349	574	448	323		
29	Cenimela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO	
		EBL	shared	n/a	19	24	n/a	n/a	n/a	19	26	n/a	n/a	n/a		NO
		EBT	1 (LTR)	400 [b]	2	1	340	108	55	2	1	340	111	58		
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	34	293	161	340	73	38	NO	
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane				NO
		WBL	shared	n/a	188	279	n/a	n/a	n/a	188	279	n/a	n/a	n/a		
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LTR)	140 [b]/770 [c]	20	64	140 / 654	304	468	19	62	140 / 654	300	465	NO	
		WBR	1	140 [b]	359	314	119	165	112	359	314	119	164	112		NO
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane				
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	96	102	84	251	81	97	NO	
		SBT	1 (LTR)	295 [b]	3	0	251	282	59	3	0	251	276	58		NO
		SBR	1	190 [b]	669	184	162	254	51	664	174	162	252	49		
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO	
		NBL	1	550 [b]	198	160	468	135	129	187	163	468	125	133		NO
		NBT	1 (LTR)	550 [b]	282	0	468	587	297	282	0	468	580	294		
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	n/a	317	360	n/a	n/a	n/a	NO	
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane				NO
		EBL	1	125 [b]	421	918	106	242	631	421	918	106	242	631		
72	Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	106	144	620	0	4	106	144	620	NO	
		EBR	shared	n/a	22	98	n/a	n/a	n/a	22	98	n/a	n/a	n/a		NO
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane				
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	1,272	2,573	1,900	1,369	1,602	1,164	YES	
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane				NO
		NBL	1	435 [b]	211	320	370	142	242	206	321	370	141	248		
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	NBT	1 (LTR)	>5,000 [c]	0	7	4,250	144	243	0	7	4,250	141	248	NO	
		NBR	2	900 [b]	1,210	1,409	765	61	440	1,217	1,410	765	62	467		NO
		RAMP		>5,000 [c]			4,250					4,250				
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	20	44	14	153	32	19	NO	
		SBR	2	1,000 [b]	1,013	659	850	55	21	991	644	850	46	17		NO
		RAMP		2580 [c]			2,193					2,193				
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	143	408	127	132	439	184	NO	
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	171	942	188	1,156	631	171		NO
		SBR	1	155 [b]	505	215	132	368	71	469	158	132	320	67		
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO	
		NBL	1	310 [b]	133	251	264	157	241	125	220	264	146	194		NO
		NBR	1	310 [b]	108	267	264	133	266	104	307	264	127	284		
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO	
		SBL	1 (LTR)	550 [b]	114	278	468	474	650	129	279	468	452	574		NO
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a		
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	610	390	356	468	435	535	NO	
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane				NO

TABLE 106 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APM

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT							
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length		
					A.M.	P.M.				A.M.	P.M.					
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1080 [a]	1,084	658	901	535	354	514	277	901	330	181		
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	401	246	507	306	[765]	401	246
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	n/a	n/a	26	73	235	147	n/a	n/a	n/a	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103				
		WBL	2 [2]	215 [b]	622	851	183	360	458	171	467	183	119	272		
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	228	295	353	371	[183]	228	295
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	92	347	183	76	204	27	203	n/a	n/a	n/a		
		RAMP		2015 [c] + Aux. Lane			1713 + Aux. Lane					1713 + Aux. Lane				
		WBR	2	230 [b]	164	351	196	15	56	265	489	196	34	69		
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane			757 + Aux. Lane					757 + Aux. Lane				
		WBL	2	445 [b]	224	175	378	109	87	224	197	378	109	94		
		WBR	1	80 [b]	142	189	68	59	67	195	253	68	68	76		
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane					1288 + Aux. Lane				
		NBL	1	725 [b]	869	445	616	643	436	836	448	616	602	450		
		NBLTR	1 (LTR)	725 [b]	182	190	616	643	405	182	188	616	593	408		
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	444	68	38	340	190	440	68	38	343		
		RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane					1717 + Aux. Lane				
		NBL	2	1,270 [b]	1,217	834	1,080	510	360	1,201	891	1,080	511	392		
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	399	385	378	245	373	399	384	378	236	371		
		RAMP		2985 [c] + Aux. Lane			2537 + Aux. Lane					2537 + Aux. Lane				
		NBL	2	1,080 [b]	675	278	918	175	148	684	200	918	178	124		
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	80	194	n/a	n/a	n/a	82	195	n/a	n/a	n/a		
		RAMP		2710 [c] + Aux. Lane			2304 + Aux. Lane					2304 + Aux. Lane				
		NBL	2	1,065 [b]	850	359	905	366	181	854	346	905	369	173		
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	34	181	73	178	187	34	197		
		RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane					2495 + Aux. Lane				
		NBL	2	270 [b]/400 [b]	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281	196		
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	44	102	340	20	61	44	98	340	20	61		
		RAMP		1680 [c]			1,428					1,428				
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	914	298	367	267	234	914	305	311		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	443	481	561	104	114	445	515	561	105	118		
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane				
		EBL	2	2,060 [b]	349	595	1,743	149	256	325	621	1,743	137	270		
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	76	425	248	372	44	82	425	283	373		
		EBR	shared	n/a	361	407	n/a	n/a	n/a	383	401	n/a	n/a	n/a		
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane					4369 + Aux. Lane				
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	203	n/a	n/a	n/a	140	196	n/a	n/a	n/a		
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	297	281	180	15	680	296	279		
		NBR	shared	n/a	461	617	n/a	n/a	n/a	461	620	n/a	n/a	n/a		
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane				
		WBL	1 (L) & 1 (LR)	440 [b]	313	367	374	92	111	317	365	374	71	111		
		WBR	shared	n/a	154	58	n/a	n/a	n/a	148	58	n/a	n/a	n/a		
RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane						1305 + Aux. Lane					

Notes:  
VPH: Vehicles Per Hour  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

**TABLE 107**  
**ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS**  
**ALTERNATIVE 2: CONRAC WITH NO APM**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 2			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	779	599	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	591	817	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	430	561	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	265	235	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	525	296	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	822	960	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 108  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APM**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 2			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinel Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO	NO	
29	Centinel Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	891	643	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	804	617	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	728	496	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	641	865	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	444	654	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	279	285	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	230	251	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	531	441	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	687	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	463	NO	96	456	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	525	291	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	830	979	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.



TABLE 109  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APM

MAP NO.	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS						FUTURE 2024 WITHOUT PHASE 1 PROJECT						FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 2					
		FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT			AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
		DELAY (sec.)	LOS	C	DELAY (sec.)	LOS	C	DELAY (sec.)	LOS	C	DELAY (sec.)	LOS	C	DELAY (sec.)	LOS	C	DELAY (sec.)	LOS	C
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C	30.7	C	25.8	C	25.8	C	25.8	C	25.8	C	25.8	C	25.8	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B	26.1	C	17.7	B	17.7	B	17.7	B	17.7	B	17.7	B	17.7	B
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F	64.2	E	105.7	F	105.7	F	105.7	F	105.7	F	105.7	F	105.7	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B	22.6	C	18.2	B	18.2	B	18.2	B	18.2	B	18.2	B	18.2	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C	30.6	C	25.3	C	25.3	C	25.3	C	25.3	C	25.3	C	25.3	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E	34.6	C	64.1	E	64.1	E	64.1	E	64.1	E	64.1	E	64.1	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F	121.5	F	68.8	E	68.8	E	68.8	E	68.8	E	68.8	E	68.8	E
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C	55.9	E	30.0	C	30.0	C	30.0	C	30.0	C	30.0	C	30.0	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	D	13.0	B	12.1	B	12.9	B	12.9	B	12.9	B	12.9	B	12.9	B	12.9	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C	40.6	D	30.0	C	30.0	C	30.0	C	30.0	C	30.0	C	30.0	C
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B	14.5	B	17.6	B	17.6	B	17.6	B	17.6	B	17.6	B	17.6	B
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C	26.0	C	28.0	C	28.0	C	28.0	C	28.0	C	28.0	C	28.0	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C	37.7	D	33.5	C	33.5	C	33.5	C	33.5	C	33.5	C	33.5	C
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B	28.2	C	34.0	C	34.0	C	34.0	C	34.0	C	34.0	C	34.0	C
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	6.1	A	5.2	A	5.2	A	4.5	A	4.5	A	4.5	A	4.5	A	4.5	A	4.5	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B	14.2	B	12.0	B	12.0	B	12.0	B	12.0	B	12.0	B	12.0	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C	26.9	C	22.2	C	22.2	C	22.2	C	22.2	C	22.2	C	22.2	C
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B	23.8	C	19.7	B	19.7	B	19.7	B	19.7	B	19.7	B	19.7	B
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B	11.3	B	11.2	B	11.2	B	11.2	B	11.2	B	11.2	B	11.2	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B	19.7	B	12.7	B	12.7	B	12.7	B	12.7	B	12.7	B	12.7	B
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B	18.6	B	20.0	B	20.0	B	20.0	B	20.0	B	20.0	B	20.0	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C	25.6	C	24.7	C	24.7	C	24.7	C	24.7	C	24.7	C	24.7	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C	19.5	B	20.5	C	20.5	C	20.5	C	20.5	C	20.5	C	20.5	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C	22.8	C	22.9	C	22.9	C	22.9	C	22.9	C	22.9	C	22.9	C
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C	27.5	C	23.3	C	23.3	C	23.3	C	23.3	C	23.3	C	23.3	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A	8.4	A	7.8	A	7.8	A	7.8	A	7.8	A	7.8	A	7.8	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>																			
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D	44.5	D	46.1	D	46.1	D	46.1	D	46.1	D	46.1	D	46.1	D
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D	44.7	D	43.2	D	43.2	D	43.2	D	43.2	D	43.2	D	43.2	D
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C	19.8	B	21.8	C	21.8	C	21.8	C	21.8	C	21.8	C	21.8	C
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C	35.4	D	34.8	C	34.8	C	34.8	C	34.8	C	34.8	C	34.8	C
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B	15.1	B	14.6	B	14.6	B	14.6	B	14.6	B	14.6	B	14.6	B
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C	39.9	D	33.2	C	33.2	C	33.2	C	33.2	C	33.2	C	33.2	C
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C	21.5	C	22.4	C	22.4	C	22.4	C	22.4	C	22.4	C	22.4	C
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B	50.4	D	19.6	B	19.6	B	19.6	B	19.6	B	19.6	B	19.6	B
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D	54.6	D	38.6	D	38.6	D	38.6	D	38.6	D	38.6	D	38.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B	10.3	B	11.3	B	11.3	B	11.3	B	11.3	B	11.3	B	11.3	B
24	Centinela Avenue & Venice Boulevard	50.0	D	45.5	D	50.0	D	45.3	D	45.3	D	45.3	D	45.3	D	45.3	D	45.3	D
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D	46.6	D	51.8	D	51.8	D	51.8	D	51.8	D	51.8	D	51.8	D
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B	16.4	B	19.2	B	19.2	B	19.2	B	19.2	B	19.2	B	19.2	B
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C	14.3	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D	30.8	C	46.4	D	46.4	D	46.4	D	46.4	D	46.4	D	46.4	D
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C	28.2	C	27.5	C	27.5	C	27.5	C	27.5	C	27.5	C	27.5	C
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E	80.7	F	61.4	E	61.4	E	61.4	E	61.4	E	61.4	E	61.4	E
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E	43.4	D	69.3	E	69.3	E	69.3	E	69.3	E	69.3	E	69.3	E
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E	56.4	E	67.7	E	67.7	E	67.7	E	67.7	E	67.7	E	67.7	E
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E	45.5	D	61.2	E	61.2	E	61.2	E	61.2	E	61.2	E	61.2	E

TABLE 110  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 2: CONRAC WITH NO APM

MAP #	INTERSECTIONS	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT ALTERNATIVE 2					
		AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
		DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS	DELAY (sec.)	LOS	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	C	27.0	C	28.4	C	26.5	C	26.5	C	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	C	18.9	B	31.1	C	20.3	C	20.3	C	C
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	B	10.8	B	12.5	B	10.8	B	10.8	B	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	79.9	E	E	119.0	F	78.3	E	118.7	F	118.7	F	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	C	18.0	B	22.7	C	18.1	B	18.1	B	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	C	26.4	C	30.7	C	25.4	C	25.4	C	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	D	70.3	E	38.1	D	70.4	E	70.4	E	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	F	91.2	F	128.0	F	77.0	E	77.0	E	E
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	E	32.2	C	59.1	E	31.8	C	31.8	C	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	B	13.1	B	12.0	B	13.0	B	13.0	B	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	D	31.0	C	40.3	D	32.0	C	32.0	C	C
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	B	19.5	B	16.1	B	17.9	B	17.9	B	B
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	C	35.6	D	24.9	C	30.0	C	30.0	C	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.6	C	C	21.9	C	43.3	D	41.1	D	41.1	D	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	C	27.4	C	29.6	C	35.4	D	35.4	D	D
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	A	5.2	A	5.4	A	4.7	A	4.7	A	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	B	11.3	B	16.1	B	15.4	B	15.4	B	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	C	23.4	C	29.0	C	23.6	C	23.6	C	C
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	C	20.5	C	24.1	C	20.4	C	20.4	C	C
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	B	12.9	B	11.8	B	13.1	B	13.1	B	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	B	13.1	B	19.7	B	13.6	B	13.6	B	B
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	B	20.7	C	19.0	B	18.4	B	18.4	B	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	C	25.0	C	25.0	C	24.1	C	24.1	C	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	C	23.0	C	20.8	C	21.9	C	21.9	C	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	C	27.9	C	25.4	C	28.4	C	28.4	C	C
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	C	25.1	C	28.0	C	25.3	C	25.3	C	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	A	8.1	A	7.1	A	8.1	A	8.1	A	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	47.3	D	D	51.7	D	47.2	D	50.7	D	50.7	D	D
13	Lincoln Boulevard & Washington Boulevard	47.7	D	D	44.5	D	47.6	D	44.5	D	44.5	D	D
15	Lincoln Boulevard & Bali Way	20.5	C	C	24.5	C	20.7	C	23.6	C	23.6	C	C
16	Lincoln Boulevard & Mindanao Way	37.4	D	D	36.7	D	37.2	D	37.1	D	37.1	D	D
17	Lincoln Boulevard & Fiji Way	15.3	B	B	15.2	B	15.4	B	15.3	B	15.3	B	B
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	D	35.6	D	37.1	D	34.8	C	34.8	C	C
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	B	11.3	B	14.0	B	9.5	A	9.5	A	A
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	C	23.9	C	24.2	C	23.9	C	23.9	C	C
21	Lincoln Boulevard & 83rd Street	52.1	D	D	17.2	B	59.8	E	17.3	B	17.3	B	B
22	Lincoln Boulevard & Manchester Avenue	50.7	D	D	33.9	C	49.7	D	41.6	D	41.6	D	D
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	B	12.5	B	10.6	B	12.4	B	12.4	B	B
24	Centinela Avenue & Venice Boulevard	57.3	E	E	50.6	D	57.3	E	50.6	D	50.6	D	D
44	Overland Avenue & Venice Boulevard	47.1	D	D	55.6	E	47.1	D	55.5	E	55.5	E	E
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	B	19.6	B	17.8	B	20.1	C	20.1	C	C
65	Sepulveda Boulevard & Century Boulevard	22.0	C	C	51.9	D	30.7	C	20.1	C	20.1	C	C
67	Sepulveda Boulevard & Imperial Highway	33.7	C	C	52.9	D	31.4	C	50.2	D	50.2	D	D
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	C	28.0	C	29.0	C	27.4	C	27.4	C	C
69	Sepulveda Boulevard & Grand Avenue	83.7	F	F	60.9	E	82.6	F	62.1	E	62.1	E	E
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	D	72.2	E	45.2	E	71.9	E	71.9	E	E
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	E	68.3	E	57.5	E	69.0	E	69.0	E	E
176	National Boulevard & Venice Boulevard	49.9	D	D	65.8	E	49.9	D	65.2	E	65.2	E	E

**TABLE 111  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3				FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.649	B	0.647	B	-0.002	No	0.645	B	-0.004	No
		PM	0.831	D	0.827	D	-0.004	No	0.826	D	-0.005	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.822	D	0.813	D	-0.009	No	0.813	D	-0.009	No
		PM	0.750	C	0.736	C	-0.014	No	0.736	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.539	A	0.528	A	-0.011	No	0.528	A	-0.011	No
		PM	0.543	A	0.534	A	-0.009	No	0.533	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.689	B	0.682	B	-0.007	No	0.682	B	-0.007	No
		PM	0.548	A	0.540	A	-0.008	No	0.539	A	-0.009	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.956	E	0.949	E	-0.007	No	0.949	E	-0.007	No
		PM	0.890	D	0.876	D	-0.014	No	0.876	D	-0.014	No
6	Nicholson Street & Culver Boulevard	AM	0.734	C	0.726	C	-0.008	No	0.722	C	-0.012	No
		PM	0.863	D	0.856	D	-0.007	No	0.855	D	-0.008	No
7	Pershing Drive & Manchester Avenue	AM	0.453	A	0.449	A	-0.004	No	0.448	A	-0.005	No
		PM	0.497	A	0.498	A	0.001	No	0.496	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.459	A	0.456	A	-0.003	No	0.454	A	-0.005	No
		PM	0.313	A	0.306	A	-0.007	No	0.305	A	-0.008	No
9	Pershing Drive & Imperial Highway	AM	0.528	A	0.520	A	-0.008	No	0.515	A	-0.013	No
		PM	0.460	A	0.444	A	-0.016	No	0.441	A	-0.019	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.763	C	0.761	C	-0.002	No	0.759	C	-0.004	No
		PM	0.895	D	0.885	D	-0.010	No	0.885	D	-0.010	No
11	Main Street & Imperial Highway	AM	0.685	B	0.686	B	0.001	No	0.684	B	-0.001	No
		PM	0.619	B	0.624	B	0.005	No	0.621	B	0.002	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.931	E	0.934	E	0.003	No	0.934	E	0.003	No
		PM	0.915	E	0.911	E	-0.004	No	0.911	E	-0.004	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.914	E	-0.001	No	0.914	E	-0.001	No
		PM	0.863	D	0.864	D	0.001	No	0.864	D	0.001	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.666	B	0.669	B	0.003	No	0.669	B	0.003	No
		PM	0.667	B	0.664	B	-0.003	No	0.664	B	-0.003	No
15	Lincoln Boulevard & Bali Way	AM	0.578	A	0.578	A	0.000	No	0.578	A	0.000	No
		PM	0.619	B	0.620	B	0.001	No	0.619	B	0.000	No
16	Lincoln Boulevard & Mindanao Way	AM	0.773	C	0.775	C	0.002	No	0.774	C	0.001	No
		PM	0.849	D	0.857	D	0.008	No	0.857	D	0.008	No
17	Lincoln Boulevard & Fiji Way	AM	0.672	B	0.671	B	-0.001	No	0.670	B	-0.002	No
		PM	0.791	C	0.800	D	0.009	No	0.800	D	0.009	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.838	D	0.839	D	0.001	No	0.839	D	0.001	No
		PM	0.700	B	0.699	B	-0.001	No	0.699	B	-0.001	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.636	B	0.639	B	0.003	No	0.639	B	0.003	No
		PM	0.517	A	0.520	A	0.003	No	0.519	A	0.002	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.722	C	0.728	C	0.006	No	0.728	C	0.006	No
		PM	0.646	B	0.662	B	0.016	No	0.662	B	0.016	No
21	Lincoln Boulevard & 83rd Street	AM	1.043	F	1.049	F	0.006	No	1.049	F	0.006	No
		PM	0.742	C	0.748	C	0.006	No	0.747	C	0.005	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.859	D	0.866	D	0.007	No	0.866	D	0.007	No
		PM	0.781	C	0.777	C	-0.004	No	0.776	C	-0.005	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.414	A	0.427	A	0.013	No	0.427	A	0.013	No
		PM	0.429	A	0.468	A	0.039	No	0.467	A	0.038	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.961	E	0.961	E	0.000	No	0.961	E	0.000	No
		PM	0.891	D	0.891	D	0.000	No	0.891	D	0.000	No
25	Centinela Avenue & Washington Place	AM	0.835	D	0.836	D	0.001	No	0.836	D	0.001	No
		PM	0.957	E	0.957	E	0.000	No	0.957	E	0.000	No
26	Centinela Avenue & Washington Boulevard	AM	0.888	D	0.889	D	0.001	No	0.889	D	0.001	No
		PM	0.989	E	0.990	E	0.001	No	0.990	E	0.001	No
27	Centinela Avenue & Culver Boulevard	AM	0.955	E	0.956	E	0.001	No	0.956	E	0.001	No
		PM	1.080	F	1.081	F	0.001	No	1.081	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.552	A	0.553	A	0.001	No	0.553	A	0.001	No
		PM	0.501	A	0.501	A	0.000	No	0.501	A	0.000	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.695	B	0.691	B	-0.004	No	0.691	B	-0.004	No
		PM	0.487	A	0.490	A	0.003	No	0.490	A	0.003	No
30	Centinela Avenue & Jefferson Boulevard	AM	0.930	E	0.928	E	-0.002	No	0.928	E	-0.002	No
		PM	0.791	C	0.774	C	-0.017	No	0.774	C	-0.017	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.788	C	0.791	C	0.003	No	0.791	C	0.003	No
		PM	0.819	D	0.826	D	0.007	No	0.826	D	0.007	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.860	D	0.861	D	0.001	No	0.861	D	0.001	No
		PM	0.940	E	0.940	E	0.000	No	0.940	E	0.000	No
33	Sawtelle Boulevard & Washington Place	AM	0.615	B	0.618	B	0.003	No	0.618	B	0.003	No
		PM	0.688	B	0.691	B	0.003	No	0.691	B	0.003	No
34	Sawtelle Boulevard & Washington Boulevard	AM	0.683	B	0.683	B	0.000	No	0.683	B	0.000	No
		PM	0.773	C	0.773	C	0.000	No	0.773	C	0.000	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.774	C	0.776	C	0.002	No	0.776	C	0.002	No
		PM	0.938	E	0.939	E	0.001	No	0.939	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.674	B	0.671	B	-0.003	No	0.671	B	-0.003	No
		PM	0.583	A	0.582	A	-0.001	No	0.582	A	-0.001	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.968	E	0.969	E	0.001	No	0.969	E	0.001	No
		PM	0.786	C	0.788	C	0.002	No	0.788	C	0.002	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.477	A	0.478	A	0.001	No	0.478	A	0.001	No
		PM	0.509	A	0.509	A	0.000	No	0.508	A	-0.001	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.755	C	0.755	C	0.000	No	0.755	C	0.000	No
		PM	0.981	E	0.981	E	0.000	No	0.981	E	0.000	No
40	Sepulveda Boulevard & Washington Place	AM	0.899	D	0.900	D	0.001	No	0.900	D	0.001	No
		PM	0.882	D	0.882	D	0.000	No	0.882	D	0.000	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.803	D	0.803	D	0.000	No	0.803	D	0.000	No
		PM	0.850	D	0.851	D	0.001	No	0.851	D	0.001	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.932	E	0.933	E	0.001	No	0.933	E	0.001	No
		PM	0.914	E	0.914	E	0.000	No	0.914	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.705	C	0.706	C	0.001	No	0.706	C	0.001	No
		PM	0.715	C	0.715	C	0.000	No	0.715	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.885	D	0.885	D	0.000	No	0.885	D	0.000	No
		PM	0.923	D	0.923	E	0.000	No	0.923	E	0.000	No
45	Overland Avenue & Washington Boulevard	AM	0.871	D	0.872	D	0.001	No	0.872	D	0.001	No
		PM	1.056	F	1.056	F	0.000	No	1.056	F	0.000	No

**TABLE 111 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3				FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
46	Overland Avenue & Culver Boulevard	AM	1.002	F	1.003	F	0.001	No	1.003	F	0.001	No
		PM	0.954	E	0.955	E	0.001	No	0.955	E	0.001	No
47	Duquesne Avenue & Washington Boulevard	AM	0.606	B	0.606	B	0.000	No	0.606	B	0.000	No
		PM	0.722	C	0.723	C	0.001	No	0.723	C	0.001	No
48	Duquesne Avenue & Culver Boulevard	AM	0.675	B	0.675	B	0.000	No	0.675	B	0.000	No
		PM	0.710	C	0.710	C	0.000	No	0.710	C	0.000	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.700	B	0.700	B	0.000	No	0.700	B	0.000	No
		PM	0.722	C	0.722	C	0.000	No	0.722	C	0.000	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.859	D	0.859	D	0.000	No	0.859	D	0.000	No
		PM	0.824	D	0.824	D	0.000	No	0.824	D	0.000	No
51	Overland Avenue & Jefferson Boulevard	AM	0.828	D	0.830	D	0.002	No	0.830	D	0.002	No
		PM	0.893	D	0.894	D	0.001	No	0.894	D	0.001	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.612	B	0.613	B	0.001	No	0.612	B	0.000	No
		PM	0.635	B	0.635	B	0.000	No	0.635	B	0.000	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.688	B	0.689	B	0.001	No	0.689	B	0.001	No
		PM	0.784	C	0.785	C	0.001	No	0.785	C	0.001	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.902	E	0.904	E	0.002	No	0.904	E	0.002	No
		PM	0.777	C	0.777	C	0.000	No	0.776	C	-0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.719	C	0.721	C	0.002	No	0.721	C	0.002	No
		PM	0.713	C	0.714	C	0.001	No	0.713	C	0.000	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.845	D	0.842	D	-0.003	No	0.841	D	-0.004	No
		PM	1.074	F	1.082	F	0.008	No	1.081	F	0.007	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.811	D	0.807	D	-0.004	No	0.805	D	-0.006	No
		PM	0.687	B	0.697	B	0.010	No	0.695	B	0.008	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.819	D	0.837	D	0.018	No	0.835	D	0.016	No
		PM	0.647	B	0.649	B	0.002	No	0.647	B	0.000	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.707	C	0.744	C	0.037	No	0.743	C	0.036	No
		PM	0.529	A	0.539	A	0.010	No	0.537	A	0.008	No
60	Sepulveda Boulevard & 83rd Street	AM	0.572	A	0.583	A	0.011	No	0.581	A	0.009	No
		PM	0.504	A	0.512	A	0.008	No	0.510	A	0.006	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.736	C	0.733	C	-0.003	No	0.732	C	-0.004	No
		PM	0.917	E	0.901	E	-0.016	No	0.899	D	-0.018	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.593	A	0.014	No	0.591	A	0.012	No
		PM	0.677	B	0.696	B	0.019	No	0.693	B	0.016	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.768	C	0.799	C	0.031	No	0.797	C	0.029	No
		PM	0.914	E	0.880	D	-0.034	No	0.878	D	-0.036	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.645	B	0.659	B	0.014	No	0.659	B	0.014	No
		PM	0.692	B	0.688	B	-0.004	No	0.687	B	-0.005	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.789	C	0.756	C	-0.033	No	0.757	C	-0.032	No
		PM	0.834	D	0.803	D	-0.031	No	0.798	C	-0.036	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.085	F	1.055	F	-0.030	No	1.049	F	-0.036	No
		PM	0.973	E	0.941	E	-0.032	No	0.929	E	-0.044	No
67	Sepulveda Boulevard & Imperial Highway	AM	0.769	C	0.738	C	-0.031	No	0.725	C	-0.044	No
		PM	0.910	E	0.856	D	-0.054	No	0.851	D	-0.059	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.886	D	0.884	D	-0.002	No	0.883	D	-0.003	No
		PM	0.835	D	0.835	D	0.000	No	0.834	D	-0.001	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.144	F	-0.002	No	1.144	F	-0.002	No
		PM	0.983	E	0.989	E	0.006	No	0.988	E	0.005	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.840	D	0.844	D	0.004	No	0.843	D	0.003	No
		PM	1.036	F	1.033	F	-0.003	No	1.032	F	-0.004	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.046	F	1.044	F	-0.002	No	1.043	F	-0.003	No
		PM	1.055	F	1.052	F	-0.003	No	1.051	F	-0.004	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.769	C	0.768	C	-0.001	No	0.768	C	-0.001	No
		PM	0.791	C	0.792	C	0.001	No	0.792	C	0.001	No
73	Buckingham Parkway & Slauson Avenue	AM	0.846	D	0.844	D	-0.002	No	0.844	D	-0.002	No
		PM	0.808	D	0.805	D	-0.003	No	0.805	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.444	A	0.442	A	-0.002	No	0.438	A	-0.006	No
		PM	0.231	A	0.224	A	-0.007	No	0.221	A	-0.010	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.472	A	0.022	No	0.471	A	0.021	No
		PM	0.727	C	0.723	C	-0.004	No	0.721	C	-0.006	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.562	A	0.579	A	0.017	No	0.579	A	0.017	No
		PM	0.624	B	0.600	A	-0.024	No	0.599	A	-0.025	No
77	Jenny Avenue & Westchester Parkway	AM	0.208	A	0.351	A	0.143	No	0.344	A	0.136	No
		PM	0.432	A	0.397	A	-0.035	No	0.404	A	-0.028	No
78	Avion Drive & Century Boulevard	AM	0.436	A	0.460	A	0.024	No	0.463	A	0.027	No
		PM	0.555	A	0.547	A	-0.008	No	0.541	A	-0.014	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.522	A	0.560	A	0.038	No	0.419	A	-0.103	No
		PM	0.658	B	0.647	B	-0.011	No	0.644	B	-0.014	No
80	Airport Boulevard & Manchester Avenue	AM	0.607	B	0.640	B	0.033	No	0.637	B	0.030	No
		PM	0.750	C	0.690	B	-0.060	No	0.682	B	-0.068	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.696	B	0.792	C	0.096	Yes	0.684	B	-0.012	No
		PM	1.032	F	0.930	E	-0.102	No	0.864	D	-0.168	No
82	Airport Boulevard & 96th Street	AM	0.311	A	0.454	A	0.143	No	0.452	A	0.141	No
		PM	0.504	A	0.671	B	0.167	No	0.665	B	0.161	No
83	Airport Boulevard & 98th Street	AM	0.392	A	0.536	A	0.144	No	0.516	A	0.124	No
		PM	0.561	A	0.705	C	0.144	Yes	0.697	B	0.136	No
84	Airport Boulevard & Century Boulevard	AM	0.611	B	0.672	B	0.061	No	0.554	A	-0.057	No
		PM	0.660	B	0.840	D	0.180	Yes	0.709	C	0.049	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.534	A	0.013	No	0.534	A	0.013	No
		PM	0.446	A	0.424	A	-0.022	No	0.424	A	-0.022	No
86	Nash Street & El Segundo Boulevard	AM	0.635	B	0.640	B	0.005	No	0.640	B	0.005	No
		PM	0.694	B	0.679	B	-0.015	No	0.679	B	-0.015	No
87	Douglas Street & Imperial Highway	AM	0.369	A	0.406	A	0.037	No	0.406	A	0.037	No
		PM	0.706	C	0.707	C	0.001	No	0.707	C	0.001	No
88	Douglas Street & El Segundo Boulevard	AM	0.830	D	0.826	D	-0.004	No	0.826	D	-0.004	No
		PM	0.967	E	0.963	E	-0.004	No	0.963	E	-0.004	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.877	D	0.813	D	-0.064	No	0.811	D	-0.066	No
		PM	0.842	D	0.787	C	-0.055	No	0.785	C	-0.057	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.777	C	0.774	C	-0.003	No	0.772	C	-0.005	No
		PM	0.906	E	0.819	D	-0.087	No	0.814	D	-0.092	No

**TABLE 111 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3				FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.611	B	-0.002	No	0.613	B	0.000	No
		PM	0.688	B	0.695	B	0.007	No	0.700	B	0.012	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.705	C	-0.044	No	0.700	B	-0.049	No
		PM	0.814	D	0.663	B	-0.151	No	0.661	B	-0.153	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	1.057	F	0.145	Yes	0.995	E	0.083	Yes
		PM	0.792	C	0.974	E	0.182	Yes	0.836	D	0.044	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.891	D	0.028	Yes	0.888	D	0.025	Yes
		PM	1.013	F	1.029	F	0.016	Yes	1.027	F	0.014	Yes
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.612	B	-0.028	No	0.573	A	-0.067	No
		PM	0.784	C	0.744	C	-0.040	No	0.705	C	-0.079	No
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.717	C	-0.022	No	0.653	B	-0.086	No
		PM	0.731	C	0.760	C	0.029	No	0.706	C	-0.025	No
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.596	A	-0.128	No	0.584	A	-0.140	No
		PM	0.865	D	0.864	D	-0.001	No	0.863	D	-0.002	No
98	Aviation Boulevard & West 120th Street	AM	0.821	D	0.814	D	-0.007	No	0.814	D	-0.007	No
		PM	0.920	E	0.918	E	-0.002	No	0.906	E	-0.014	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.971	E	0.973	E	0.002	No	0.970	E	-0.001	No
		PM	1.063	F	1.060	F	-0.003	No	1.059	F	-0.004	No
100	Aviation Boulevard & Rosecrans Avenue	AM	1.001	F	0.998	E	-0.003	No	0.998	E	-0.003	No
		PM	0.995	E	0.992	E	-0.003	No	0.992	E	-0.003	No
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.710	C	-0.012	No	0.709	C	-0.013	No
		PM	0.790	C	0.663	B	-0.127	No	0.663	B	-0.127	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.577	A	-0.111	No	0.574	A	-0.114	No
		PM	18.0 s	C	0.514	A	-0.095	No	0.511	A	-0.098	No
103	Concourse Way & Century Boulevard	AM	0.306	A	0.664	B	0.358	No	0.677	B	0.371	No
		PM	0.466	A	0.641	B	0.175	No	0.651	B	0.185	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.770	C	-0.011	No	0.763	C	-0.018	No
		PM	0.679	B	0.691	B	0.012	No	0.691	B	0.012	No
105	La Tijera Boulevard & Centinela Avenue	AM	0.857	D	0.845	D	-0.012	No	0.843	D	-0.014	No
		PM	0.917	E	0.888	D	-0.029	No	0.883	D	-0.034	No
106	Jefferson Boulevard & National Boulevard	AM	0.990	E	0.988	E	-0.002	No	0.988	E	-0.002	No
		PM	0.872	D	0.868	D	-0.004	No	0.868	D	-0.004	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.694	B	0.692	B	-0.002	No	0.692	B	-0.002	No
		PM	0.763	C	0.761	C	-0.002	No	0.761	C	-0.002	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.967	E	0.964	E	-0.003	No	0.964	E	-0.003	No
		PM	1.016	F	1.018	F	0.002	No	1.018	F	0.002	No
109	La Cienega Boulevard & Rodeo Road	AM	1.248	F	1.245	F	-0.003	No	1.245	F	-0.003	No
		PM	1.153	F	1.152	F	-0.001	No	1.152	F	-0.001	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.138	F	1.136	F	-0.002	No	1.135	F	-0.003	No
		PM	1.182	F	1.178	F	-0.004	No	1.177	F	-0.005	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.245	F	1.241	F	-0.004	No	1.241	F	-0.004	No
		PM	1.154	F	1.154	F	0.000	No	1.154	F	0.000	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.091	F	1.092	F	0.001	No	1.092	F	0.001	No
		PM	0.986	E	0.985	E	-0.001	No	0.984	E	-0.002	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.611	B	0.609	B	-0.002	No	0.609	B	-0.002	No
		PM	0.720	C	0.714	C	-0.006	No	0.711	C	-0.009	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.970	E	0.962	E	-0.008	No	0.962	E	-0.008	No
		PM	1.115	F	1.104	F	-0.011	No	1.104	F	-0.011	No
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.789	C	0.020	No	0.688	B	-0.081	No
		PM	1.125	F	1.153	F	0.028	Yes	1.052	F	-0.073	No
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.814	D	0.065	No	0.714	C	-0.035	No
		PM	0.838	D	0.956	E	0.118	No	0.856	D	0.018	No
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	1.014	F	0.201	Yes	0.909	E	0.096	No
		PM	0.806	D	0.943	E	0.137	No	0.853	D	0.047	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.630	B	-0.153	No	0.627	B	-0.156	No
		PM	0.642	B	0.471	A	-0.171	No	0.500	A	-0.142	No
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	1.035	F	0.105	Yes	0.872	D	-0.058	No
		PM	0.915	E	0.973	E	0.058	Yes	0.913	E	-0.002	No
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.343	A	-0.019	No	0.308	A	-0.054	No
		PM	0.343	A	0.368	A	0.025	No	0.371	A	0.028	No
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.414	A	0.008	No	0.414	A	0.008	No
		PM	0.419	A	0.413	A	-0.006	No	0.412	A	-0.007	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.553	A	0.038	No	0.490	A	-0.025	No
		PM	0.748	C	0.751	C	0.003	No	0.696	B	-0.052	No
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.309	A	-0.011	No	0.294	A	-0.026	No
		PM	0.374	A	0.395	A	0.021	No	0.397	A	0.023	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.506	A	-0.005	No	0.465	A	-0.046	No
		PM	0.393	A	0.382	A	-0.011	No	0.392	A	-0.001	No
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.498	A	0.032	No	0.505	A	0.039	No
		PM	0.834	D	0.830	D	-0.004	No	0.829	D	-0.005	No
126	La Cienega Boulevard & West 120th Street	AM	0.814	D	0.784	C	-0.030	No	0.809	D	-0.005	No
		PM	0.962	E	0.968	E	0.006	No	0.968	E	0.006	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.719	C	0.709	C	-0.010	No	0.729	C	0.010	No
		PM	0.901	E	0.908	E	0.007	No	0.908	E	0.007	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.713	C	0.709	C	-0.004	No	0.709	C	-0.004	No
		PM	0.794	C	0.790	C	-0.004	No	0.790	C	-0.004	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No	0.873	D	-0.009	No
		PM	0.845	D	0.838	D	-0.007	No	0.833	D	-0.012	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.971	E	0.019	No	0.825	D	-0.127	No
		PM	0.826	D	0.864	D	0.038	No	0.728	C	-0.098	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.639	B	0.020	No	0.650	B	0.031	No
		PM	0.803	D	0.779	C	-0.024	No	0.812	D	0.009	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.784	C	0.795	C	0.011	No	0.800	C	0.016	No
		PM	0.802	D	0.807	D	0.005	No	0.783	C	-0.019	No
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.886	D	0.883	D	-0.003	No	0.883	D	-0.003	No
		PM	0.880	D	0.878	D	-0.002	No	0.878	D	-0.002	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No	0.772	C	0.001	No
		PM	0.850	D	0.847	D	-0.003	No	0.847	D	-0.003	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.670	B	0.008	No	0.669	B	0.007	No
		PM	0.763	C	0.743	C	-0.020	No	0.742	C	-0.021	No

**TABLE 111 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3				FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.859	D	0.022	No	0.730	C	-0.107	No
		PM	1.000	E	1.020	F	0.020	Yes	0.895	D	-0.105	No
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.902	E	-0.002	No	0.901	E	-0.003	No
		PM	1.023	F	1.023	F	0.000	No	1.000	E	-0.023	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.057	F	0.002	No	1.028	F	-0.027	No
		PM	1.144	F	1.148	F	0.004	No	1.130	F	-0.014	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.853	D	0.865	D	0.012	No	0.867	D	0.014	No
		PM	0.991	E	0.997	E	0.006	No	1.001	F	0.010	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.896	D	0.895	D	-0.001	No	0.895	D	-0.001	No
		PM	1.086	F	1.086	F	0.000	No	1.086	F	0.000	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.946	E	0.944	E	-0.002	No	0.943	E	-0.003	No
		PM	1.095	F	1.084	F	-0.011	No	1.082	F	-0.013	No
142	La Brea Avenue & Slauson Avenue	AM	0.876	D	0.874	D	-0.002	No	0.872	D	-0.004	No
		PM	1.013	F	1.010	F	-0.003	No	1.007	F	-0.006	No
143	La Brea Avenue & Centinela Avenue	AM	0.970	E	0.970	E	0.000	No	0.970	E	0.000	No
		PM	1.023	F	1.022	F	-0.001	No	1.022	F	-0.001	No
144	La Brea Avenue & Florence Avenue	AM	0.876	D	0.884	D	0.008	No	0.881	D	0.005	No
		PM	1.037	F	1.033	F	-0.004	No	1.032	F	-0.005	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No	0.836	D	0.002	No
		PM	0.866	D	0.866	D	0.000	No	0.866	D	0.000	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.593	A	-0.004	No	0.591	A	-0.006	No
		PM	0.764	C	0.775	C	0.011	No	0.774	C	0.010	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.852	D	0.018	No	0.710	C	-0.124	No
		PM	0.903	E	0.893	D	-0.010	No	0.749	C	-0.154	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.765	C	-0.007	No	0.764	C	-0.008	No
		PM	0.856	D	0.838	D	-0.018	No	0.837	D	-0.019	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	AM	0.890	D	0.884	D	-0.006	No	0.883	D	-0.007	No
		PM	1.020	F	1.005	F	-0.015	No	1.005	F	-0.015	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.799	C	-0.013	No	0.782	C	-0.030	No
		PM	0.985	E	0.990	E	0.005	No	0.985	E	0.000	No
151	Hawthorne Boulevard & 120th Street	AM	0.645	B	0.652	B	0.007	No	0.651	B	0.006	No
		PM	0.802	D	0.810	D	0.008	No	0.804	D	0.002	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.741	C	0.750	C	0.009	No	0.759	C	0.018	No
		PM	0.867	D	0.871	D	0.004	No	0.878	D	0.011	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.723	C	0.723	C	0.000	No	0.723	C	0.000	No
		PM	0.892	D	0.890	D	-0.002	No	0.890	D	-0.002	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.699	B	0.699	B	0.000	No	0.694	B	-0.005	No
		PM	0.784	C	0.746	C	-0.038	No	0.745	C	-0.039	No
155	Prairie Avenue & Manchester Boulevard	AM	0.955	E	0.953	E	-0.002	No	0.952	E	-0.003	No
		PM	1.025	F	1.021	F	-0.004	No	1.021	F	-0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.795	C	0.795	C	0.000	No	0.795	C	0.000	No
		PM	0.880	D	0.882	D	0.002	No	0.882	D	0.002	No
157	Prairie Avenue & Century Boulevard	AM	0.918	E	0.917	E	-0.001	No	0.792	C	-0.126	No
		PM	0.969	E	0.967	E	-0.002	No	0.867	D	-0.102	No
158	Prairie Avenue & Lennox Boulevard	AM	0.673	B	0.672	B	-0.001	No	0.672	B	-0.001	No
		PM	0.680	B	0.680	B	0.000	No	0.680	B	0.000	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.772	C	0.786	C	0.014	No	0.786	C	0.014	No
		PM	0.742	C	0.743	C	0.001	No	0.743	C	0.001	No
160	Prairie Avenue & Imperial Highway	AM	1.301	F	1.299	F	-0.002	No	1.290	F	-0.011	No
		PM	0.891	D	0.891	D	0.000	No	0.880	D	-0.011	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.916	E	0.916	E	0.000	No	0.916	E	0.000	No
		PM	0.948	E	0.946	E	-0.002	No	0.951	E	0.003	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.015	F	1.012	F	-0.003	No	1.011	F	-0.004	No
		PM	1.110	F	1.109	F	-0.001	No	1.109	F	-0.001	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.923	E	0.922	E	-0.001	No	0.822	D	-0.101	No
		PM	1.059	F	1.056	F	-0.003	No	0.956	E	-0.103	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.876	D	0.879	D	0.003	No	0.879	D	0.003	No
		PM	1.012	F	1.016	F	0.004	No	1.016	F	0.004	No
165	Western Avenue & Manchester Avenue	AM	0.841	D	0.841	D	0.000	No	0.840	D	-0.001	No
		PM	0.997	E	0.998	E	0.001	No	0.998	E	0.001	No
166	Western Avenue & Imperial Highway	AM	0.895	D	0.899	D	0.004	No	0.899	D	0.004	No
		PM	0.895	D	0.897	D	0.002	No	0.897	D	0.002	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.757	C	0.757	C	0.000	No	0.757	C	0.000	No
		PM	0.698	B	0.698	B	0.000	No	0.698	B	0.000	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.001	No	***	F	0.001	No
		PM	***	F	***	F	0.000	No	***	F	0.000	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.741	C	0.742	C	0.001	No	0.742	C	0.001	No
		PM	0.926	E	0.926	E	0.000	No	0.926	E	0.000	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.842	D	0.000	No	0.842	D	0.000	No
		PM	1.050	F	1.050	F	0.000	No	1.050	F	0.000	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.410	A	0.412	A	0.002	No	0.412	A	0.002	No
		PM	0.505	A	0.506	A	0.001	No	0.506	A	0.001	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.583	A	0.583	A	0.000	No	0.583	A	0.000	No
		PM	0.640	B	0.641	B	0.001	No	0.641	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	44.8 s	E	42.8 s	E	0.000	No	42.8 s	E	0.000	No
		PM	58.6 s	F	58.4 s	F	0.000	No	58.4 s	F	0.000	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.824	D	0.824	D	0.000	No	0.824	D	0.000	No
		PM	0.748	C	0.748	C	0.000	No	0.748	C	0.000	No
175	Ince Boulevard & Washington Boulevard	AM	0.967	E	0.967	E	0.000	No	0.967	E	0.000	No
		PM	0.949	E	0.949	E	0.000	No	0.949	E	0.000	No
176	National Boulevard & Venice Boulevard	AM	0.885	D	0.884	D	-0.001	No	0.884	D	-0.001	No
		PM	1.021	F	1.020	F	-0.001	No	1.020	F	-0.001	No
177	National Boulevard & Washington Boulevard	AM	0.820	D	0.820	D	0.000	No	0.820	D	0.000	No
		PM	0.966	E	0.966	E	0.000	No	0.966	E	0.000	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.926	E	0.926	E	0.000	No	0.926	E	0.000	No
		PM	1.044	F	1.044	F	0.000	No	1.044	F	0.000	No
179	Centinela Avenue & Florence Avenue	AM	0.900	D	0.903	E	0.003	No	0.900	D	0.000	No
		PM	0.860	D	0.859	D	-0.001	No	0.859	D	-0.001	No
180	Prairie Avenue & Florence Avenue	AM	0.804	D	0.802	D	-0.002	No	0.800	C	-0.004	No
		PM	0.886	D	0.885	D	-0.001	No	0.884	D	-0.002	No
181	Van Ness Avenue & Manchester Avenue	AM	0.982	E	0.985	E	0.003	No	0.984	E	0.002	No
		PM	0.993	E	0.992	E	-0.001	No	0.992	E	-0.001	No

**TABLE 111 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS		FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3				FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
			182	Van Ness Avenue & Century Boulevard	AM	0.719	C	0.720	C	0.001	No	0.620
		PM	0.787	C	0.773	C	-0.014	No	0.673	B	-0.114	No
183	Van Ness Avenue & Imperial Highway	AM	0.861	D	0.865	D	0.004	No	0.865	D	0.004	No
		PM	0.901	E	0.899	D	-0.002	No	0.899	D	-0.002	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.  
 [2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.  
 [3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 [4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 \*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 111 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

LEVEL OF SERVICE	FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3	
	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	31	25
B	30	23
C	36	31
D	43	41
E	27	32
F	16	31
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	5	7
TOTAL INDIVIDUAL INTERSECTION IMPACTS	9	

LEVEL OF SERVICE	FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3	
	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	33	25
B	33	26
C	35	32
D	44	44
E	25	27
F	13	29
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	2	2
TOTAL INDIVIDUAL INTERSECTION IMPACTS	2	



TABLE 112  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS MID-DAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 3			FUTURE (2024) WITH PHASE 1 PROJECT AND MITIGATION CONDITIONS - ALTERNATIVE 3			
		MD PEAK HOUR			MD PEAK HOUR			MD PEAK HOUR			
		V/C OR DELAY	LOS	LOS	V/C	LOS	LOS	V/C	LOS	LOS	V/C
22	Lincoln Boulevard & Manchester Avenue [1]	0.667	B	0.648	B	-0.019	No	0.648	B	-0.019	No
23	Lincoln Boulevard & La Tijera Boulevard	0.363	A	0.357	A	-0.006	No	0.356	A	-0.007	No
61	Sepulveda Boulevard & Manchester Avenue	0.697	B	0.683	B	-0.014	No	0.680	B	-0.017	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.613	B	0.611	B	-0.002	No	0.608	B	-0.005	No
63	Sepulveda Boulevard & Westchester Parkway	0.910	E	0.892	D	-0.018	No	0.890	D	-0.020	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.609	B	0.597	A	-0.012	No	0.597	A	-0.012	No
65	Sepulveda Boulevard & Century Boulevard	0.643	B	0.612	B	-0.031	No	0.611	B	-0.032	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.002	F	0.957	E	-0.045	No	0.950	E	-0.052	No
67	Sepulveda Boulevard & Imperial Highway	0.632	B	0.637	B	0.005	No	0.636	B	0.004	No
76	La Tijera Boulevard & Manchester Avenue	0.612	B	0.623	B	0.011	No	0.622	B	0.010	No
77	Jenny Avenue & Westchester Parkway	0.295	A	0.367	A	0.072	No	0.361	A	0.066	No
78	Avion Drive & Century Boulevard	0.445	A	0.428	A	-0.017	No	0.431	A	-0.014	No
79	La Tijera Boulevard & Airport Boulevard	0.550	A	0.524	A	-0.026	No	0.520	A	-0.030	No
80	Airport Boulevard & Manchester Avenue	0.688	B	0.626	B	-0.062	No	0.619	B	-0.069	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.787	C	0.640	B	-0.147	No	0.570	A	-0.217	No
82	Airport Boulevard & 96th Street	0.483	A	0.599	A	0.116	No	0.595	A	0.112	No
83	Airport Boulevard & 98th Street	0.523	A	0.697	B	0.174	No	0.693	B	0.170	No
84	Airport Boulevard & Century Boulevard	0.691	B	0.795	C	0.104	Yes	0.647	B	-0.044	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.833	D	0.773	C	-0.060	No	0.771	C	-0.062	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.609	B	0.604	B	-0.005	No	0.602	B	-0.007	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.755	C	0.684	B	-0.071	No	0.680	B	-0.075	No
93	Aviation Boulevard & Arbor Vitae Street	0.638	B	0.751	C	0.113	Yes	0.626	B	-0.012	No
94	Aviation Boulevard & Century Boulevard	0.838	D	0.859	D	0.021	Yes	0.851	D	0.013	No
95	Aviation Boulevard & 104th Street	0.640	B	0.681	B	0.041	No	0.678	B	0.038	No
96	Aviation Boulevard & 111th Street	0.696	B	0.726	C	0.030	No	0.733	C	0.037	No
97	Aviation Boulevard & Imperial Highway	0.667	B	0.627	B	-0.040	No	0.613	B	-0.054	No
102	Hindry Avenue & Arbor Vitae Street [2]	14.7 s	B	0.361	A	-0.107	No	0.358	A	-0.110	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.412	A	0.549	A	0.137	No	0.548	A	0.136	No
115	La Cienega Boulevard & Florence Avenue	0.956	E	0.961	E	0.005	No	0.860	D	-0.096	No
116	La Cienega Boulevard & Manchester Boulevard	0.859	D	0.954	E	0.095	No	0.854	D	-0.005	No
117	La Cienega Boulevard & Arbor Vitae Street	0.667	B	0.759	C	0.092	No	0.655	B	-0.012	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.653	B	0.508	A	-0.145	No	0.521	A	-0.132	No
119	La Cienega Boulevard & Century Boulevard	0.693	B	0.696	B	0.003	No	0.692	B	-0.001	No
125	La Cienega Boulevard & Imperial Highway	0.296	A	0.291	A	-0.005	No	0.298	A	0.002	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.748	C	0.718	C	-0.030	No	0.718	C	-0.030	No
130	I-405 Northbound Ramps & Century Boulevard	0.716	C	0.718	C	0.002	No	0.581	A	-0.135	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS	LOS SUMMARY			NUMBER OF IMPACTS	LOS SUMMARY			NUMBER OF IMPACTS	
	MD Peak Hour	LOS	MD Peak Hour		LOS	MD Peak Hour	LOS		
	8	A	10		A	12	A		
A	8	A	10	A	12	A	3	Yes	0
B	18	B	14	B	16	B	33	No	36
C	4	C	7	C	3	C			
D	3	D	2	D	4	D			
E	2	E	3	E	1	E			
F	1	F	0	F	0	F			
TOTAL	36		36		36				

**TABLE 113  
SUMMARY AND COMPARISON OF INTERSECTION OPERATIONS AND IMPACTS  
ALTERNATIVE 3**

<b>AM Peak Hour</b>			
<b>Future (2024) with Phase 1 Project - Proposed Project</b>		<b>Alternative 3 - Reduced Phase 1 Roadway Improvements Alternative</b>	
<b>Intersections at LOS</b>		<b>Intersections at LOS</b>	
<b>A-D</b>	141	<b>A-D</b>	140
<b>E</b>	28	<b>E</b>	27
<b>F</b>	14	<b>F</b>	16
<b>Total</b>	183	<b>Total</b>	183
<b>Average V/C</b>	0.772	<b>Average V/C</b>	0.775
<b># of Impacts</b>	2	<b># of Impacts</b>	5
<b>PM Peak Hour</b>			
<b>Future (2024) with Phase 1 Project - Proposed Project</b>		<b>Alternative 3 - Reduced Phase 1 Roadway Improvements Alternative</b>	
<b>Intersections at LOS</b>		<b>Intersections at LOS</b>	
<b>A-D</b>	122	<b>A-D</b>	120
<b>E</b>	30	<b>E</b>	32
<b>F</b>	31	<b>F</b>	21
<b>Total</b>	183	<b>Total</b>	183
<b>Average V/C</b>	0.812	<b>Average V/C</b>	0.815
<b># of Impacts</b>	5	<b># of Impacts</b>	7
<b>Overall Impacts</b>	6	<b>Overall Impacts</b>	9

TABLE 114  
**FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS**  
**FUTURE 2024 CONDITIONS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2024 WITHOUT PHASE 1 PROJECT - AM PEAK HOUR					FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 3					FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 3					FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 3												
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	D/C INCREASE	D/C INCREASE	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	D/C INCREASE	D/C INCREASE	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	2.62	25.8	C	1654	0.827	8.407	31.3	D	1915	0.968	7.270	25.8	C	1656	0.828	0.001	No	0.965	-0.003	No	8.380	31.1	D	1909	0.955	-0.003	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	8.866	33.5	D	2006	1.003	7.141	25.3	C	1627	0.814	8.605	33.5	D	2006	1.003	0.000	No	0.813	-0.001	No	7.135	25.3	C	1625	0.813	-0.001	No
2.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7.853	28.5	D	1789	0.895	8.300	30.7	D	1891	0.946	7.859	28.5	D	1790	0.895	0.000	No	0.943	-0.003	No	8.277	30.6	D	1885	0.943	-0.003	No
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9.045	35.0	E	2060	1.030	7.383	26.3	D	1682	0.841	9.053	35.0	E	2062	1.031	0.001	No	0.841	-0.002	No	7.387	26.2	C	1622	0.811	-0.002	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6.569	30.2	D	1870	0.935	6.923	32.6	D	1971	0.986	6.576	30.3	D	1872	0.936	0.001	No	0.986	-0.001	No	6.918	32.6	D	1970	0.985	-0.001	No
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	5	10.185	43.8	E	2320	1.160	8.847	33.8	D	2015	1.008	10.170	43.7	E	2317	1.159	-0.001	No	1.008	-0.004	No	8.806	33.5	D	2006	1.003	-0.005	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7.112	34.1	F	2025	1.013	7.836	40.4	E	2231	1.116	7.099	33.9	D	2021	1.011	-0.002	No	1.116	-0.003	No	7.099	40.2	E	2225	1.113	-0.003	No
	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7.594	38.1	E	2162	1.081	8.840	53.2	F	2517	1.267	7.615	38.3	E	2168	1.084	0.003	No	1.084	0.007	No	8.888	54.0	F	2531	1.266	0.007	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	SB	4	8.584	49.3	F	2444	1.222	7.717	39.2	E	2197	1.099	8.600	49.6	F	2449	1.225	0.003	No	1.099	0.008	No	8.171	38.4	E	2173	1.087	-0.012	No
	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	10.450	99.7	F	2975	1.488	8.023	42.4	E	2284	1.142	10.458	100.3	F	2971	1.486	-0.005	No	1.142	-0.004	No	8.177	44.1	E	2328	1.164	0.004	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	9.722	72.0	F	2768	1.384	8.062	42.8	E	2295	1.148	9.687	71.0	F	2756	1.128	-0.003	No	1.148	-0.006	No	9.390	63.7	F	2674	1.337	-0.006	No
	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6.426	29.3	D	1830	0.915	7.200	34.7	D	2050	1.025	6.402	29.2	D	1823	0.912	-0.003	No	1.025	0.011	No	7.277	35.4	E	2072	1.036	0.011	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	9.862	76.1	F	3019	1.510	11.019	141.2	F	3137	1.569	10.599	108.3	F	3018	1.509	-0.001	No	1.569	-0.004	No	10.992	138.7	F	3130	1.565	-0.004	No
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8.703	51.1	F	2478	1.239	8.234	44.8	E	2344	1.172	8.696	51.0	F	2476	1.238	-0.001	No	1.172	-0.002	No	8.217	44.6	E	2340	1.170	-0.002	No
	I-405 at Hughes Way (PM R.90)	R0.90	WB	3	5.604	37.0	E	2127	1.084	3.095	18.1	C	1175	0.588	5.596	36.9	E	2124	1.082	-0.002	No	0.588	-0.010	No	4.406	26.2	D	1673	0.837	-0.010	No
16.	I-405 at Douglas Street (PM R1.30)	R1.30	WB	3	7.533	82.2	F	2860	1.430	3.736	21.8	C	1418	0.709	7.411	76.7	F	2813	1.167	-0.023	No	0.709	-0.023	No	3.611	21.1	C	1371	0.686	-0.023	No
	I-405 at Imperial Highway (PM R1.80)	R1.80	WB	3	6.656	53.8	F	2527	1.264	5.049	22.8	C	1477	0.739	2.916	17.0	B	1107	0.554	-0.026	No	0.739	-0.026	No	3.855	22.5	C	1463	0.732	-0.007	No
18.	I-405 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	5.156	32.3	D	1957	0.979	3.932	19.8	C	1288	0.644	5.000	30.9	D	1898	0.949	-0.007	No	0.949	-0.007	No	3.238	18.9	C	1229	0.615	-0.029	No
	I-405 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6.628	53.1	F	2516	1.258	5.456	35.3	E	2087	1.044	5.497	35.8	E	2087	1.044	-0.007	No	1.044	-0.007	No	5.027	31.1	D	1908	0.954	0.019	No
20.	I-405 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8.205	133.7	F	3115	1.558	7.391	75.9	F	2806	1.403	8.144	126.7	F	3092	1.546	-0.012	No	1.403	-0.012	No	7.325	73.3	F	2781	1.391	-0.012	No
	I-405 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7.396	36.4	E	2106	1.053	7.112	34.1	D	2025	1.048	6.965	33.0	D	1983	0.992	0.001	No	1.048	0.001	No	7.044	33.5	D	2006	1.003	-0.010	No
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	WB	3	2.730	18.8	C	1036	0.518	5.013	34.8	D	1903	0.985	2.683	18.5	C	1019	0.510	-0.008	No	0.985	-0.008	No	4.964	34.4	C	1884	0.942	-0.010	No
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	WB	4	2.788	14.4	B	794	0.397	2.684	13.9	B	764	0.382	2.788	14.4	B	794	0.397	0.000	No	0.397	0.000	No	2.664	13.8	B	759	0.380	-0.002	No

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.

**TABLE 115  
FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
FUTURE 2024 CONDITIONS - ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2024 WITHOUT PHASE 1 PROJECT AM PEAK HOUR						FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3 AND MITIGATION						FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3 AND MITIGATION PM PEAK HOUR					
				VOLUME [a]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c] (pc/mi/h)	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE
1.	I-405 South of Venice (PM 27.81)	27.81	NB	7,262	25.8	C	1654	0.827	7,265	0.958	0.828	0.001	8,370	31.1	D	1907	0.954	-0.004	No		
		27.81	SB	8,906	33.5	D	2006	1.003	8,794	0.814	1.002	-0.001	7,127	25.2	C	1623	0.812	-0.002	No		
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	7,831	28.4	D	1784	0.892	7,834	0.882	0.892	0.000	8,240	30.4	D	1877	0.889	-0.003	No		
		27.35	SB	5,642	33.8	D	2014	1.007	7,116	0.811	1.007	0.000	7,097	25.1	C	1617	0.809	-0.002	No		
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	7,853	28.5	D	1789	0.895	7,854	0.895	0.895	0.000	8,267	30.5	D	1883	0.942	-0.004	No		
		26.84	SB	8,913	34.2	D	2030	1.015	8,902	0.915	1.014	-0.001	6,956	24.6	C	1584	0.792	-0.003	No		
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	6,529	22.9	C	1487	0.744	7,135	0.813	0.744	0.000	7,115	25.2	C	1621	0.811	-0.002	No		
		26.15	SB	9,045	35.0	E	2060	1.030	7,383	0.841	1.030	0.000	7,380	26.3	D	1681	0.841	0.000	No		
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	6,569	30.2	D	1870	0.935	6,923	0.936	0.936	0.001	6,912	32.6	D	1968	0.984	-0.002	No		
		26.00	SB	11,180	59.8	F	3183	1.592	9,002	1.282	1.592	0.000	9,000	55.9	F	2563	1.282	0.000	No		
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	7,568	37.9	E	2155	1.078	8,021	1.142	1.078	-0.003	7,985	42.0	E	2274	1.137	-0.005	No		
		25.41	SB	10,185	43.8	E	2320	1.160	8,847	1.158	1.158	-0.002	8,800	33.5	D	2004	1.002	-0.006	No		
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	7,112	34.1	D	2025	1.013	7,836	1.116	1.013	-0.003	7,810	40.2	E	2224	1.112	-0.004	No		
		24.90	SB	9,760	73.1	F	2779	1.390	8,120	1.156	1.391	0.001	8,097	43.2	E	2305	1.153	-0.003	No		
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	7,594	38.1	E	2162	1.081	8,840	1.259	1.081	0.003	8,888	54.0	F	2531	1.266	0.007	No		
		24.25	SB	7,295	35.5	E	2077	1.039	7,492	1.067	1.039	0.000	7,479	37.0	E	2129	1.065	-0.002	No		
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	7,772	39.8	F	2213	1.107	9,124	1.289	1.110	0.003	9,181	59.3	F	2614	1.307	0.008	No		
		23.61	SB	8,584	49.3	F	2444	1.222	7,717	1.099	1.225	0.003	7,631	38.4	E	2173	1.087	-0.012	No		
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	6,956	32.9	D	1981	0.981	8,147	1.069	0.986	-0.005	8,177	44.1	E	2328	1.164	0.004	No		
		23.29	SB	10,450	99.7	F	2975	1.488	8,023	1.142	1.488	0.001	7,928	41.3	E	2257	1.129	-0.013	No		
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	7,943	41.5	E	2262	1.131	9,429	1.343	1.128	-0.003	9,390	63.7	F	2674	1.337	-0.006	No		
		22.00	SB	9,722	72.0	F	2768	1.384	8,062	1.148	1.379	-0.005	7,982	41.9	E	2273	1.137	-0.011	No		
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	6,426	29.3	D	1830	0.915	7,200	1.025	0.910	-0.005	7,268	35.3	E	2069	1.035	0.010	No		
		20.6	SB	6,668	30.9	D	1899	0.950	5,674	0.808	0.952	0.002	5,634	24.9	C	1604	0.802	-0.006	No		
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	10,605	108.5	F	3019	1.510	11,019	1.569	1.507	-0.003	10,982	137.7	F	3127	1.564	-0.005	No		
		19.16	SB	8,703	51.1	F	2478	1.239	8,234	1.172	1.236	-0.003	8,207	44.5	E	2337	1.169	-0.003	No		
		19.16	SB	4,908	41.2	E	2252	1.126	7,400	1.054	1.126	0.000	7,392	36.3	E	2105	1.053	-0.001	No		
15.	I-105 at Hughes Way (PM R. 90)	R0.90	EB	4,136	24.3	C	1570	0.785	4,461	0.847	0.789	-0.016	4,397	26.1	D	1669	0.835	-0.012	No		
		R0.90	WB	5,604	37.0	E	2127	1.064	5,095	1.174	1.059	-0.005	3,078	18.0	B	1169	0.585	-0.003	No		
16.	I-105 at Douglas Street (PM R1. 30)	R1.30	EB	6,272	48.4	F	2381	1.191	6,777	1.287	1.166	-0.025	6,682	54.4	F	2537	1.269	-0.018	No		
		R1.30	WB	7,533	82.2	F	2860	1.430	3,736	1.408	1.403	-0.027	3,597	21.0	C	1366	0.683	-0.026	No		
17.	I-105 at Imperial Highway (PM R1. 80)	R1.80	EB	3,056	17.8	B	1160	0.580	3,891	0.739	0.553	-0.027	3,849	22.5	C	1461	0.731	-0.008	No		
		R1.80	WB	6,656	53.8	F	2527	1.264	5,049	1.177	1.248	-0.016	4,981	30.7	D	1891	0.946	-0.013	No		
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3,563	20.8	C	1353	0.677	3,965	0.753	0.669	-0.008	4,060	23.8	C	1541	0.771	0.018	No		
		R2.80	WB	5,156	32.3	D	1957	0.979	3,932	1.044	0.948	-0.031	3,235	18.9	C	1228	0.614	-0.030	No		
19.	I-105 West of Prairie Avenue (PM R3.30)	R3.30	WB	5,535	36.2	E	2101	1.051	4,926	1.042	-0.009	5,018	31.0	D	1905	0.953	0.018	No			
		R3.30	WB	6,628	53.1	F	2516	1.258	5,456	1.241	-0.017	5,349	34.2	D	2031	1.016	-0.020	No			
20.	I-105 West of Crenshaw Boulevard (PM R4.00)	R4.20	WB	6,419	49.0	F	2437	1.219	7,073	1.403	1.214	-0.005	7,071	64.5	F	2684	1.342	-0.001	No		
		R4.00	WB	8,205	133.7	F	3115	1.588	7,391	1.568	-0.015	7,315	72.9	F	2777	1.389	-0.014	No			
21.	I-105 West of Normandie Avenue (PM R5.50)	R5.50	EB	6,960	32.9	D	1982	0.991	7,496	1.067	0.991	0.000	7,483	37.1	E	2131	1.066	-0.001	No		
		R5.50	WB	7,396	36.4	D	2106	1.053	7,112	1.041	1.041	0.000	7,034	33.5	D	2003	1.002	-0.011	No		
22.	SR-90 East of Ballona Creek (PM 1.24)	1.24	EB	3,801	26.2	D	1443	0.722	3,608	0.685	0.718	-0.004	3,573	24.7	C	1356	0.678	-0.007	No		
		1.24	WB	3,730	18.8	C	1036	0.518	5,013	0.952	0.510	-0.008	4,984	34.4	D	1884	0.942	-0.010	No		
23.	SR-90 at Centinela Avenue (PM 1.61)	1.61	EB	3,367	23.2	C	1278	0.639	3,032	0.576	0.637	-0.002	2,988	20.6	C	1134	0.567	-0.009	No		
		1.61	WB	2,788	14.4	B	794	0.397	2,684	0.382	0.397	0.000	2,663	13.8	B	758	0.379	-0.003	No		

(a) Model estimated volume data.  
 (b) Speed = Average passenger car speed.  
 (c) Density >45 pc/mi/h represents oversaturated conditions.  
 (d) The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.

**TABLE 116  
SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION**

AM Peak Hour							
Future (2024) with Project - Proposed Project		Future (2024) with Project and Mitigation		Future (2024) with Project - Alternative 3		Future (2024) with Project - Alternative 3 and Mitigation	
Mainline Segments at LOS		Mainline Segments at LOS		Mainline Segments at LOS		Mainline Segments at LOS	
A-D	7	A-D	8	A-D	7	A-D	8
E	5	E	4	E	5	E	4
F	11	F	11	F	11	F	11
Total	23	Total	23	Total	23	Total	23
# of Impacts	0	# of Impacts	0	# of Impacts	0	# of Impacts	0
PM Peak Hour							
Future (2024) with Project - Proposed Project		Future (2024) with Project and Mitigation		Future (2024) with Project - Alternative 3		Future (2024) with Project - Alternative 3 and Mitigation	
Intersections at LOS		Intersections at LOS		Intersections at LOS		Intersections at LOS	
A-D	10	A-D	10	A-D	10	A-D	10
E	6	E	6	E	6	E	6
F	7	F	7	F	7	F	7
Total	23	Total	23	Total	23	Total	23
# of Impacts	0	# of Impacts	0	# of Impacts	0	# of Impacts	0
Overall Impacts	0	Overall Impacts	0	Overall Impacts	0	Overall Impacts	0

TABLE 117  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 3						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	
					A.M.	P.M.				A.M.	P.M.				
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251	211	238 / 1,180	187	158	248	215	238 / 1,180	185	160	NO
		WBR	2	280 [b]/1,390 [c]	1,131	890	238 / 1,180	582	442	1,119	873	238 / 1,180	583	437	
		RAMP		3340 [c]			2,839					2,839			
28	Cenimela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516	268	344	395	268	519	245	344	392	264	NO
		WBT	1 (LTR)	675 [b]	7	20	574	447	306	7	22	574	443	298	
		WBR	1	675 [b]	518	357	574	404	275	509	372	574	403	278	
29	Cenimela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	n/a	14	24	n/a	n/a	n/a	n/a	14	23	n/a	n/a	n/a	
		EBT	1 (LTR)	400 [b]	2	1	340	96	50	2	1	340	94	52	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	270	140	340	66	32	259	148	340	63	33	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	271	n/a	n/a	n/a	187	273	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LTR)	140 [b]/770 [c]	10	61	140 / 654	281	449	10	57	140 / 654	280	442	NO
		WBR	1	140 [b]	357	307	119	161	108	357	307	119	162	108	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103	82	251	82	95	99	83	251	78	96	NO
		SBT	1 (LTR)	295 [b]	3	0	251	273	57	3	0	251	275	56	
		SBR	1	190 [b]	658	173	162	249	49	661	163	162	250	48	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	132	126	189	161	468	126	129	
		NBT	1 (LTR)	550 [b]	283	0	468	591	281	282	0	468	597	278	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	322	353	n/a	n/a	n/a	328	351	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	395	901	106	238	616	395	901	106	238	620	
72	Slauson Avenue	EBT	1 (LTR)	125 [b]	0	1	106	143	607	0	1	106	143	597	NO
		EBR	shared	n/a	44	102	n/a	n/a	n/a	44	105	n/a	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,635	1,974	1,369	1,657	1,207	2,522	1,849	1,369	1,569	1,117	YES
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	240	210	321	370	142	243	
85	Nash Street / I-105 Westbound Ramps & Imperial Highway	NBT	1 (LTR)	>5,000 [c]	0	7	4,250	144	236	0	4	4,250	142	240	NO
		NBR	2	900 [b]	1,205	1,397	765	50	259	1,204	1,398	765	50	284	
		RAMP		>5,000 [c]			4,250					4,250			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	42	14	153	32	19	43	15	153	32	20	NO
		SBR	2	1,000 [b]	988	644	850	56	17	961	630	850	46	13	
		RAMP		2580 [c]			2,193					2,193			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	89	132	389	130	412	105	132	447	149	NO
		SBT	2 (LT & TR)	1,360 [b]	946	186	1,156	624	165	945	168	1,156	632	154	
		SBR	1	155 [b]	493	183	132	325	67	453	182	132	301	64	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	87	236	264	111	223	79	201	264	101	172	
		NBR	1	310 [b]	98	274	264	124	269	90	325	264	114	294	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	290	468	472	623	126	286	468	450	567	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	413	398	468	450	589	387	360	468	440	520	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			

TABLE 117 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH ALTERNATIVE 3							
					Volume (VPH)	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length				
												A.M.	P.M.	A.M.	P.M.
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1080 [b]	1,027	666	901	497	350	505	210	305	141	NO	
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	n/a	450	349	765		272
		NBR	2 [shared]	90[b]/900[b] [90]	244	149	76 / 765	26	76	232	168	n/a	n/a		n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103		NO	
		WBL	2 [2]	215 [b]	597	841	183	340	408	181	507	183	117		261
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	n/a	278	305	183		213
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	70	337	183	55	167	24	198	n/a	n/a	NO	
		RAMP		2015 [c] + Aux. Lane			1713 + Aux. Lane					1713 + Aux. Lane			
		WBR	2	230 [b]	118	348	196	2	47	269	480	196	33		60
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane			757 + Aux. Lane					757 + Aux. Lane		NO	
		WBL	2	445 [b]	227	190	378	109	92	242	148	378	117		73
		WBR	1	80 [b]	103	183	68	50	66	176	237	68	64		72
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane					1288 + Aux. Lane		NO	
		NBL	1	725 [b]	820	408	616	565	406	800	408	616	553		406
		NBLTR	1 (LTR)	725 [b]	182	193	616	564	368	182	193	616	560		359
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	443	68	37	307	186	440	68	38	310	NO
		RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane					1717 + Aux. Lane			
		NBL	2	1,270 [b]	1,172	793	1,080	482	328	1,178	871	1,080	487	368	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	401	384	378	211	358	401	384	378	218	358	NO
		RAMP		2985 [c] + Aux. Lane			2537 + Aux. Lane					2537 + Aux. Lane			
		NBL	2	1,080 [b]	658	277	918	163	148	673	203	918	167	123	
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	73	192	n/a	n/a	n/a	71	189	n/a	n/a	NO	
		RAMP		2710 [c] + Aux. Lane			2304 + Aux. Lane					2304 + Aux. Lane			
		NBL	2	1,065 [b]	850	347	905	354	176	854	353	905	362		179
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	33	181	73	158	187	34	178	NO
		RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane					2495 + Aux. Lane			
		NBL	2	270 [b]/400 [b]	1,032	667	230 / 340	277	177	1,019	660	230 / 340	273	174	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	54	127	340	22	75	69	136	340	24	80	NO
		RAMP		1680 [c]			1,428					1,428			
		WBL	1 (L) & 1 (LR)	1,075 [b]	262	274	914	282	344	262	270	914	289	352	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	460	443	561	105	109	473	485	561	106	113	NO
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		EBL	2	2,060 [b]	356	579	1,743	143	231	338	573	1,743	133	230	
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	75	425	208	280	32	77	425	237	280	NO
		EBR	shared	n/a	360	404	n/a	n/a	n/a	394	402	n/a	n/a	n/a	
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane					4369 + Aux. Lane			
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	224	n/a	n/a	n/a	155	219	n/a	n/a	NO	
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	289	271	172	15	680	290		268
		NBR	shared	n/a	460	569	n/a	n/a	n/a	454	571	n/a	n/a		n/a
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane		NO	
		WBL	1 (L) & 1 (LR)	440 [b]	334	353	374	100	107	336	351	374	101		106
		WBR	shared	n/a	138	53	n/a	n/a	n/a	136	52	n/a	n/a		n/a
RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane						1305 + Aux. Lane				

Notes:  
VPH: Vehicles Per Hour  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 118  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH ALTERNATIVE 3 AND MITIGATION			
					Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length	Volume (VPH) A.M. P.M.	85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet) A.M. P.M.	Exceeds 85% of Storage Length
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251 211	238 / 1,180	187 158	NO	248 215	238 / 1,180	185 160	NO
		WBR	2	280 [b]/1,390 [c]	1,131 890	238 / 1,180	582 442	NO	1,119 873	238 / 1,180	583 437	NO
		RAMP		3340 [c]		2,839			2,839			
28	Cintinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516 268	344	395 268	NO	519 245	344	392 264	NO
		WBT	1 (LTR)	675 [b]	7 20	574	447 306	NO	7 22	574	443 298	NO
		WBR	1	675 [b]	518 357	574	404 275	NO	509 372	574	403 278	NO
		RAMP		2210 [c]		1,879			1,879			
29	Cintinela Avenue & SR-90 Eastbound On-/Off-Ramps	EBL	shared	n/a	14 24	n/a	n/a n/a	NO	14 23	n/a	n/a n/a	NO
		EBT	1 (LT)	400 [b]	2 1	340	96 50	NO	2 1	340	94 52	NO
		EBR	1	400 [b]	270 140	66 32	NO	259 148	340	63 33	NO	
		RAMP		1400 [c] + Aux. Lane		1190 + Aux. Lane			1190 + Aux. Lane			
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	WBL	shared	n/a	188 271	n/a	n/a n/a	NO	187 273	n/a	n/a n/a	NO
		WBT	1 (LT)	140 [b]/770 [c]	10 61	140 / 654	281 449	NO	10 57	140 / 654	280 442	NO
		WBR	1	140 [b]	357 307	119	161 108	NO	357 307	119	162 108	NO
		RAMP		910 [c] + Aux. Lane		774 + Aux. Lane			774 + Aux. Lane			
36	I-405 Southbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103 82	251	82 95	NO	99 83	251	78 96	NO
		SBT	1 (LTR)	295 [b]	3 0	251	273 57	NO	3 0	251	275 56	NO
		SBR	1	190 [b]	658 173	162	249 49	NO	661 162	162	250 47	NO
		RAMP		1225 [c]		1,041			1,041			
37	I-405 Northbound Ramps & Jefferson Boulevard	NBL	1	550 [b]	198 160	468	132 126	NO	189 161	468	126 129	NO
		NBT	1 (LTR)	550 [b]	283 0	468	591 281	NO	282 0	468	597 278	NO
		NBR	shared	n/a	322 353	n/a	n/a n/a	NO	328 351	n/a	n/a n/a	NO
		RAMP		1580 [c] + Aux. Lane		1343 + Aux. Lane			1343 + Aux. Lane			
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	EBL	1	125 [b]	395 901	106	238 616	NO	395 901	106	238 630	NO
		EBT	1 (LTR)	125 [b]	0 1	106	143 607	NO	0 1	106	143 597	NO
		EBR	shared	n/a	44 102	n/a	n/a n/a	NO	44 105	n/a	n/a n/a	NO
		RAMP		935 [c] + Aux. Lane		795 + Aux. Lane			795 + Aux. Lane			
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (s/o Imperial Highway)	WBR	3	1610 [b]	2,635 1,974	1,369	1,657 1,207	YES	2,513 1,839	1,369	1,560 1,095	YES
		RAMP		4835 [c] + Aux. Lane		4110 + Aux. Lane			4110 + Aux. Lane			
		NBL	1	435 [b]	211 320	370	142 240	NO	210 321	370	142 243	NO
72	SR-90 Westbound Ramps & Slauson Avenue	NBT	1 (LT)	>5,000 [c]	0 7	4,250	144 236	NO	0 4	4,250	142 240	NO
		NBR	2	900 [b]	1,205 1,397	765	50 259	NO	1,204 1,398	765	50 284	NO
		RAMP		>5,000 [c]		4,250			4,250			
74	I-405 Southbound Ramps & Howard Hughes Parkway	SBL	1	180 [b]	42 14	153	32 19	NO	43 15	153	32 20	NO
		SBR	2	1,000 [b]	988 644	850	56 17	NO	954 924	850	44 13	NO
		RAMP		2580 [c]		2,193			2,193			
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	SBL	1	155 [b]	372 89	132	389 130	NO	412 105	132	447 149	NO
		SBT	2 (LT & TR)	1,360 [b]	946 186	1,156	624 165	NO	945 168	1,156	632 154	NO
		SBR	1	155 [b]	493 183	132	325 67	NO	453 182	132	301 64	NO
		RAMP		3510 [c] + Aux. Lane		2984 + Aux. Lane			2984 + Aux. Lane			
89	I-405 Northbound Ramps & La Tijera Boulevard	NBL	1	310 [b]	87 236	264	111 223	NO	79 201	264	101 172	NO
		NBR	1	310 [b]	98 274	264	124 269	NO	90 325	264	114 294	NO
		RAMP		1050 [c] + Aux. Lane		893 + Aux. Lane			893 + Aux. Lane			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1 (LTR)	550 [b]	114 290	468	472 623	NO	126 286	468	450 567	NO
		SBT	shared	n/a	0 0	n/a	n/a n/a	NO	0 0	n/a	n/a n/a	NO
		SBR	1	550 [b]	413 398	468	450 589	NO	386 360	468	437 520	NO
		RAMP		1620 [c] + Aux. Lane		1377 + Aux. Lane			1377 + Aux. Lane			



TABLE 118 (Continued)

OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT - ALTERNATIVE 3 WITH MITIGATION							
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length	
					A.M.	P.M.				A.M.	P.M.				A.M.	P.M.				A.M.
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	1,027	666	901	497	350	NO	505	210	901	305	141	NO				
					n/a	n/a	n/a	n/a	n/a	449	349	[765]	344	272	n/a					
					244	149	76 / 765	26	76	232	168	n/a	n/a	n/a	n/a					
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBL	2 [2]	215 [b]	597	841	183	340	408	NO	181	507	183	117	264	NO				
					n/a	n/a	n/a	n/a	n/a	278	305	[183]	183	216	n/a					
					70	337	183	55	167	24	198	n/a	n/a	n/a	n/a					
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	WBR	2	2015 [c] + Aux. Lane	118	348	196	2	47	NO	269	480	196	52	93	NO				
					227	190	378	109	92	242	148	378	119	76	757 + Aux. Lane	119	76			
					103	183	68	50	66	176	237	68	65	75	757 + Aux. Lane	65	75			
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP	1	1515 [c] + Aux. Lane	820	408	616	565	406	NO	800	388	616	553	391	NO				
					182	193	616	564	368	182	193	616	560	351	182	193	616	560	351	
					188	443	68	37	307	186	440	68	38	305	186	440	68	38	305	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	NBL	1 (LTR)	725 [b]	820	408	616	565	406	NO	800	388	616	553	391	NO				
					182	193	616	564	368	182	193	616	560	351	182	193	616	560	351	
					188	443	68	37	307	186	440	68	38	305	186	440	68	38	305	
130	I-405 Northbound Ramps & Century Boulevard	NBL	2	1,270 [b]	1,172	793	1,080	482	328	NO	1,113	770	1,080	448	317	NO				
					401	384	378	211	358	401	384	378	229	358	2537 + Aux. Lane	229	358			
					658	277	918	163	148	825	491	918	196	211	825	491	918	196	211	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	shared	n/a	73	192	n/a	n/a	n/a	NO	71	189	n/a	n/a	n/a	NO				
					2710 [c] + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane	2304 + Aux. Lane				
					850	347	905	354	176	807	280	905	350	144	807	280	905	350	144	
132	I-405 Northbound Ramps & El Segunde Boulevard	NBR	1	220 [b]	74	161	187	33	181	NO	73	158	187	35	178	NO				
					2495 [c] + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane	2495 + Aux. Lane				
					1,032	667	230 / 340	277	177	1,019	660	230 / 340	273	174	1,019	660	230 / 340	273	174	
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	400 [b]	54	127	340	22	75	NO	69	136	340	24	80	NO				
					1680 [c]	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428				
					262	274	914	282	344	262	270	914	287	342	262	270	914	287	342	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	WBR	1	660 [b]	460	443	561	105	109	NO	468	478	561	106	113	NO				
					4835 [c] + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane	4110 + Aux. Lane				
					356	579	1,743	143	231	338	573	1,743	133	226	338	573	1,743	133	226	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	EBT	1	500 [b]	32	75	425	208	280	NO	32	77	425	237	272	NO				
					n/a	n/a	n/a	n/a	n/a	394	402	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
					5140 [c] + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane	4369 + Aux. Lane				
167	I-405 Northbound Ramps & Culver Boulevard	NBL	shared	n/a	141	224	n/a	n/a	n/a	NO	155	219	n/a	n/a	n/a	NO				
					800 [b]	180	15	680	289	271	172	15	680	290	268	172	15	680	290	268
					460	569	n/a	n/a	n/a	454	571	n/a	n/a	n/a	454	571	n/a	n/a	454	571
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	WBL	1 (L) & 1 (LR)	2220 [c] + Aux. Lane	334	353	374	100	107	NO	336	351	374	101	106	NO				
					440 [b]	n/a	n/a	n/a	n/a	136	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
					1535 [c] + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane	1305 + Aux. Lane				

Notes:  
 VPH: Vehicles Per Hour.  
 YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
 NO: Storage capacity has not been exceeded.  
 [a] Most constrained storage length for each lane group reported.  
 [b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
 [c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

**TABLE 119  
ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	779	599	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	591	817	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	330	428	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	365	368	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	525	296	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	822	960	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

**TABLE 120**  
**ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS**  
**ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3 AND MITIGATION			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO	NO	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	778	597	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	590	814	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	329	422	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	361	359	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	570	389	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	821	958	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO	NO	

Notes:

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

TABLE 121  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS

MAP NO.	INTERSECTIONS	FUTURE 2024 WITHOUT PHASE 1 PROJECT						FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3					
		FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT			FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT		
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS
<b>CALTRANS - FREEWAY RAMP LOCATIONS</b>													
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C	30.7	C	25.8	C	30.7	C	25.8	C
28	Centinel Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B	26.1	C	17.7	B	26.1	C	17.7	B
29	Centinel Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B	10.5	B	10.5	B	10.5	B	10.5	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F	64.2	E	105.7	F	64.2	E	105.7	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B	22.6	C	18.2	B	22.6	C	18.2	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C	30.6	C	25.3	C	30.6	C	25.3	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E	34.6	C	64.1	E	34.6	C	64.1	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F	124.1	F	70.6	E	124.1	F	70.6	E
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C	55.9	E	30.0	C	55.9	E	30.0	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.0	B	12.1	B	12.9	B	12.1	B	12.9	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C	41.0	D	29.7	C	41.0	D	29.7	C
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B	14.5	B	17.6	B	14.5	B	17.6	B
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C	26.0	C	28.0	C	26.0	C	28.0	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C	38.1	D	33.5	C	38.1	D	33.5	C
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B	23.9	C	28.9	C	23.9	C	28.9	C
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	6.0	A	5.0	A	6.0	A	5.0	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B	14.3	B	12.1	B	14.3	B	12.1	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C	26.9	C	22.2	C	26.9	C	22.2	C
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B	23.6	C	19.7	B	23.6	C	19.7	B
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B	11.3	B	11.2	B	11.3	B	11.2	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B	19.7	B	12.7	B	19.7	B	12.7	B
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B	18.6	B	20.0	B	18.6	B	20.0	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C	25.6	C	24.7	C	25.6	C	24.7	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C	19.5	B	20.5	C	19.5	B	20.5	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C	22.8	C	22.9	C	22.8	C	22.9	C
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C	27.5	C	23.3	C	27.5	C	23.3	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A	8.4	A	7.8	A	8.4	A	7.8	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D	44.7	D	46.1	D	44.7	D	46.1	D
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D	44.7	D	43.2	D	44.7	D	43.2	D
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C	19.8	B	21.8	C	19.8	B	21.8	C
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C	35.4	D	34.8	C	35.4	D	34.8	C
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B	15.1	B	14.6	B	15.1	B	14.6	B
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C	39.9	D	33.2	C	39.9	D	33.2	C
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B	12.5	B	12.1	B	12.5	B	12.1	B
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C	21.5	C	22.5	C	21.5	C	22.5	C
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B	50.4	D	19.6	B	50.4	D	19.6	B
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D	54.6	D	38.6	D	54.6	D	38.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B	10.2	B	11.3	B	10.2	B	11.3	B
24	Centinel Avenue & Venice Boulevard	50.0	D	45.5	D	50.0	D	45.3	D	50.0	D	45.3	D
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D	46.6	D	51.8	D	46.6	D	51.8	D
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B	16.4	B	19.2	B	16.4	B	19.2	B
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C	16.6	B	15.4	B	16.6	B	15.4	B
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D	31.5	C	47.2	D	31.5	C	47.2	D
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C	28.2	C	27.5	C	28.2	C	27.5	C
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E	81.5	F	61.4	E	81.5	F	61.4	E
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E	43.5	D	69.3	E	43.5	D	69.3	E
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E	56.4	E	67.7	E	56.4	E	67.7	E
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E	45.5	D	61.2	E	45.5	D	61.2	E

TABLE 122  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 3: REDUCED PHASE 1 ROADWAY IMPROVEMENTS AND MITIGATION

MAP NO.	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS										FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 3 AND MITIGATION			
		AM PEAK HOUR		PM PEAK HOUR		LOS		DELAY (sec.)		LOS		AM PEAK HOUR		PM PEAK HOUR		DELAY (sec.)		LOS	
		DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C							30.7	C						
28	Centinelita Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B							26.1	C						
29	Centinelita Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B							10.5	B						
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F							64.2	E						
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B							22.6	C						
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C							30.6	C						
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E							34.6	C						
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F							121.8	F						
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C							55.9	E						
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.0	B							12.0	B						
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C							41.0	D						
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B							14.5	B						
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C							25.9	C						
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C							38.5	D						
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B							23.9	C						
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A							6.5	A						
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B							15.1	B						
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C							26.9	C						
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B							22.2	C						
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B							12.0	B						
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B							19.2	B						
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B							18.6	B						
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C							25.2	C						
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C							20.1	C						
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C							22.9	C						
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C							27.5	C						
171	Sawtelle Boulevard & I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A							8.4	A						
<b>CALTRANS - ARTERIAL LOCATIONS</b>																			
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D							44.5	D						
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D							44.7	D						
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C							19.5	B						
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C							35.3	D						
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B							15.1	B						
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C							39.9	D						
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B							12.5	B						
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C							21.6	C						
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B							50.6	D						
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D							56.9	E						
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B							10.2	B						
24	Centinelita Avenue & Venice Boulevard	50.0	D	45.5	D							50.0	D						
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D							46.6	D						
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B							16.3	B						
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C							16.6	B						
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D							31.3	C						
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C							28.2	C						
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E							81.3	F						
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E							43.4	D						
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E							56.4	E						
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E							45.5	D						

TABLE 123  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4			
			V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	
1	Ocean Avenue/Via Marina & Washington Boulevard	AM PM	0.649 0.831	B D	No No	0.647 0.827	B D	-0.002 -0.004	No No	0.718 0.920	C E	0.715 0.917	C E	-0.003 -0.003	No No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.822 0.750	D C	No No	0.813 0.736	D C	-0.009 -0.014	No No	0.827 0.788	D C	0.825 0.774	D C	-0.002 -0.014	No No
3	Vista del Mar & Imperial Highway	AM PM	0.539 0.543	A A	No No	0.528 0.534	A A	-0.011 -0.009	No No	0.556 0.571	A A	0.553 0.561	A A	-0.003 -0.010	No No
4	Vista del Mar & Grand Avenue	AM PM	0.689 0.548	B A	No No	0.682 0.540	B A	-0.007 -0.008	No No	0.713 0.583	C A	0.706 0.575	C A	-0.007 -0.008	No No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM PM	0.956 0.890	E D	No No	0.949 0.876	E D	-0.007 -0.014	No No	0.983 0.941	E E	0.981 0.931	E E	-0.002 -0.010	No No
6	Nicholson Street & Culver Boulevard	AM PM	0.734 0.863	C D	No No	0.726 0.856	C D	-0.008 -0.007	No No	0.762 0.886	C D	0.759 0.871	C D	-0.003 -0.015	No No
7	Pershing Drive & Manchester Avenue	AM PM	0.453 0.497	A A	No No	0.449 0.498	A A	-0.004 0.001	No No	0.483 0.510	A A	0.481 0.509	A A	-0.002 -0.001	No No
8	Pershing Drive & Westchester Parkway	AM PM	0.459 0.313	A A	No No	0.456 0.306	A A	-0.003 -0.007	No No	0.457 0.362	A A	0.455 0.354	A A	-0.002 -0.008	No No
9	Pershing Drive & Imperial Highway	AM PM	0.528 0.460	A A	No No	0.520 0.444	A A	-0.008 -0.016	No No	0.550 0.501	A A	0.541 0.486	A A	-0.009 -0.015	No No
10	Culver Boulevard & Jefferson Boulevard	AM PM	0.763 0.895	C D	No No	0.761 0.885	C D	-0.002 -0.010	No No	0.781 0.907	C E	0.779 0.895	C D	-0.002 -0.012	No No
11	Main Street & Imperial Highway	AM PM	0.619 0.619	B B	No No	0.686 0.624	B B	0.001 0.005	No No	0.694 0.633	B B	0.701 0.632	C B	0.007 -0.001	No No
12	Lincoln Boulevard & Venice Boulevard [1]	AM PM	0.931 0.915	E E	No No	0.934 0.911	E E	0.003 -0.004	No No	0.966 0.973	E E	0.966 0.973	E E	0.000 0.000	No No
13	Lincoln Boulevard & Washington Boulevard	AM PM	0.915 0.863	E D	No No	0.914 0.864	E D	-0.001 0.001	No No	0.942 0.892	E D	0.941 0.891	E D	-0.001 -0.001	No No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM PM	0.666 0.667	B B	No No	0.669 0.664	B B	0.003 -0.003	No No	0.689 0.686	B B	0.691 0.682	B B	0.002 -0.004	No No
15	Lincoln Boulevard & Ball Way	AM PM	0.578 0.619	A B	No No	0.578 0.620	A B	0.000 0.001	No No	0.607 0.646	B B	0.608 0.643	B B	0.001 -0.003	No No
16	Lincoln Boulevard & Mindanao Way	AM PM	0.773 0.849	C D	No No	0.775 0.857	C D	0.002 0.008	No No	0.808 0.882	D D	0.807 0.890	D D	-0.001 0.008	No No
17	Lincoln Boulevard & Fiji Way	AM PM	0.672 0.791	B C	No No	0.671 0.800	B C	-0.001 0.009	No No	0.694 0.818	B D	0.691 0.826	B D	-0.003 0.008	No No
18	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.838 0.700	D B	No No	0.839 0.699	D B	0.001 -0.001	No No	0.825 0.742	D C	0.821 0.739	D C	-0.004 -0.003	No No
19	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.636 0.517	B A	No No	0.639 0.520	B A	0.003 0.003	No No	0.683 0.739	B C	0.690 0.553	B A	0.007 0.002	No No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM PM	0.722 0.846	C B	No No	0.728 0.662	C B	0.006 0.016	No No	0.799 0.677	C B	0.744 0.679	C B	0.005 0.002	No No
21	Lincoln Boulevard & 83rd Street	AM PM	1.043 0.742	F C	No No	1.049 0.748	F C	0.006 0.006	No No	1.020 0.791	F C	1.027 0.794	F C	0.007 0.003	No No
22	Lincoln Boulevard & Manchester Avenue [1]	AM PM	0.859 0.781	D C	No No	0.866 0.777	D C	0.007 -0.004	No No	0.815 0.850	D D	0.821 0.850	D D	0.006 0.000	No No
23	Lincoln Boulevard & La Tijera Boulevard	AM PM	0.414 0.429	A A	No No	0.427 0.468	A A	0.013 0.039	No No	0.419 0.430	A A	0.417 0.476	A A	-0.002 0.046	No No
24	Centinela Avenue & Venice Boulevard [1]	AM PM	0.961 0.891	E D	No No	0.961 0.891	E D	0.000 0.000	No No	0.995 0.955	E E	0.995 0.956	E E	0.000 0.001	No No
25	Centinela Avenue & Washington Place	AM PM	0.835 0.957	D E	No No	0.836 0.957	D E	0.001 0.000	No No	0.891 0.987	D E	0.892 0.988	D E	0.001 0.001	No No
26	Centinela Avenue & Washington Boulevard	AM PM	0.888 0.989	D E	No No	0.889 0.990	D E	0.001 0.001	No No	0.924 1.041	E F	0.925 1.042	E F	0.001 0.001	No No
27	Centinela Avenue & Culver Boulevard	AM PM	0.955 1.080	E F	No No	0.956 1.081	E F	0.001 0.001	No No	1.023 1.127	F F	1.025 1.127	F F	0.002 0.000	No No

TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4			
			V/C OR DELAY	LOS	IMPACT	V/C	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	
28	Centinel Avenue & Sandford/SR-90 Westbound Ramps	AM PM	0.552 0.501	A A	No No	0.553 0.501	A A	0.001 0.000	No No	0.604 0.517	B A	0.605 0.525	B A	0.001 0.008	No No
29	Centinel Avenue & SR-90 Eastbound On-/Off-Ramps	AM PM	0.695 0.487	B A	No No	0.691 0.490	B A	-0.004 0.003	No No	0.759 0.513	C A	0.760 0.517	C A	0.001 0.004	No No
30	Centinel Avenue & Jefferson Boulevard	AM PM	0.930 0.791	E C	No No	0.928 0.774	E C	-0.002 -0.017	No No	1.043 0.833	F D	1.025 0.824	F D	-0.018 -0.009	No No
31	Inglewood Boulevard-Centinel Avenue & Jefferson Boulevard	AM PM	0.788 0.819	C D	No No	0.791 0.826	C D	0.003 0.007	No No	0.799 0.887	C D	0.803 0.889	D D	0.004 0.002	No No
32	Sawtelle Boulevard & Matteson Street/1-405 Southbound Ramps	AM PM	0.860 0.940	D E	No No	0.861 0.940	D E	0.001 0.000	No No	0.902 0.992	E E	0.903 0.992	E E	0.001 0.000	No No
33	Sawtelle Boulevard & Washington Place	AM PM	0.615 0.688	B B	No No	0.618 0.691	B B	0.003 0.003	No No	0.631 0.720	B C	0.632 0.723	B C	0.001 0.003	No No
34	Sawtelle Boulevard & Washington Boulevard	AM PM	0.683 0.773	B C	No No	0.683 0.773	B C	0.000 0.000	No No	0.729 0.811	C D	0.730 0.811	C D	0.001 0.000	No No
35	Sawtelle Boulevard & Culver Boulevard	AM PM	0.774 0.938	C E	No No	0.776 0.939	C E	0.002 0.001	No No	0.821 0.976	D E	0.822 0.977	D E	0.001 0.001	No No
36	1-405 Southbound Ramps & Jefferson Boulevard	AM PM	0.674 0.583	B A	No No	0.671 0.582	B A	-0.003 -0.001	No No	0.685 0.592	B A	0.676 0.588	B A	-0.009 -0.004	No No
37	1-405 Northbound Ramps & Jefferson Boulevard	AM PM	0.968 0.786	E C	No No	0.969 0.788	E C	0.001 0.002	No No	0.970 0.794	E C	0.970 0.798	E C	0.000 0.004	No No
38	Stauson Avenue & Jefferson Boulevard	AM PM	0.477 0.509	A A	No No	0.478 0.509	A A	0.001 0.000	No No	0.479 0.528	A A	0.482 0.529	A A	0.003 0.001	No No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM PM	0.755 0.981	C E	No No	0.755 0.981	C E	0.000 0.000	No No	0.785 1.005	C F	0.785 1.005	C F	0.000 0.000	No No
40	Sepulveda Boulevard & Washington Place	AM PM	0.899 0.882	D D	No No	0.900 0.882	D D	0.001 0.000	No No	0.912 0.920	E E	0.912 0.921	E E	0.000 0.001	No No
41	Sepulveda Boulevard & Washington Boulevard	AM PM	0.803 0.850	D D	No No	0.803 0.851	D D	0.000 0.001	No No	0.830 0.886	D D	0.832 0.887	D D	0.002 0.001	No No
42	Sepulveda Boulevard & Culver Boulevard	AM PM	0.932 0.914	E E	No No	0.933 0.914	E E	0.001 0.000	No No	0.956 0.941	E E	0.957 0.941	E E	0.001 0.000	No No
43	Sepulveda Boulevard & Braddock Drive	AM PM	0.705 0.715	C C	No No	0.706 0.715	C C	0.001 0.000	No No	0.731 0.744	C C	0.731 0.744	C C	0.000 0.000	No No
44	Overland Avenue & Venice Boulevard [1]	AM PM	0.885 0.923	D E	No No	0.885 0.923	D E	0.000 0.000	No No	0.910 0.949	E E	0.910 0.950	E E	0.000 0.001	No No
45	Overland Avenue & Washington Boulevard	AM PM	0.871 1.056	D F	No No	0.872 1.056	D F	0.001 0.000	No No	0.912 1.078	E F	0.912 1.078	E F	0.000 0.000	No No
46	Overland Avenue & Culver Boulevard	AM PM	1.002 0.954	F E	No No	1.003 0.955	F E	0.001 0.001	No No	1.018 0.982	F E	1.018 0.982	F E	0.000 0.000	No No
47	Duquesne Avenue & Washington Boulevard	AM PM	0.606 0.722	B C	No No	0.606 0.723	B C	0.000 0.001	No No	0.623 0.742	B C	0.623 0.742	B C	0.000 0.000	No No
48	Duquesne Avenue & Culver Boulevard	AM PM	0.675 0.710	B C	No No	0.675 0.710	B C	0.000 0.000	No No	0.699 0.737	B C	0.699 0.737	B C	0.000 0.000	No No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM PM	0.700 0.722	B C	No No	0.700 0.722	B C	0.000 0.000	No No	0.724 0.733	C C	0.724 0.733	C C	0.000 0.000	No No
50	Duquesne Avenue & Jefferson Boulevard	AM PM	0.859 0.824	D D	No No	0.859 0.824	D D	0.000 0.000	No No	0.873 0.846	D D	0.876 0.847	D D	0.003 0.001	No No
51	Overland Avenue & Jefferson Boulevard	AM PM	0.828 0.893	D D	No No	0.830 0.894	D D	0.002 0.001	No No	0.844 0.910	D E	0.845 0.910	D E	0.001 0.000	No No
52	Sepulveda Boulevard & Jefferson Boulevard	AM PM	0.612 0.635	B B	No No	0.613 0.635	B B	0.001 0.000	No No	0.617 0.647	B B	0.617 0.647	B B	0.000 0.000	No No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM PM	0.688 0.784	B C	No No	0.689 0.785	B C	0.001 0.001	No No	0.702 0.814	C D	0.703 0.814	C D	0.001 0.002	No No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM PM	0.902 0.777	E C	No No	0.904 0.777	E C	0.002 0.000	No No	0.908 0.806	E D	0.909 0.807	E D	0.001 0.001	No No

TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS				FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2025) WITHOUT PROJECT CONDITIONS				FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4							
			V/C OR DELAY		LOS		V/C		IMPACT		V/C OR DELAY		LOS		V/C OR DELAY		LOS		V/C OR DELAY		LOS	
			V/C	OR DELAY	LOS	IMPACT	V/C	OR DELAY	LOS	IMPACT	V/C	OR DELAY	LOS	IMPACT	V/C	OR DELAY	LOS	IMPACT	V/C	OR DELAY	LOS	IMPACT
55	Sepulveda Boulevard & Slauson Avenue	AM	0.719	C	0.721	C	0.002	No	0.733	C	0.736	C	0.003	No	0.755	C	0.755	C	0.000	No		
56	Sepulveda Boulevard & Centinela Avenue	PM	0.713	C	0.714	C	0.001	No	0.752	C	0.755	C	0.000	No	0.862	D	0.862	D	-0.010	No		
57	Sepulveda Boulevard & Howard Hughes Parkway	PM	1.074	F	1.082	F	0.008	No	1.082	F	1.078	F	-0.004	No	0.808	D	0.806	D	-0.002	No		
58	Sepulveda Boulevard & 76th Street-77th Street	PM	0.811	D	0.807	D	-0.004	No	0.694	B	0.686	B	-0.008	No	0.819	D	0.800	D	0.012	No		
59	Sepulveda Boulevard & 79th Street-80th Street	PM	0.647	B	0.649	B	0.002	No	0.690	B	0.694	B	0.004	No	0.707	C	0.728	C	0.014	No		
60	Sepulveda Boulevard & 83rd Street	PM	0.572	A	0.583	A	0.011	No	0.589	A	0.611	B	0.022	No	0.529	A	0.619	B	0.024	No		
61	Sepulveda Boulevard & Manchester Avenue [1]	PM	0.504	A	0.512	A	0.008	No	0.567	A	0.566	A	-0.001	No	0.736	C	0.750	C	-0.002	No		
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.579	A	0.593	A	0.014	No	0.589	A	0.612	B	0.023	No	0.917	E	0.937	E	-0.024	No		
63	Sepulveda Boulevard & Westchester Parkway	AM	0.677	B	0.696	B	0.019	No	0.733	C	0.734	C	0.001	No	0.768	C	0.831	D	0.019	No		
64	Sepulveda Boulevard & Lincoln Boulevard [1]	PM	0.914	E	0.880	D	-0.034	No	0.812	D	0.831	D	0.019	No	0.645	B	0.706	C	0.021	No		
65	Sepulveda Boulevard & Century Boulevard	PM	0.692	B	0.688	B	-0.004	No	0.715	E	0.719	C	0.004	No	0.789	C	0.909	E	0.070	Yes		
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	PM	0.834	D	0.793	C	-0.041	No	0.947	E	0.866	D	-0.081	No	1.085	F	1.063	F	-0.041	No		
67	Sepulveda Boulevard & Imperial Highway	PM	0.973	E	0.935	E	-0.038	No	1.001	F	0.963	E	-0.038	No	0.769	C	0.733	C	-0.059	No		
68	Sepulveda Boulevard & Mariposa Avenue	PM	0.910	E	0.849	D	-0.061	No	0.940	E	0.893	D	-0.047	No	0.886	D	0.888	D	0.000	No		
69	Sepulveda Boulevard & Grand Avenue	PM	0.835	D	0.835	D	0.000	No	0.823	D	0.827	D	0.004	No	1.146	F	1.149	F	0.003	No		
70	Sepulveda Boulevard & El Segundo Boulevard [1]	PM	0.983	E	0.989	E	0.006	No	0.984	E	0.987	E	0.003	No	0.840	D	0.850	D	0.002	No		
71	Sepulveda Boulevard & Rosecrans Avenue [1]	PM	1.036	F	1.033	F	-0.003	No	1.050	F	1.049	F	-0.001	No	1.046	F	1.053	F	-0.003	No		
72	SR-90 Westbound Ramps & Slauson Avenue	AM	1.046	F	1.044	F	-0.002	No	1.066	F	1.067	F	-0.001	No	0.769	C	0.784	C	0.004	No		
73	Buckingham Parkway & Slauson Avenue	PM	0.769	C	0.768	C	-0.001	No	0.780	C	0.784	C	0.004	No	0.791	C	0.841	D	-0.002	No		
74	I-405 Southbound Ramps & Howard Hughes Parkway	PM	0.444	A	0.442	A	-0.002	No	0.456	A	0.455	A	-0.003	No	0.846	D	0.856	D	-0.002	No		
75	Sepulveda Eastway & Westchester Parkway	AM	0.450	A	0.472	A	0.022	No	0.491	A	0.506	A	0.015	No	0.808	D	0.828	D	-0.003	No		
76	La Tijera Boulevard & Manchester Avenue	PM	0.723	C	0.723	C	-0.004	No	0.787	C	0.755	C	-0.032	No	0.562	A	0.624	B	0.011	No		
77	Jenny Avenue & Westchester Parkway	PM	0.624	B	0.600	A	-0.024	No	0.613	B	0.624	B	0.011	No	0.208	A	0.356	A	0.144	No		
78	Avon Drive & Century Boulevard	PM	0.432	A	0.388	A	-0.044	No	0.457	A	0.468	A	0.011	No	0.436	A	0.483	A	-0.032	No		
79	La Tijera Boulevard & Airport Boulevard	PM	0.555	A	0.512	A	-0.043	No	0.640	B	0.537	A	-0.103	No	0.522	A	0.629	B	0.010	No		
80	Airport Boulevard & Manchester Avenue	AM	0.658	B	0.647	B	-0.011	No	0.725	C	0.682	B	-0.043	No	0.607	B	0.701	C	0.019	No		
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	PM	0.750	C	0.683	B	-0.067	No	0.832	D	0.725	C	-0.107	No	0.696	B	0.754	C	0.010	No		
		PM	1.032	F	0.834	D	-0.198	No	1.153	F	0.933	E	-0.220	No								



TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS				FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2025) WITHOUT PROJECT CONDITIONS				FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4					
			V/C OR DELAY		LOS	V/C	V/C OR DELAY	LOS	V/C	IMPACT	V/C OR DELAY		LOS	V/C	IMPACT	V/C OR DELAY		LOS	V/C	IMPACT
			V/C	OR DELAY							V/C	OR DELAY				V/C	OR DELAY			
82	Alipor Boulevard & 96th Street	AM	0.311	A	0.502	A	0.191	No	0.502	A	0.191	No	0.341	A	0.480	A	0.139	No		
		PM	0.504	A	0.687	B	0.183	No	0.687	B	0.183	No	0.580	A	0.574	A	-0.006	No		
83	Alipor Boulevard & 98th Street	AM	0.392	A	0.646	B	0.254	No	0.646	B	0.254	No	0.433	A	0.670	B	0.237	No		
		PM	0.561	A	0.699	B	0.138	No	0.699	B	0.138	No	0.625	B	0.655	B	0.030	No		
84	Alipor Boulevard & Century Boulevard	AM	0.611	B	0.661	B	0.050	No	0.661	B	0.050	No	0.672	B	0.650	B	-0.022	No		
		PM	0.660	B	0.885	D	0.225	Yes	0.885	D	0.225	Yes	0.725	C	0.717	C	-0.008	No		
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.521	A	0.520	A	-0.001	No	0.520	A	-0.001	No	0.547	A	0.549	A	0.002	No		
		PM	0.446	A	0.410	A	-0.036	No	0.410	A	-0.036	No	0.480	A	0.496	A	0.016	No		
86	Nash Street & El Segundo Boulevard	AM	0.635	B	0.631	B	-0.004	No	0.631	B	-0.004	No	0.646	B	0.642	B	-0.004	No		
		PM	0.694	B	0.679	B	-0.015	No	0.679	B	-0.015	No	0.721	C	0.708	C	-0.013	No		
87	Douglas Street & Imperial Highway	AM	0.369	A	0.403	A	0.034	No	0.403	A	0.034	No	0.398	A	0.438	A	0.040	No		
		PM	0.706	C	0.699	B	-0.007	No	0.699	B	-0.007	No	0.739	C	0.715	C	-0.024	No		
88	Douglas Street & El Segundo Boulevard	AM	0.830	D	0.826	D	-0.004	No	0.826	D	-0.004	No	0.848	D	0.855	D	0.007	No		
		PM	0.967	E	0.963	E	-0.004	No	0.963	E	-0.004	No	0.989	E	0.986	E	-0.003	No		
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.877	D	0.813	D	-0.064	No	0.813	D	-0.064	No	0.981	E	0.878	D	-0.103	No		
		PM	0.842	D	0.787	C	-0.055	No	0.787	C	-0.055	No	0.876	D	0.804	D	-0.072	No		
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.777	C	0.774	C	-0.003	No	0.774	C	-0.003	No	0.773	C	0.766	C	-0.007	No		
		PM	0.906	E	0.819	D	-0.087	No	0.819	D	-0.087	No	0.975	E	0.885	D	-0.090	No		
91	Bellanca Avenue & Century Boulevard	AM	0.613	B	0.381	A	-0.232	No	0.381	A	-0.232	No	0.654	B	0.455	A	-0.199	No		
		PM	0.688	B	0.493	A	-0.195	No	0.493	A	-0.195	No	0.761	C	0.498	A	-0.283	No		
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.749	C	0.673	B	-0.076	No	0.673	B	-0.076	No	0.795	C	0.703	C	-0.092	No		
		PM	0.814	D	0.663	B	-0.151	No	0.663	B	-0.151	No	0.895	D	0.712	C	-0.183	No		
93	Aviation Boulevard & Arbor Vitae Street	AM	0.912	E	0.900	D	-0.012	No	0.900	D	-0.012	No	0.996	E	0.984	E	-0.012	No		
		PM	0.792	C	0.894	D	0.102	Yes	0.894	D	0.102	Yes	0.902	E	1.003	F	0.101	Yes		
94	Aviation Boulevard & Century Boulevard	AM	0.863	D	0.749	C	-0.114	No	0.749	C	-0.114	No	0.961	E	0.819	D	-0.142	No		
		PM	1.013	F	0.865	D	-0.148	No	0.865	D	-0.148	No	1.051	F	0.947	E	-0.104	No		
95	Aviation Boulevard & 104th Street	AM	0.640	B	0.620	B	-0.020	No	0.620	B	-0.020	No	0.790	C	0.782	C	-0.008	No		
		PM	0.784	C	0.741	C	-0.043	No	0.741	C	-0.043	No	0.875	D	0.866	D	-0.009	No		
96	Aviation Boulevard & 111th Street	AM	0.739	C	0.727	C	-0.012	No	0.727	C	-0.012	No	0.957	E	0.842	D	-0.115	No		
		PM	0.731	C	0.757	C	0.026	No	0.757	C	0.026	No	0.872	D	0.820	D	-0.052	No		
97	Aviation Boulevard & Imperial Highway	AM	0.724	C	0.602	B	-0.122	No	0.602	B	-0.122	No	0.878	D	0.652	B	-0.226	No		
		PM	0.865	D	0.867	D	0.002	No	0.867	D	0.002	No	0.923	E	0.923	E	0.000	No		
98	Aviation Boulevard & West 120th Street	AM	0.821	D	0.814	D	-0.007	No	0.814	D	-0.007	No	0.905	E	0.869	D	-0.036	No		
		PM	0.920	E	0.918	E	-0.002	No	0.918	E	-0.002	No	0.968	E	0.941	E	-0.027	No		
99	Aviation Boulevard & El Segundo Boulevard	AM	0.971	E	0.969	E	-0.002	No	0.969	E	-0.002	No	0.991	E	0.987	E	-0.004	No		
		PM	1.063	F	1.060	F	-0.003	No	1.060	F	-0.003	No	1.076	F	1.078	F	0.002	No		
100	Aviation Boulevard & Rosecrans Avenue	AM	1.001	F	0.998	E	-0.003	No	0.998	E	-0.003	No	1.013	F	1.010	F	-0.003	No		
		PM	0.995	E	0.992	E	-0.003	No	0.992	E	-0.003	No	1.013	F	1.013	F	0.000	No		
101	Hindry Avenue & Manchester Boulevard	AM	0.722	C	0.710	C	-0.012	No	0.710	C	-0.012	No	0.731	C	0.737	C	0.006	No		
		PM	0.790	C	0.663	B	-0.127	No	0.663	B	-0.127	No	0.862	D	0.757	C	-0.105	No		
102	Hindry Avenue & Arbor Vitae Street [2]	AM	23.4 s	C	0.563	A	-0.125	No	0.563	A	-0.125	No	49.4 s	E	0.768	C	-0.026	No		
		PM	18.0 s	C	0.514	A	-0.095	No	0.514	A	-0.095	No	24.1 s	C	0.756	C	0.034	No		
103	Concourse Way & Century Boulevard	AM	0.306	A	0.635	B	0.329	No	0.635	B	0.329	No	0.337	A	0.557	A	0.220	No		
		PM	0.466	A	0.616	B	0.150	No	0.616	B	0.150	No	0.528	A	0.636	B	0.108	No		
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.781	C	0.768	C	-0.013	No	0.768	C	-0.013	No	0.838	D	0.823	D	-0.015	No		
		PM	0.679	B	0.689	B	0.010	No	0.689	B	0.010	No	0.713	C	0.786	C	0.073	Yes		
105	La Tijera Boulevard & Centinela Avenue	AM	0.857	D	0.845	D	-0.012	No	0.845	D	-0.012	No	0.891	D	0.887	D	-0.004	No		
		PM	0.917	E	0.888	D	-0.029	No	0.888	D	-0.029	No	0.997	E	0.970	E	-0.027	No		
106	Jefferson Boulevard & National Boulevard	AM	0.990	E	0.988	E	-0.002	No	0.988	E	-0.002	No	1.023	F	1.024	F	0.001	No		
		PM	0.872	D	0.868	D	-0.004	No	0.868	D	-0.004	No	0.927	E	0.924	E	-0.003	No		
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.694	B	0.692	B	-0.002	No	0.692	B	-0.002	No	0.742	C	0.741	C	-0.001	No		
		PM	0.763	C	0.761	C	-0.002	No	0.761	C	-0.002	No	0.798	C	0.797	C	-0.001	No		
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	0.967	E	0.964	E	-0.003	No	0.964	E	-0.003	No	1.000	E	0.996	E	-0.004	No		
		PM	1.016	F	1.018	F	0.002	No	1.018	F	0.002	No	1.052	F	1.053	F	0.001	No		

TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2025) WITHOUT PROJECT CONDITIONS		FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4			
			V/C OR DELAY	LOS	V/C	IMPACT	V/C OR DELAY	LOS	V/C	IMPACT	V/C OR DELAY	LOS	V/C OR DELAY	LOS	V/C	IMPACT
109	La Cienega Boulevard & Rodeo Road	AM	1.248	F	1.245	F	-0.003	No	1.273	F	1.277	F	-0.004	No		
		PM	1.153	F	1.152	F	-0.001	No	1.186	F	1.189	F	-0.003	No		
110	La Cienega Boulevard & Stocker Street [1]	AM	1.138	F	1.136	F	-0.002	No	1.156	F	1.156	F	-0.004	No		
		PM	1.182	F	1.178	F	-0.004	No	1.240	F	1.244	F	-0.004	No		
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.245	F	1.241	F	-0.004	No	1.251	F	1.251	F	-0.004	No		
		PM	1.154	F	1.154	F	0.000	No	1.193	F	1.200	F	-0.007	No		
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.091	F	1.092	F	0.001	No	1.114	F	1.114	F	-0.004	No		
		PM	0.986	E	0.985	E	-0.001	No	1.042	F	1.042	F	0.000	No		
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.611	B	0.609	B	-0.002	No	0.617	B	0.617	B	-0.004	No		
		PM	0.720	C	0.714	C	-0.006	No	0.750	C	0.750	C	-0.009	No		
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.970	E	0.962	E	-0.008	No	0.985	E	0.985	E	-0.004	No		
		PM	1.115	F	1.104	F	-0.011	No	1.149	F	1.149	F	-0.008	No		
115	La Cienega Boulevard & Florence Avenue	AM	0.769	C	0.796	C	0.027	No	0.826	D	0.826	D	0.013	No		
		PM	1.125	F	1.157	F	0.032	Yes	1.162	F	1.162	F	0.046	Yes		
116	La Cienega Boulevard & Manchester Boulevard	AM	0.749	C	0.819	D	0.070	No	0.801	D	0.801	D	0.060	No		
		PM	0.838	D	0.959	E	0.121	No	0.880	D	0.880	D	0.122	Yes		
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.813	D	1.015	F	0.202	Yes	0.887	D	0.887	D	0.235	Yes		
		PM	0.806	D	0.954	E	0.148	No	0.852	D	0.852	D	0.220	Yes		
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.783	C	0.665	B	-0.118	No	0.809	D	0.809	D	-0.127	No		
		PM	0.642	B	0.547	A	-0.095	No	0.705	C	0.705	C	-0.100	No		
119	La Cienega Boulevard & Century Boulevard	AM	0.930	E	0.982	E	0.052	Yes	0.985	E	0.985	E	0.047	Yes		
		PM	0.915	E	1.006	F	0.091	Yes	1.088	F	1.088	F	0.073	Yes		
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.362	A	0.313	A	-0.049	No	0.385	A	0.385	A	-0.058	No		
		PM	0.343	A	0.365	A	0.022	No	0.381	A	0.381	A	0.026	No		
121	La Cienega Boulevard & 104th Street	AM	0.406	A	0.419	A	0.013	No	0.478	A	0.478	A	-0.017	No		
		PM	0.419	A	0.416	A	-0.003	No	0.506	A	0.506	A	-0.029	No		
122	La Cienega Boulevard & Lennox Boulevard	AM	0.515	A	0.560	A	0.045	No	0.583	A	0.583	A	0.036	No		
		PM	0.748	C	0.758	C	0.010	No	0.836	D	0.836	D	0.009	No		
123	La Cienega Boulevard & 111th Street	AM	0.320	A	0.316	A	-0.004	No	0.433	A	0.445	A	0.012	No		
		PM	0.374	A	0.397	A	0.023	No	0.453	A	0.453	A	0.000	No		
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.511	A	0.513	A	0.002	No	0.565	A	0.565	A	0.027	No		
		PM	0.393	A	0.389	A	-0.004	No	0.424	A	0.424	A	-0.003	No		
125	La Cienega Boulevard & Imperial Highway	AM	0.466	A	0.503	A	0.037	No	0.532	A	0.532	A	0.066	No		
		PM	0.834	D	0.830	D	-0.004	No	0.899	D	0.899	D	0.000	No		
126	La Cienega Boulevard & West 120th Street	AM	0.814	D	0.784	C	-0.030	No	0.848	D	0.848	D	-0.038	No		
		PM	0.962	E	0.968	E	0.006	No	0.999	E	0.999	E	0.005	No		
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.719	C	0.716	C	-0.003	No	0.748	C	0.748	C	-0.004	No		
		PM	0.901	E	0.908	E	0.007	No	0.918	E	0.918	E	0.008	No		
128	Hindry Avenue & Rosecrans Avenue	AM	0.713	C	0.709	C	-0.004	No	0.725	C	0.725	C	-0.003	No		
		PM	0.794	C	0.790	C	-0.004	No	0.812	D	0.812	D	0.005	No		
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.882	D	0.873	D	-0.009	No	0.923	E	0.923	E	-0.016	No		
		PM	0.845	D	0.838	D	-0.007	No	0.896	D	0.896	D	0.017	No		
130	I-405 Northbound Ramps & Century Boulevard	AM	0.952	E	0.973	E	0.021	No	0.993	E	0.993	E	0.002	No		
		PM	0.826	D	0.864	D	0.038	No	0.890	D	0.890	D	0.018	No		
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.619	B	0.639	B	0.020	No	0.653	B	0.653	B	0.036	No		
		PM	0.803	D	0.779	C	-0.024	No	0.832	D	0.832	D	-0.019	No		
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.784	C	0.795	C	0.011	No	0.801	D	0.801	D	0.011	No		
		PM	0.802	D	0.807	D	0.005	No	0.818	D	0.818	D	-0.004	No		
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.886	D	0.883	D	-0.003	No	0.900	D	0.900	D	-0.002	No		
		PM	0.880	D	0.878	D	-0.002	No	0.898	D	0.898	D	0.000	No		
134	Inglewood Avenue & Manchester Boulevard	AM	0.771	C	0.772	C	0.001	No	0.804	D	0.804	D	-0.003	No		
		PM	0.850	D	0.847	D	-0.003	No	0.887	D	0.887	D	0.020	No		
135	Inglewood Avenue & Arbor Vitae Street	AM	0.662	B	0.670	B	0.008	No	0.674	B	0.674	B	0.024	No		
		PM	0.763	C	0.743	C	-0.020	No	0.802	D	0.802	D	-0.004	No		

TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS				FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2025) WITHOUT PROJECT CONDITIONS				FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4			
			V/C OR DELAY		LOS		V/C		IMPACT		V/C OR DELAY		LOS		V/C OR DELAY		LOS	
			V/C	DELAY	LOS	IMPACT	V/C	IMPACT	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
136	Inglewood Avenue & Century Boulevard	AM	0.837	D	0.861	D	0.024	No	0.873	D	0.886	D	0.013	No	0.886	D	0.013	No
		PM	1.000	E	1.020	F	0.020	Yes	1.064	F	1.084	F	0.020	Yes	1.084	F	0.020	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.904	E	0.902	E	-0.002	No	0.952	E	0.950	E	-0.002	No	0.950	E	-0.002	No
		PM	1.023	F	1.023	F	0.000	No	1.086	F	1.086	F	0.000	No	1.086	F	0.000	No
138	Inglewood Avenue & Imperial Highway	AM	1.055	F	1.057	F	0.002	No	1.095	F	1.095	F	0.000	No	1.095	F	0.000	No
		PM	1.144	F	1.148	F	0.004	No	1.195	F	1.198	F	0.003	No	1.198	F	0.003	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.853	D	0.865	D	0.012	No	0.879	D	0.896	D	0.017	No	0.896	D	0.017	No
		PM	0.991	E	0.997	E	0.006	No	1.007	F	1.009	F	0.002	No	1.009	F	0.002	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.896	D	0.895	D	-0.001	No	0.923	E	0.921	E	-0.002	No	0.921	E	-0.002	No
		PM	1.086	F	1.086	F	0.000	No	1.120	F	1.122	F	0.002	No	1.122	F	0.002	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.946	E	0.944	E	-0.002	No	0.983	E	0.979	E	-0.004	No	0.979	E	-0.004	No
		PM	1.095	F	1.084	F	-0.011	No	1.139	F	1.124	F	-0.015	No	1.124	F	-0.015	No
142	La Brea Avenue & Slauson Avenue	AM	0.876	D	0.874	D	-0.002	No	0.939	E	0.935	E	-0.004	No	0.935	E	-0.004	No
		PM	1.013	F	1.010	F	-0.003	No	1.066	F	1.063	F	-0.003	No	1.063	F	-0.003	No
143	La Brea Avenue & Centinela Avenue	AM	0.970	E	0.970	E	0.000	No	1.016	F	1.014	F	-0.002	No	1.014	F	-0.002	No
		PM	1.023	F	1.022	F	-0.001	No	1.057	F	1.062	F	0.005	No	1.062	F	0.005	No
144	La Brea Avenue & Florence Avenue	AM	0.876	D	0.884	D	0.008	No	0.923	E	0.934	E	0.011	No	0.934	E	0.011	No
		PM	1.033	F	1.033	F	-0.004	No	1.127	F	1.125	F	-0.002	No	1.125	F	-0.002	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.834	D	0.836	D	0.002	No	0.863	D	0.870	D	0.007	No	0.870	D	0.007	No
		PM	0.866	D	0.866	D	0.000	No	0.911	E	0.925	E	0.014	No	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.597	A	0.593	A	-0.004	No	0.626	B	0.623	B	-0.003	No	0.623	B	-0.003	No
		PM	0.764	C	0.775	C	0.011	No	0.805	D	0.803	D	-0.002	No	0.803	D	-0.002	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.834	D	0.876	D	0.023	No	0.876	D	0.884	D	0.008	No	0.884	D	0.008	No
		PM	0.903	E	0.904	E	0.001	No	0.986	E	0.985	E	-0.001	No	0.985	E	-0.001	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.772	C	0.765	C	-0.007	No	0.821	D	0.806	D	-0.015	No	0.806	D	-0.015	No
		PM	0.856	D	0.838	D	-0.018	No	0.902	E	0.880	D	-0.022	No	0.880	D	-0.022	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/I11th Street	AM	0.890	D	0.884	D	-0.006	No	0.919	E	0.910	E	-0.009	No	0.910	E	-0.009	No
		PM	1.020	F	1.005	F	-0.015	No	1.039	F	1.025	F	-0.014	No	1.025	F	-0.014	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.812	D	0.799	C	-0.013	No	0.861	D	0.849	D	-0.012	No	0.849	D	-0.012	No
		PM	0.985	E	0.990	E	0.005	No	1.037	F	1.037	F	0.000	No	1.037	F	0.000	No
151	Hawthorne Boulevard & 120th Street	AM	0.645	B	0.652	B	0.007	No	0.669	B	0.668	B	-0.001	No	0.668	B	-0.001	No
		PM	0.802	D	0.810	D	0.008	No	0.833	D	0.847	D	0.014	No	0.847	D	0.014	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.741	C	0.750	C	0.009	No	0.775	C	0.784	C	0.009	No	0.784	C	0.009	No
		PM	0.867	D	0.871	D	0.004	No	0.898	D	0.899	D	0.001	No	0.899	D	0.001	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.723	C	0.723	C	0.000	No	0.755	C	0.754	C	-0.001	No	0.754	C	-0.001	No
		PM	0.892	D	0.890	D	-0.002	No	0.922	E	0.924	E	0.002	No	0.924	E	0.002	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.699	B	0.699	B	0.000	No	0.703	C	0.702	C	-0.001	No	0.702	C	-0.001	No
		PM	0.784	C	0.746	C	-0.038	No	0.800	C	0.762	C	-0.038	No	0.762	C	-0.038	No
155	Prairie Avenue & Manchester Boulevard	AM	0.955	E	0.953	E	-0.002	No	0.983	E	0.980	E	-0.003	No	0.980	E	-0.003	No
		PM	1.025	F	1.021	F	-0.004	No	1.069	F	1.073	F	0.004	No	1.073	F	0.004	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.795	C	0.795	C	0.000	No	0.816	D	0.814	D	-0.002	No	0.814	D	-0.002	No
		PM	0.880	D	0.882	D	0.002	No	0.901	E	0.888	D	-0.013	No	0.888	D	-0.013	No
157	Prairie Avenue & Century Boulevard	AM	0.918	E	0.917	E	-0.001	No	0.959	E	0.955	E	-0.004	No	0.955	E	-0.004	No
		PM	0.969	E	0.967	E	-0.002	No	1.011	F	1.010	F	-0.001	No	1.010	F	-0.001	No
158	Prairie Avenue & Lennox Boulevard	AM	0.673	B	0.672	B	-0.001	No	0.712	C	0.708	C	-0.004	No	0.708	C	-0.004	No
		PM	0.680	B	0.680	B	0.000	No	0.720	C	0.719	C	-0.001	No	0.719	C	-0.001	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.772	C	0.786	C	0.014	No	0.811	D	0.830	D	0.019	No	0.830	D	0.019	No
		PM	0.742	C	0.743	C	0.001	No	0.767	C	0.772	C	0.005	No	0.772	C	0.005	No
160	Prairie Avenue & Imperial Highway	AM	1.301	F	1.299	F	-0.002	No	1.346	F	1.347	F	0.001	No	1.347	F	0.001	No
		PM	0.891	D	0.891	D	0.000	No	0.952	E	0.958	E	0.006	No	0.958	E	0.006	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.916	E	0.916	E	0.000	No	0.950	E	0.947	E	-0.003	No	0.947	E	-0.003	No
		PM	0.948	E	0.946	E	-0.002	No	0.985	E	0.989	E	0.004	No	0.989	E	0.004	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.015	F	1.012	F	-0.003	No	1.055	F	1.054	F	-0.001	No	1.054	F	-0.001	No
		PM	1.110	F	1.109	F	-0.001	No	1.145	F	1.151	F	0.006	No	1.151	F	0.006	No

TABLE 123 (continued)  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2024) WITHOUT PROJECT CONDITIONS			FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4			FUTURE (2025) WITHOUT PROJECT CONDITIONS			FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4		
			V/C OR DELAY	LOS	IMPACT	V/C	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT	V/C OR DELAY	LOS	IMPACT
163	Crenshaw Boulevard & Century Boulevard	AM	0.923	E	No	0.922	E	No	0.948	E	No	0.944	E	No
		PM	1.059	F	No	1.056	F	No	1.120	F	No	1.119	F	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.876	D	No	0.879	D	No	0.924	E	No	0.928	E	No
		PM	1.012	F	No	1.016	F	No	1.067	F	No	1.070	F	No
165	Western Avenue & Manchester Avenue	AM	0.841	D	No	0.841	D	No	0.869	D	No	0.871	D	No
		PM	0.997	E	No	0.998	E	No	1.056	F	No	1.059	F	No
166	Western Avenue & Imperial Highway	AM	0.895	D	No	0.899	D	No	0.915	E	No	0.918	E	No
		PM	0.897	D	No	0.897	D	No	0.941	E	No	0.944	E	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.757	C	No	0.757	C	No	0.781	E	No	0.781	E	No
		PM	0.698	B	No	0.698	B	No	0.740	C	No	0.740	C	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	No	***	F	No	***	F	No	***	F	No
		PM	***	F	No	***	F	No	***	F	No	***	F	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.741	C	No	0.742	C	No	0.772	C	No	0.772	C	No
		PM	0.926	E	No	0.926	E	No	0.955	E	No	0.959	E	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	No	0.842	D	No	0.842	D	No	0.845	D	No
		PM	1.050	F	No	1.050	F	No	1.084	F	No	1.085	F	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.410	A	No	0.412	A	No	0.419	A	No	0.420	A	No
		PM	0.505	A	No	0.506	A	No	0.527	A	No	0.527	A	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.583	A	No	0.583	A	No	0.600	A	No	0.600	A	No
		PM	0.640	B	No	0.641	B	No	0.659	B	No	0.660	B	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	44.8 s	E	No	42.8 s	E	No	49.7 s	E	No	49.7 s	E	No
		PM	58.4 s	F	No	58.4 s	F	No	63.6 s	F	No	63.2 s	F	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.824	D	No	0.824	D	No	0.839	D	No	0.839	D	No
		PM	0.748	C	No	0.748	C	No	0.795	C	No	0.795	C	No
175	Ince Boulevard & Washington Boulevard	AM	0.967	E	No	0.967	E	No	1.002	F	No	1.002	F	No
		PM	0.949	E	No	0.949	E	No	1.003	F	No	1.003	F	No
176	National Boulevard & Venice Boulevard	AM	0.885	D	No	0.884	D	No	0.931	E	No	0.931	E	No
		PM	1.021	F	No	1.020	F	No	1.053	F	No	1.051	F	No
177	National Boulevard & Washington Boulevard	AM	0.820	D	No	0.820	D	No	0.865	D	No	0.865	D	No
		PM	0.966	E	No	0.966	E	No	1.006	F	No	1.006	F	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.926	E	No	0.926	E	No	0.959	E	No	0.959	E	No
		PM	1.044	F	No	1.044	F	No	1.105	F	No	1.105	F	No
179	Centinela Avenue & Florence Avenue	AM	0.900	D	No	0.903	E	No	0.934	E	No	0.932	E	No
		PM	0.860	D	No	0.859	D	No	0.902	E	No	0.901	E	No
180	Prairie Avenue & Florence Avenue	AM	0.804	D	No	0.802	D	No	0.820	D	No	0.816	D	No
		PM	0.886	D	No	0.885	D	No	0.917	E	No	0.915	E	No
181	Van Ness Avenue & Manchester Avenue	AM	0.982	E	No	0.985	E	No	1.013	F	No	1.011	F	No
		PM	0.993	E	No	0.992	E	No	1.024	F	No	1.031	F	No
182	Van Ness Avenue & Century Boulevard	AM	0.719	C	No	0.720	C	No	0.752	C	No	0.748	C	No
		PM	0.787	C	No	0.773	C	No	0.823	D	No	0.819	D	No
183	Van Ness Avenue & Imperial Highway	AM	0.861	D	No	0.865	D	No	0.903	E	No	0.908	E	No
		PM	0.901	E	No	0.899	D	No	0.945	E	No	0.948	E	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.  
 [2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine intersection level of service.  
 [3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 [4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.  
 \*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

TABLE 123 (continued)  
 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE

LEVEL OF SERVICE	FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4 INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
	A	30
B	33	24
C	35	30
D	43	42
E	28	30
F	14	31
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	2	5
TOTAL INDIVIDUAL INTERSECTION IMPACTS	6	

LEVEL OF SERVICE	FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 4 INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
	A	22
B	25	14
C	35	29
D	43	34
E	36	37
F	22	46
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	3	7
TOTAL INDIVIDUAL INTERSECTION IMPACTS	8	

TABLE 124  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: ONE ITF PARKING GARAGE MIDDAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2024) WITHOUT PROJECT CONDITIONS				FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS - ALTERNATIVE 4				FUTURE (2025) WITHOUT PROJECT CONDITIONS				FUTURE (2025) WITH PROJECT CONDITIONS - ALTERNATIVE 4			
		MD PEAK HOUR		V/C OR DELAY	LOS	MD PEAK HOUR		V/C	LOS	MD PEAK HOUR		V/C	LOS	MD PEAK HOUR		V/C	LOS
		MD PEAK HOUR	LOS			MD PEAK HOUR	LOS			MD PEAK HOUR	LOS			MD PEAK HOUR	LOS		
22	Lincoln Boulevard & Manchester Avenue [1]	0.667	B	0.648	B	-0.019	No	0.702	C	0.702	C	0.702	C	0.702	C	0.000	No
23	Lincoln Boulevard & La Tijera Boulevard	0.363	A	0.357	A	-0.006	No	0.400	A	0.408	A	0.408	A	0.408	A	0.008	No
61	Sepulveda Boulevard & Manchester Avenue	0.697	B	0.683	B	-0.014	No	0.739	C	0.722	C	0.722	C	0.722	C	-0.017	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.613	B	0.611	B	-0.002	No	0.651	B	0.649	B	0.649	B	0.649	B	-0.002	No
63	Sepulveda Boulevard & Westchester Parkway	0.910	E	0.892	D	-0.018	No	0.965	E	0.954	E	0.954	E	0.954	E	-0.011	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.609	B	0.597	B	-0.012	No	0.648	B	0.632	B	0.632	B	0.632	B	-0.016	No
65	Sepulveda Boulevard & Century Boulevard	0.643	B	0.603	B	-0.040	No	0.777	C	0.830	D	0.830	D	0.830	D	0.053	Yes
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.002	F	0.955	E	-0.047	No	1.025	F	0.975	E	0.975	E	0.975	E	-0.050	No
67	Sepulveda Boulevard & Imperial Highway	0.632	B	0.632	B	0.000	No	0.647	B	0.658	B	0.658	B	0.658	B	0.011	No
76	La Tijera Boulevard & Manchester Avenue	0.612	B	0.623	B	0.011	No	0.649	B	0.667	B	0.667	B	0.667	B	0.018	No
77	Jenny Avenue & Westchester Parkway	0.295	A	0.346	A	0.051	No	0.338	A	0.442	A	0.442	A	0.442	A	0.104	No
78	Avion Drive & Century Boulevard	0.445	A	0.379	A	-0.066	No	0.572	A	0.466	A	0.466	A	0.466	A	-0.106	No
79	La Tijera Boulevard & Airport Boulevard	0.550	A	0.524	A	-0.026	No	0.621	B	0.573	A	0.573	A	0.573	A	-0.048	No
80	Airport Boulevard & Manchester Avenue	0.688	B	0.613	B	-0.075	No	0.761	C	0.657	B	0.657	B	0.657	B	-0.104	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.787	C	0.549	A	-0.238	No	0.858	D	0.677	B	0.677	B	0.677	B	-0.181	No
82	Airport Boulevard & 98th Street	0.483	A	0.627	B	0.144	No	0.553	A	0.504	A	0.504	A	0.504	A	-0.049	No
83	Airport Boulevard & 98th Street	0.523	B	0.698	B	0.175	No	0.573	A	0.625	B	0.625	B	0.625	B	0.052	No
84	Airport Boulevard & Century Boulevard	0.691	B	0.829	D	0.138	Yes	0.800	C	0.671	B	0.671	B	0.671	B	-0.129	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.833	D	0.773	C	-0.060	No	0.887	D	0.817	D	0.817	D	0.817	D	-0.070	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.609	B	0.604	B	-0.005	No	0.639	B	0.623	B	0.623	B	0.623	B	-0.016	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.755	C	0.689	B	-0.066	No	0.843	D	0.732	C	0.732	C	0.732	C	-0.111	No
93	Aviation Boulevard & Arbor Vitae Street	0.638	C	0.772	C	0.134	Yes	0.731	C	0.777	C	0.777	C	0.777	C	0.046	Yes
94	Aviation Boulevard & Century Boulevard	0.838	D	0.777	C	-0.061	No	0.900	D	0.870	D	0.870	D	0.870	D	-0.030	No
95	Aviation Boulevard & 104th Street	0.640	B	0.671	B	0.031	No	0.752	C	0.776	C	0.776	C	0.776	C	0.024	No
96	Aviation Boulevard & 111th Street	0.696	B	0.716	B	0.020	No	0.867	D	0.819	D	0.819	D	0.819	D	-0.048	No
97	Aviation Boulevard & Imperial Highway	0.667	B	0.622	B	-0.045	No	0.694	B	0.640	B	0.640	B	0.640	B	-0.054	No
102	Hindry Avenue & Arbor Vitae Street [2]	14.7 s	B	0.352	A	-0.116	No	16.5 s	C	0.391	A	0.391	A	0.391	A	-0.162	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.412	A	0.549	A	0.137	No	0.440	A	0.592	A	0.592	A	0.592	A	0.152	No
115	La Cienega Boulevard & Florence Avenue	0.956	E	0.965	E	0.009	No	1.022	F	1.037	F	1.037	F	1.037	F	0.015	No
116	La Cienega Boulevard & Manchester Boulevard	0.859	D	0.957	E	0.098	No	0.908	E	1.002	F	1.002	F	1.002	F	0.094	Yes
117	La Cienega Boulevard & Arbor Vitae Street	0.667	B	0.758	C	0.091	No	0.724	C	0.807	D	0.807	D	0.807	D	0.083	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.653	B	0.541	A	-0.112	No	0.703	C	0.613	C	0.613	C	0.613	C	-0.090	No
119	La Cienega Boulevard & Century Boulevard	0.693	B	0.701	C	0.008	No	0.813	D	0.864	D	0.864	D	0.864	D	0.051	Yes
125	La Cienega Boulevard & Imperial Highway	0.296	A	0.294	A	-0.002	No	0.341	A	0.357	A	0.357	A	0.357	A	0.016	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.748	C	0.718	C	-0.030	No	0.778	C	0.746	C	0.746	C	0.746	C	-0.032	No
130	I-405 Northbound Ramps & Century Boulevard	0.716	C	0.726	C	0.010	No	0.761	C	0.752	C	0.752	C	0.752	C	-0.009	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				LOS SUMMARY				LOS SUMMARY					
LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour
A	8	A	10	A	7	A	8	A	7	A	8	A	8
B	18	B	13	B	7	B	11	B	7	B	11	B	11
C	4	C	8	C	12	C	7	C	12	C	7	C	7
D	3	D	2	D	6	D	6	D	6	D	6	D	6
E	2	E	3	E	2	E	2	E	2	E	2	E	2
F	1	F	0	F	2	F	2	F	2	F	2	F	2
TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36

NUMBER OF IMPACTS				NUMBER OF IMPACTS				NUMBER OF IMPACTS					
LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour	LOS	MD Peak Hour
A	8	A	10	A	7	A	8	A	7	A	8	A	8
B	18	B	13	B	7	B	11	B	7	B	11	B	11
C	4	C	8	C	12	C	7	C	12	C	7	C	7
D	3	D	2	D	6	D	6	D	6	D	6	D	6
E	2	E	3	E	2	E	2	E	2	E	2	E	2
F	1	F	0	F	2	F	2	F	2	F	2	F	2
TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36	TOTAL	36

**TABLE 125  
SUMMARY AND COMPARISON OF INTERSECTION OPERATIONS AND IMPACTS  
ALTERNATIVE 4**

AM Peak Hour		AM Peak Hour	
Future (2024) with Phase 1 Project - Proposed Project	Alternative 5 - One ITF Garage Alternative - 2024 Conditions	Future (2035) with Project - Proposed Project	Alternative 5 - One ITF Garage Alternative - 2035 Conditions
Intersections at LOS		Intersections at LOS	
A-D	141	A-D	125
E	28	E	36
F	14	F	22
Total		Total	
183		183	
Average V/C		Average V/C	
0.772		0.803	
# of Impacts		# of Impacts	
2		3	
PM Peak Hour		PM Peak Hour	
Future (2024) with Phase 1 Project - Proposed Project	Alternative 5 - One ITF Garage Alternative - 2024 Conditions	Future (2035) with Project - Proposed Project	Alternative 5 - One ITF Garage Alternative - 2035 Conditions
Intersections at LOS		Intersections at LOS	
A-D	122	A-D	100
E	30	E	37
F	31	F	46
Total		Total	
183		183	
Average V/C		Average V/C	
0.812		0.852	
# of Impacts		# of Impacts	
5		7	
Overall Impacts		Overall Impacts	
6		8	





**TABLE 127  
SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE**

AM Peak Hour			
Future (2024) with Project - Proposed Project		Future (2024) with Project - Alternative 4	
Mainline Segments at LOS		Mainline Segments at LOS	
A-D	7	A-D	7
E	5	E	5
F	11	F	11
Total	23	Total	23
# of Impacts	0	# of Impacts	0
PM Peak Hour			
Future (2024) with Project - Proposed Project		Future (2024) with Project - Alternative 4	
Intersections at LOS		Intersections at LOS	
A-D	10	A-D	10
E	6	E	6
F	7	F	7
Total	23	Total	23
# of Impacts	0	# of Impacts	0
Overall Impacts	0	Overall Impacts	0

TABLE 128  
**FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS**  
**FUTURE 2035 CONDITIONS - ALTERNATIVE 4: ONE ITC PARKING GARAGE**

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT - AM PEAK HOUR						FUTURE 2035 WITHOUT PROJECT - PM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 4 - AM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 4 - PM PEAK HOUR											
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE						
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	23.8	C	1854	0.827	0.865	32.6	D	1871	0.986	0.827	0.000	7,259	23.8	C	1853	0.827	0.000	1970	0.985	-0.001	No	8,648	32.6	D	1970	0.985	-0.001	No
	I-405 South of Venice (PM 27.81)	27.81	SB	5	9,016	34.9	D	2054	1.027	7,247	25.8	C	1651	0.826	1.025	-0.002	8,999	34.7	D	2050	1.025	-0.002	1643	0.822	-0.004	No	7,212	25.6	C	1643	0.822	-0.004	No
2.	I-405 at Culver Boulevard (PM 27.35)	27.35	NB	5	9,069	35.2	E	2066	1.033	7,205	25.6	C	1641	0.821	1.030	-0.003	9,044	35.0	D	2060	1.030	-0.003	1634	0.817	-0.004	No	8,521	31.9	D	1941	0.971	0.000	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	9,069	35.2	E	2066	1.033	7,205	25.6	C	1641	0.821	1.030	-0.003	9,044	35.0	D	2060	1.030	-0.003	1634	0.817	-0.004	No	8,521	31.9	D	1941	0.971	0.000	No
3.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1789	0.895	8,563	32.2	D	1955	0.978	0.894	-0.001	7,844	28.4	D	1787	0.894	-0.001	1953	0.977	-0.001	No	8,572	32.2	D	1953	0.977	-0.001	No
	I-405 at Braddock Boulevard (PM 26.84)	26.84	SB	5	9,185	35.9	E	2092	1.046	7,074	25.0	C	1611	0.806	1.046	-0.002	9,165	35.8	D	2088	1.044	-0.002	1604	0.802	-0.004	No	7,043	24.9	C	1604	0.802	-0.004	No
4.	I-405 North of SR-90 (PM 26.15)	26.15	NB	5	6,529	22.9	C	1487	0.744	7,338	26.1	D	1671	0.836	0.743	-0.001	6,521	22.9	C	1485	0.743	-0.001	1673	0.837	0.001	No	7,345	26.2	D	1673	0.837	0.001	No
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9,274	36.5	E	2112	1.056	7,374	26.3	D	1680	0.840	1.055	-0.001	9,260	36.4	E	2109	1.055	-0.001	1677	0.839	-0.001	No	7,364	26.2	D	1677	0.839	-0.001	No
5.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	7,112	34.1	D	2025	1.013	0.934	-0.001	6,559	30.2	D	1867	0.934	-0.001	2028	1.014	0.001	No	7,123	34.1	D	2028	1.014	0.001	No
	I-405 at Jefferson Boulevard (PM 26.00)	26.00	SB	4	11,409	196.0	F	3248	1.624	8,993	55.8	F	2366	1.183	1.622	-0.002	11,395	193.3	F	3244	1.622	-0.002	2363	1.182	-0.001	No	8,983	55.6	F	2358	1.179	-0.002	No
6.	I-405 at Centinela Avenue (PM 25.41)	25.41	NB	4	7,568	37.9	E	2155	1.078	8,311	45.7	F	2366	1.183	1.074	-0.004	7,545	37.6	E	2148	1.074	-0.004	2363	1.182	-0.001	No	8,301	45.6	F	2363	1.182	-0.001	No
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	5	10,499	48.8	F	2391	1.196	8,844	33.8	D	2014	1.007	1.192	-0.004	10,461	46.5	F	2383	1.192	-0.004	1999	1.000	-0.007	No	8,774	33.4	D	1999	1.000	-0.007	No
7.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	D	2025	1.013	8,082	43.0	E	2301	1.151	1.009	-0.004	7,089	33.9	D	2018	1.009	-0.004	2299	1.150	-0.001	No	8,041	42.6	E	2299	1.150	-0.001	No
	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	SB	4	10,042	82.1	F	2859	1.430	8,091	43.1	E	2304	1.152	1.427	-0.003	10,023	81.5	F	2854	1.427	-0.003	2303	1.152	-0.003	No	8,041	42.6	E	2299	1.150	-0.001	No
8.	I-405 at La Tijera (PM 24.25)	24.25	NB	4	7,594	38.1	E	2162	1.081	9,016	56.2	F	2567	1.287	1.085	0.004	7,621	38.3	E	2170	1.085	0.004	2586	1.293	0.009	No	9,083	57.4	F	2586	1.293	0.009	No
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,564	37.8	E	2154	1.077	7,492	37.2	E	2133	1.064	1.075	-0.002	7,462	37.1	E	2149	1.075	-0.002	2125	1.063	-0.004	No	7,462	36.9	F	2125	1.063	-0.004	No
9.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	9,282	61.3	F	2843	1.322	1.111	0.004	7,801	40.1	E	2221	1.111	0.004	2868	1.334	0.012	Yes	9,370	63.2	F	2868	1.334	0.012	Yes
	I-405 at La Cienega Boulevard (PM 23.61)	23.61	SB	4	8,825	53.0	F	2513	1.257	7,708	39.2	E	2195	1.098	1.256	-0.001	8,823	52.9	F	2512	1.256	-0.001	2165	1.083	-0.015	No	7,603	38.2	E	2165	1.083	-0.015	No
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36	NB	4	6,956	32.9	D	1861	0.981	8,305	45.7	F	2365	1.183	0.985	-0.006	6,920	32.6	D	1870	0.985	-0.006	2380	1.193	0.007	No	8,358	46.3	F	2380	1.193	0.007	No
	I-405 South of Manchester Avenue (PM 23.36)	23.36	SB	4	10,698	114.6	F	3046	1.523	8,047	42.6	E	2291	1.146	1.523	-0.001	10,692	114.1	F	3044	1.523	-0.001	2285	1.130	-0.013	No	7,955	41.6	E	2285	1.130	-0.013	No
11.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	7,943	41.5	E	2262	1.131	9,653	70.0	F	2748	1.377	1.127	-0.004	7,918	41.2	E	2254	1.127	-0.004	2742	1.371	-0.003	No	9,631	69.5	F	2742	1.371	-0.003	No
	I-405 at Century Boulevard (PM 22.68)	22.68	SB	4	9,934	78.4	F	2828	1.414	8,113	43.4	E	2310	1.155	1.407	-0.007	9,883	76.8	F	2814	1.407	-0.007	2303	1.152	-0.003	No	8,090	43.1	E	2303	1.152	-0.003	No
12.	I-405 South of I-105 (PM 20.60)	20.6	NB	4	6,424	29.3	D	1829	0.915	7,349	35.9	E	2092	1.046	0.910	-0.005	6,389	29.1	D	1819	0.910	-0.005	2106	1.053	0.007	No	7,397	36.4	E	2106	1.053	0.007	No
	I-405 South of I-105 (PM 20.60)	20.6	SB	4	6,842	32.1	D	1948	0.974	5,743	25.5	C	1635	0.818	0.976	0.002	6,857	32.2	D	1952	0.976	0.002	1635	0.818	0.000	No	5,742	25.5	C	1635	0.818	0.000	No
13.	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	NB	4	10,606	108.7	F	3020	1.510	11,137	154.5	F	3171	1.586	1.506	-0.004	10,574	106.8	F	3011	1.506	-0.004	3158	1.579	-0.007	No	11,090	149.1	F	3158	1.579	-0.007	No
	I-405 South of El Segundo Boulevard (PM 19.57)	19.57	SB	4	10,033	81.9	F	2857	1.429	9,504	66.3	F	2706	1.353	1.429	0.000	10,035	81.9	F	2857	1.429	0.000	2716	1.358	0.005	No	9,540	67.2	F	2716	1.358	0.005	No
14.	I-405 at Rosecrans Avenue (PM 19.16)	19.16	NB	4	8,692	50.9	F	2475	1.238	8,353	46.2	F	2378	1.189	1.234	-0.004	8,666	50.5	F	2467	1.234	-0.004	2368	1.184	-0.005	No	8,317	46.8	F	2368	1.184	-0.005	No
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	SB	4	8,060	42.8	E	2295	1.148	7,449	36.8	E	2121	1.061	1.146	-0.002	8,047	42.6	E	2291	1.146	-0.002	2129	1.065	0.004	No	7,478	37.0	E	2129	1.065	0.004	No
15.	I-105 at Hughes Way (PM R.90)	R0.90	EB	3	4,189	24.7	C	1590	0.795	4,563	27.3	D	1732	0.866	0.780	-0.015	4,107	24.1	C	1559	0.780	-0.015	1748	0.855	-0.011	No	4,504	26.9	D	1748	0.855	-0.011	No
	I-105 at Hughes Way (PM R.90)	R0.90	WB	3	5,666	37.6	E	2147	1.074	3,135	18.3	C	1190	0.595	1.073	-0.001	5,652	37.6	E	2146	1.073	-0.001	1197	0.599	0.004	No	3,154	18.4	C	1197	0.599	0.004	No
16.	I-105 at Douglas Street (PM R1.30)	R1.30	EB	3	6,349	47.7	F	2410	1.205	6,894	59.5	F	2617	1.309	1.178	-0.027	6,307	45.3	F	2356	1.178	-0.027	2591	1.296	-0.013	No	6,824	57.7	F	2591	1.296	-0.013	No
	I-105 at Douglas Street (PM R1.30)	R1.30	WB	3	7,650	88.2	F	2904	1.452	3,857	22.5	C	1464	0.732	1.429	-0.023	7,620	81.9	F	2857	1.429	-0.023	217	0.707	-0.025	No	3,722	21.7	C	1413	0.707	-0.025	No
17.	I-105 at Imperial Highway (PM R1.80)	R1.80	EB	3	3,131	18.3	C	1189	0.595	4,001	23.4	C	1519	0.760	0.568	-0.027	3,135	17.5	B	1135	0.568	-0.027	1505	0.568	-0.007	No	3,965	23.2	C	1505	0.568	-0.007	No
	I-105 at Imperial Highway (PM R1.80)	R1.80	WB	3	6,708	55.0	F	2547	1.274	5,131	32.1	D	1948	0.974	1.267	-0.007	6,673	54.1	F	2533	1.267	-0.007	1920	0.960	-0.014	No	5,057	31.4	D	1920	0.960	-0.014	No
18.	I-105 West of Hawthorne Avenue (PM R2.82)	R2.82	EB	3	3,603	21.0	C	1368	0.684	4,041	23.7	C	1534	0.767	0.685	0.001	3,607	21.1	C	1369	0.685	0.001	1580	0.790	0.023	No</							

**TABLE 129  
SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE**

<b>AM Peak Hour</b>			
<b>Future (2035) with Project - Proposed Project</b>		<b>Future (2035) with Project - Alternative 4</b>	
<b>Mainline Segments at LOS</b>		<b>Mainline Segments at LOS</b>	
<b>A-D</b>	6	<b>A-D</b>	6
<b>E</b>	5	<b>E</b>	5
<b>F</b>	12	<b>F</b>	12
Total	23	Total	23
# of Impacts	0	# of Impacts	0
<b>PM Peak Hour</b>			
<b>Future (2035) with Project - Proposed Project</b>		<b>Future (2035) with Project - Alternative 4</b>	
<b>Intersections at LOS</b>		<b>Intersections at LOS</b>	
<b>A-D</b>	8	<b>A-D</b>	8
<b>E</b>	5	<b>E</b>	5
<b>F</b>	10	<b>F</b>	10
Total	23	Total	23
# of Impacts	1	# of Impacts	1
Overall Impacts	1	Overall Impacts	1

TABLE 130  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 4						
					Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)	Exceeds 85% of Storage Length	
					A.M.	P.M.				A.M.	P.M.				
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	251	211	238 / 1,180	187	158	248	215	238 / 1,180	185	160	NO
		WBR	2	280 [b]/1,390 [c]	1,131	890	238 / 1,180	582	442	1,119	873	238 / 1,180	583	437	
		RAMP		3340 [c]			2,839					2,839			
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	516	268	344	395	268	519	245	344	392	264	NO
		WBT	1 (LTR)	675 [b]	7	20	574	447	306	7	22	574	443	298	
		WBR	1	675 [b]	518	357	574	404	275	509	372	574	403	278	
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	14	24	n/a	n/a	n/a	14	23	n/a	n/a	n/a	
		EBT	1 (LT)	400 [b]	2	1	340	96	50	2	1	340	94	52	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	270	140	340	66	32	259	148	340	63	33	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	271	n/a	n/a	n/a	187	273	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LT)	140 [b]/770 [c]	10	61	140 / 654	281	449	10	57	140 / 654	280	442	NO
		WBR	1	140 [b]	357	307	119	161	108	357	307	119	162	108	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	103	82	251	82	95	99	83	251	78	96	NO
		SBT	1 (LTR)	295 [b]	3	0	251	273	57	3	0	251	275	56	
		SBR	1	190 [b]	658	173	162	249	49	661	163	162	250	48	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	132	126	189	161	468	126	129	
		NBT	1 (LTR)	550 [b]	283	0	468	591	281	282	0	468	597	278	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (s/o Imperial Highway)	NBR	shared	n/a	322	353	n/a	n/a	n/a	328	351	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	395	901	106	238	616	395	901	106	238	630	
72	SR-90 Westbound Ramps & Slauson Avenue	EBT	1 (LTR)	125 [b]	0	1	106	143	607	0	1	106	143	597	NO
		EBR	shared	n/a	44	102	n/a	n/a	n/a	44	105	n/a	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,635	1,974	1,369	1,657	1,207	2,514	1,832	4110 + Aux. Lane	1,549	1,103	YES
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	240	210	321	370	142	243	
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	NBT	1 (LT)	>5,000 [c]	0	7	4,250	144	236	0	4	4,250	142	240	NO
		NBR	2	900 [b]	1,205	1,397	765	50	259	1,204	1,398	765	50	284	
		RAMP		>5,000 [c]			4,250					4,250			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	89	132	389	130	412	105	132	447	149	NO
		SBT	2 (LT & TR)	1,360 [b]	946	186	1,156	624	165	945	168	1,156	632	155	
		SBR	1	155 [b]	493	183	132	325	67	453	182	132	301	64	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	87	236	264	111	223	79	201	264	101	172	
		NBR	1	310 [b]	98	274	264	124	269	90	325	264	114	294	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	290	468	472	623	126	286	468	450	567	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	413	398	468	450	589	387	360	468	440	520	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			

TABLE 130 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2024 WITHOUT PHASE 1 PROJECT				FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 4							
					Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)	Exceeds 85% of Storage Length	Volume (VPH)		85% of Storage Length (feet) [a]	Percentile Queue Length (feet)	Exceeds 85% of Storage Length		
					A.M.	P.M.				A.M.	P.M.					
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1060 [b]	1,027	666	901	497	350	505	210	901	305	141		
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	360	420	349	[765]	380	272	
		NBR	2 [shared]	90[b]/900[b] [90]	244	149	76 / 765	26	76	232	168	n/a	n/a	n/a	n/a	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103				
		WBL	2 [2]	215 [b]	597	841	183	340	408	165	487	183	115	277		
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	336	350	[183]	211	272		
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	WBR [future]	shared [1]	n/a [215]	70	337	183	55	167	24	198	n/a	n/a	n/a	NO	
		RAMP		2015 [c] + Aux. Lane	118	348	196	2	47	227	455	196	24	58		
		WBL	2	230 [b]											NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane	227	190	378	109	92	244	148	378	117	73		
		WBL	2	445 [b]	103	183	68	50	66	176	237	68	64	72		
		WBR	1	80 [b]											NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane					1288 + Aux. Lane				
		NBL	1	725 [b]	820	408	616	565	406	800	408	616	553	406		
		NBLTR	1 (LTR)	725 [b]	182	193	616	564	368	182	193	616	560	359		
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	443	68	37	307	186	440	68	38	310		
		RAMP		2020 [c] + Aux. Lane											NO	
		NBL	2	1,270 [b]	1,172	793	1,080	482	328	1,178	871	1,080	487	368		
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	401	384	378	211	358	401	384	378	218	358		
		RAMP		2985 [c] + Aux. Lane											NO	
		NBL	2	1,080 [b]	658	277	918	163	148	673	203	918	167	123		
132	I-405 Northbound Ramps & El Segunde Boulevard	NBR	shared	n/a	73	192	n/a	n/a	n/a	71	189	n/a	n/a	n/a	NO	
		RAMP		2710 [c] + Aux. Lane											NO	
		NBL	2	1,065 [b]	850	347	905	354	176	854	353	905	362	179		
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	33	181	73	158	187	34	178		
		RAMP		2935 [c] + Aux. Lane											NO	
		NBL	2	270 [b]/400 [b]	1,032	667	230 / 340	277	177	1,019	660	230 / 340	273	174		
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	54	127	340	22	75	69	136	340	24	80		
		RAMP		1680 [c]											NO	
		WBL	1 (L) & 1 (LR)	1,075 [b]	262	274	914	282	344	262	270	914	298	339		
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	460	443	561	105	109	481	502	561	106	115		
		RAMP		4835 [c] + Aux. Lane											NO	
		EBL	2	2,050 [b]	356	579	1,743	143	231	338	573	1,743	133	230		
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	75	425	208	280	32	77	425	237	280		
		EBR	shared	n/a	360	404	n/a	n/a	n/a	394	402	n/a	n/a	n/a	NO	
		RAMP		5140 [c] + Aux. Lane											NO	
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	224	n/a	n/a	n/a	155	219	n/a	n/a	n/a		
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	289	271	172	15	680	290	268		
		NBR	shared	n/a	460	569	n/a	n/a	n/a	454	571	n/a	n/a	n/a	NO	
171	Sawtelle Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane				
		WBL	1 (L) & 1 (LR)	440 [b]	334	353	374	100	107	336	351	374	101	106		
		WBR	shared	n/a	138	53	n/a	n/a	n/a	136	52	n/a	n/a	n/a	NO	
RAMP		1535 [c] + Aux. Lane									1305 + Aux. Lane			NO		

Notes:  
VPH: Vehicles Per Hour.  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

TABLE 131  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 4						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)			
					A.M.	P.M.			A.M.	P.M.					
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	238 / 1,180	198	164	277	219	238 / 1,180	199	164	NO
		WBR	2	280 [b]/1,390 [c]	1,131	950	238 / 1,180	561	503	1,113	927	238 / 1,180	545	485	
		RAMP		3340 [c]			2,839					2,839			
28	Cenimela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	344	480	293	535	273	344	476	333	NO
		WBT	1 (LTR)	675 [b]	7	22	574	508	318	10	30	574	506	349	
		WBR	1	675 [b]	484	346	574	460	283	484	349	574	448	323	
29	Cenimela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	19	24	n/a	n/a	n/a	19	26	n/a	n/a	n/a	
		EBT	1 (LTR)	400 [b]	2	1	340	108	55	2	1	340	111	58	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	34	293	161	340	73	38	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	279	n/a	n/a	n/a	188	279	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LTR)	140 [b]/770 [c]	20	64	140 / 654	304	468	19	62	140 / 654	300	465	NO
		WBR	1	140 [b]	359	314	119	165	112	359	314	119	164	112	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	96	102	84	251	81	97	NO
		SBT	1 (LTR)	295 [b]	3	0	251	282	59	3	0	251	276	58	
		SBR	1	190 [b]	669	184	162	254	51	664	174	162	252	49	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	135	129	187	163	468	125	133	
		NBT	1 (LTR)	550 [b]	282	0	468	587	297	282	0	468	580	294	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	n/a	317	360	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	421	918	106	242	631	421	918	106	242	631	
72	Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	106	144	620	0	4	106	144	620	NO
		EBR	shared	n/a	22	98	n/a	n/a	n/a	22	98	n/a	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	1,272	2,573	1,900	1,369	1,602	1,164	YES
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	242	206	321	370	141	248	
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	NBT	1 (LTR)	>5,000 [c]	0	7	4,250	144	243	0	7	4,250	141	248	NO
		NBR	2	900 [b]	1,210	1,409	765	61	440	1,217	1,410	765	62	467	
		RAMP		>5,000 [c]			4,250					4,250			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	20	44	14	153	32	19	NO
		SBR	2	1,000 [b]	1,013	659	850	55	21	991	644	850	46	17	
		RAMP		2580 [c]			2,193					2,193			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	143	408	127	132	439	184	NO
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	171	942	188	1,156	631	171	
		SBR	1	155 [b]	505	215	132	368	71	469	158	132	320	67	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	133	251	264	157	241	125	220	264	146	194	
		NBR	1	310 [b]	108	267	264	133	266	104	307	264	127	284	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	278	468	474	650	129	279	468	452	574	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	610	390	356	468	435	535	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			

TABLE 131 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 4						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)			
					A.M.	P.M.			A.M.	P.M.					
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1,084 [a]	658 [a]	901	535	354	514	277	901	330	181	NO	
		NBT [future]	[2]	n/a	n/a	n/a	n/a	n/a	507	306	[765]	401	246		
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	26	73	235	147	n/a	n/a	n/a		n/a
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]		3,103					3,103			NO	
		WBL	2 [2]	622	851	183	360	458	171	467	183	119	272		
		WBT [future]	[2]	n/a	n/a	n/a	n/a	n/a	353	371	[183]	228	295		
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	92	347	183	76	204	27	203	n/a	n/a	NO	
		RAMP		2015 [c] + Aux. Lane		1713 + Aux. Lane					1713 + Aux. Lane				
		WBR	2	230 [b]	164	351	196	15	56	265	489	196	34		69
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane		757 + Aux. Lane					757 + Aux. Lane			NO	
		WBL	2	445 [b]	224	175	378	109	87	224	197	378	109		94
		WBR	1	80 [b]	142	189	68	59	67	195	253	68	68		76
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane		1288 + Aux. Lane					1288 + Aux. Lane			NO	
		NBL	1	725 [b]	869	445	616	643	436	836	448	616	602		450
		NBLTR	1 (LTR)	725 [b]	182	190	616	643	405	182	188	616	593		408
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	444	68	38	340	190	440	68	38	343	NO
		RAMP		2020 [c] + Aux. Lane		1717 + Aux. Lane					1717 + Aux. Lane				
		NBL	2	1,270 [b]	1,217	834	1,080	510	360	1,201	891	1,080	511	392	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	399	385	378	245	373	399	384	378	236	371	NO
		RAMP		2985 [c] + Aux. Lane		2537 + Aux. Lane					2537 + Aux. Lane				
		NBL	2	1,080 [b]	675	278	918	175	148	684	200	918	178	124	
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	80	194	n/a	n/a	n/a	82	195	n/a	n/a	NO	
		RAMP		2710 [c] + Aux. Lane		2304 + Aux. Lane					2304 + Aux. Lane				
		NBL	2	1,065 [b]	850	359	905	366	181	854	346	905	369		173
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	34	181	73	178	187	34	197	NO
		RAMP		2935 [c] + Aux. Lane		2495 + Aux. Lane					2495 + Aux. Lane				
		NBL	2	270 [b]/400 [b]	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281	196	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	44	102	340	20	61	44	98	340	20	61	NO
		RAMP		1680 [c]		1,428					1,428				
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	914	298	367	267	234	914	305	311	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	443	481	561	104	114	445	515	561	105	118	NO
		RAMP		4835 [c] + Aux. Lane		4110 + Aux. Lane					4110 + Aux. Lane				
		EBL	2	2,060 [b]	349	595	1,743	149	256	325	621	1,743	137	270	
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	76	425	248	372	44	82	425	283	373	NO
		EBR	shared	n/a	361	407	n/a	n/a	n/a	383	401	n/a	n/a		
		RAMP		5140 [c] + Aux. Lane		4369 + Aux. Lane					4369 + Aux. Lane				
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	203	n/a	n/a	n/a	140	196	n/a	n/a	NO	
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	297	281	180	15	680	296		279
		NBR	shared	n/a	461	617	n/a	n/a	n/a	461	620	n/a	n/a		
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane		1887 + Aux. Lane					1887 + Aux. Lane				
		WBL	1 (L) & 1 (LR)	440 [b]	313	367	374	92	111	317	365	374	71	111	
		WBR	shared	n/a	154	58	n/a	n/a	n/a	148	58	n/a	n/a	n/a	
RAMP		1535 [c] + Aux. Lane		1305 + Aux. Lane						1305 + Aux. Lane					

Notes:  
VPH: Vehicles Per Hour  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

**TABLE 132  
ON-RAMPS EVALUATION - FUTURE 2024 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2024 WITHOUT PHASE 1 PROJECT			FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 4		
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
			A.M.	P.M.		A.M.	P.M.	
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	1 lane	77	170	NO	30	141	NO
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	673	903	NO	671	896	NO
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	879	642	NO	877	637	NO
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	531	885	NO	522	877	NO
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	785	606	NO	779	599	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	966	316	NO	969	314	NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	301	743	NO	280	712	NO
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	803	542	NO	765	469	NO
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	551	353	NO	558	320	NO
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	463	656	NO	591	817	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	258	429	NO	430	561	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	457	381	NO	265	235	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	254	127	NO	236	126	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	466	361	NO	520	413	NO
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	179	526	NO	176	597	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	81	368	NO	71	386	NO
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	258	NO	428	246	NO
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	349	651	NO	331	645	NO
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	540	304	NO	525	296	NO
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	684	877	NO	686	878	NO
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	528	NO	639	519	NO
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	829	1018	NO	822	960	NO
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1168	324	NO	1167	320	NO

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.



**TABLE 133  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS  
ALTERNATIVE 4: ONE ITF PARKING GARAGE**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 4			
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY		
			A.M.	P.M.		A.M.	P.M.			
28	Centinel Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO	NO	
29	Centinel Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO	NO	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	891	643	NO	NO	
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO	NO	
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	804	617	NO	NO	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO	NO	
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO	NO	
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	728	496	NO	NO	
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO	NO	
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	641	865	NO	NO	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	444	654	NO	NO	
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	279	285	NO	NO	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	230	251	NO	NO	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	531	441	NO	NO	
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	687	NO	NO	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	463	NO	96	456	NO	NO	
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO	NO	
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO	NO	
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	525	291	NO	NO	
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO	NO	
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO	NO	
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	830	979	NO	NO	
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO	NO	

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

TABLE 134  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2024 CONDITIONS  
ALTERNATIVE 4: ONE ITE PARKING GARAGE

MAP NO.	INTERSECTIONS	CALTRANS - FREEWAY RAMP LOCATIONS						FUTURE 2024 WITHOUT PHASE 1 PROJECT						FUTURE 2024 WITH PHASE 1 PROJECT ALTERNATIVE 4					
		AM PEAK HOUR		PM PEAK HOUR		LOS		AM PEAK HOUR		PM PEAK HOUR		LOS		AM PEAK HOUR		PM PEAK HOUR		LOS	
		DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS
14	Lincoln Boulevard & SR-90 Ramps	31.2	C	26.1	C	30.7	C	25.8	C	30.7	C	25.8	C	30.7	C	25.8	C	30.7	C
28	Centimela Avenue & Sandford/SR-90 Westbound Ramps	25.9	C	17.6	B	26.1	B	17.7	B	26.1	B	17.7	B	26.1	B	17.7	B	26.1	B
29	Centimela Avenue & SR-90 Eastbound On-/Off-Ramps	10.6	B	10.6	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	64.2	E	104.6	F	64.2	E	105.7	F	64.2	E	105.7	F	64.2	E	105.7	F	64.2	E
36	I-405 Southbound Ramps & Jefferson Boulevard	22.8	C	18.1	B	22.6	C	18.2	B	22.6	C	18.2	B	22.6	C	18.2	B	22.6	C
37	I-405 Northbound Ramps & Jefferson Boulevard	30.8	C	25.9	C	30.6	C	25.3	C	30.6	C	25.3	C	30.6	C	25.3	C	30.6	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	34.3	C	64.2	E	34.6	C	64.1	E	34.6	C	64.1	E	34.6	C	64.1	E	34.6	C
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	136.2	F	82.3	F	121.5	F	68.8	E	121.5	F	68.8	E	121.5	F	68.8	E	121.5	F
72	SR-90 Westbound Ramps & Slauson Avenue	56.0	E	29.9	C	55.9	E	30.0	C	55.9	E	30.0	C	55.9	E	30.0	C	55.9	E
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.0	B	12.1	B	12.9	B	12.1	B	12.9	B	12.1	B	12.9	B	12.1	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	40.1	D	30.5	C	40.6	D	30.0	C	40.6	D	30.0	C	40.6	D	30.0	C	40.6	D
89	I-405 Northbound Ramps & La Tijera Boulevard	16.5	B	18.9	B	14.5	B	17.6	B	14.5	B	17.6	B	14.5	B	17.6	B	14.5	B
90	I-405 Southbound Ramps & La Tijera Boulevard	26.1	C	32.9	C	26.0	C	28.0	C	26.0	C	28.0	C	26.0	C	28.0	C	26.0	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	24.0	C	21.0	C	37.7	D	33.5	C	37.7	D	33.5	C	37.7	D	33.5	C	37.7	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	26.6	C	19.8	B	28.2	C	34.0	C	28.2	C	34.0	C	28.2	C	34.0	C	28.2	C
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	6.1	A	5.2	A	5.2	A	4.5	A	5.2	A	4.5	A	5.2	A	4.5	A	5.2	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	11.3	B	10.9	B	14.2	B	12.0	B	14.2	B	12.0	B	14.2	B	12.0	B	14.2	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	28.0	C	22.6	C	26.9	C	22.2	C	26.9	C	22.2	C	26.9	C	22.2	C	26.9	C
130	I-405 Northbound Ramps & Century Boulevard	22.8	C	19.2	B	23.8	C	19.7	B	23.8	C	19.7	B	23.8	C	19.7	B	23.8	C
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	11.5	B	11.3	B	11.2	B	11.3	B	11.2	B	11.3	B	11.2	B	11.3	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.9	B	12.7	B	19.7	B	12.7	B	19.7	B	12.7	B	19.7	B	12.7	B	19.7	B
133	I-405 Northbound Ramps & Rosecrans Avenue	18.7	B	20.0	B	18.6	B	20.0	B	18.6	B	20.0	B	18.6	B	20.0	B	18.6	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	25.3	C	23.9	C	25.6	C	24.7	C	25.6	C	24.7	C	25.6	C	24.7	C	25.6	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	20.3	C	21.5	C	19.5	B	20.5	C	19.5	B	20.5	C	19.5	B	20.5	C	19.5	B
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	21.7	C	22.6	C	22.8	C	22.9	C	22.8	C	22.9	C	22.8	C	22.9	C	22.8	C
167	I-405 Northbound Ramps & Culver Boulevard	27.4	C	23.4	C	27.5	C	23.3	C	27.5	C	23.3	C	27.5	C	23.3	C	27.5	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.4	A	7.9	A	8.4	A	7.8	A	8.4	A	7.8	A	8.4	A	7.8	A	8.4	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>																			
12	Lincoln Boulevard & Venice Boulevard	44.3	D	47.0	D	44.5	D	46.1	D	44.5	D	46.1	D	44.5	D	46.1	D	44.5	D
13	Lincoln Boulevard & Washington Boulevard	44.8	D	43.1	D	44.7	D	43.2	D	44.7	D	43.2	D	44.7	D	43.2	D	44.7	D
15	Lincoln Boulevard & Bali Way	19.7	B	22.6	C	19.8	B	21.8	C	19.8	B	21.8	C	19.8	B	21.8	C	19.8	B
16	Lincoln Boulevard & Mindanao Way	35.4	D	34.3	C	35.4	D	34.8	C	35.4	D	34.8	C	35.4	D	34.8	C	35.4	D
17	Lincoln Boulevard & Fiji Way	15.0	B	14.5	B	15.1	B	14.6	B	15.1	B	14.6	B	15.1	B	14.6	B	15.1	B
18	Lincoln Boulevard & Jefferson Boulevard	39.7	D	33.4	C	39.9	D	33.2	C	39.9	D	33.2	C	39.9	D	33.2	C	39.9	D
19	Lincoln Boulevard & Bluff Creek Drive	11.4	B	11.3	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B	11.4	B
20	Lincoln Boulevard & Loyola Marymount University Drive	21.2	C	22.4	C	21.5	C	22.4	C	21.5	C	22.4	C	21.5	C	22.4	C	21.5	C
21	Lincoln Boulevard & 83rd Street	49.4	D	19.8	B	50.4	D	19.6	B	50.4	D	19.6	B	50.4	D	19.6	B	50.4	D
22	Lincoln Boulevard & Manchester Avenue	55.9	E	39.2	D	54.6	D	38.6	D	54.6	D	38.6	D	54.6	D	38.6	D	54.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.1	B	12.1	B	10.3	B	11.3	B	10.3	B	11.3	B	10.3	B	11.3	B	10.3	B
24	Centimela Avenue & Venice Boulevard	50.0	D	45.5	D	50.0	D	45.3	D	50.0	D	45.3	D	50.0	D	45.3	D	50.0	D
44	Overland Avenue & Venice Boulevard	45.0	D	51.2	D	46.6	D	51.8	D	46.6	D	51.8	D	46.6	D	51.8	D	46.6	D
64	Sepulveda Boulevard & Lincoln Boulevard	15.9	B	19.0	B	16.4	B	19.2	B	16.4	B	19.2	B	16.4	B	19.2	B	16.4	B
65	Sepulveda Boulevard & Century Boulevard	15.3	B	24.8	C	14.3	B	14.4	B	14.3	B	14.4	B	14.3	B	14.4	B	14.3	B
67	Sepulveda Boulevard & Imperial Highway	33.0	C	49.3	D	30.8	C	46.4	D	30.8	C	46.4	D	30.8	C	46.4	D	30.8	C
68	Sepulveda Boulevard & Mariposa Avenue	29.1	C	28.2	C	28.2	C	27.5	C	28.2	C	27.5	C	28.2	C	27.5	C	28.2	C
69	Sepulveda Boulevard & Grand Avenue	83.4	F	61.2	E	80.7	F	61.4	E	80.7	F	61.4	E	80.7	F	61.4	E	80.7	F
70	Sepulveda Boulevard & El Segundo Boulevard	43.6	D	70.9	E	43.4	D	69.3	E	43.4	D	69.3	E	43.4	D	69.3	E	43.4	D
71	Sepulveda Boulevard & Rosecrans Avenue	56.3	E	67.3	E	56.4	E	67.7	E	56.4	E	67.7	E	56.4	E	67.7	E	56.4	E
176	National Boulevard & Venice Boulevard	45.4	D	61.7	E	45.5	D	61.2	E	45.5	D	61.2	E	45.5	D	61.2	E	45.5	D

TABLE 135  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 4: ONE ITE PARKING GARAGE

MAP #	INTERSECTIONS	FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT ALTERNATIVE 4					
		CALTRANS - FREEWAY RAMP LOCATIONS			CALTRANS - ARTERIAL LOCATIONS			FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT ALTERNATIVE 4		
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	27.0	C	28.4	C	26.5	C	28.4	C	26.5	C
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	18.9	B	31.1	C	20.3	C	31.1	C	20.3	C
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	10.8	B	12.5	B	10.8	B	12.5	B	10.8	B
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Bl.)	79.9	E	119.0	F	78.3	E	118.7	F	78.3	E	118.7	F
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	18.0	B	22.7	C	18.1	B	22.7	C	18.1	B
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	26.4	C	30.7	C	25.4	C	30.7	C	25.4	C
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	70.3	E	38.1	D	70.4	E	38.1	D	70.4	E
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	91.2	F	128.0	F	77.0	E	128.0	F	77.0	E
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	32.2	C	59.1	E	31.8	C	59.1	E	31.8	C
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.1	B	12.0	B	13.0	B	12.0	B	13.0	B
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	31.0	C	40.3	D	32.0	C	40.3	D	32.0	C
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	19.5	B	16.1	B	17.9	B	16.1	B	17.9	B
90	I-405 Southbound Ramps & La Tijera Boulevard	25.5	C	35.6	D	24.9	C	30.0	C	24.9	C	30.0	C
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.6	C	21.9	C	43.3	D	41.1	D	43.3	D	41.1	D
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	27.4	C	29.6	C	35.5	D	29.6	C	35.5	D
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.4	A	4.7	A	5.4	A	4.7	A
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	11.3	B	16.1	B	15.4	B	16.1	B	15.4	B
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	23.4	C	29.0	C	23.6	C	29.0	C	23.6	C
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	20.5	C	24.1	C	20.4	C	24.1	C	20.4	C
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	12.9	B	11.8	B	13.1	B	11.8	B	13.1	B
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	13.1	B	19.7	B	13.6	B	19.7	B	13.6	B
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	20.7	C	19.0	B	18.4	B	19.0	B	18.4	B
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	25.0	C	25.0	C	24.1	C	25.0	C	24.1	C
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	23.0	C	20.8	C	21.9	C	20.8	C	21.9	C
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	27.9	C	25.4	C	28.4	C	25.4	C	28.4	C
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	25.1	C	28.0	C	25.3	C	28.0	C	25.3	C
171	Sawtelle Boulevard and I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	8.1	A	7.1	A	8.1	A	7.1	A	8.1	A
<b>CALTRANS - ARTERIAL LOCATIONS</b>													
12	Lincoln Boulevard & Venice Boulevard	47.3	D	51.7	D	47.2	D	50.7	D	47.2	D	50.7	D
13	Lincoln Boulevard & Washington Boulevard	47.7	D	44.5	D	47.6	D	44.5	D	47.6	D	44.5	D
15	Lincoln Boulevard & Bali Way	20.5	C	24.5	C	20.7	C	23.6	C	20.7	C	23.6	C
16	Lincoln Boulevard & Mindanao Way	37.4	D	36.7	D	37.2	D	37.1	D	37.2	D	37.1	D
17	Lincoln Boulevard & Fiji Way	15.3	B	15.2	B	15.4	B	15.3	B	15.4	B	15.3	B
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	35.6	D	37.1	D	34.8	C	37.1	D	34.8	C
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	11.3	B	14.0	B	9.5	A	14.0	B	9.5	A
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	23.9	C	24.2	C	23.9	C	24.2	C	23.9	C
21	Lincoln Boulevard & 83rd Street	52.1	D	17.2	B	59.8	E	17.3	B	59.8	E	17.3	B
22	Lincoln Boulevard & Manchester Avenue	50.7	D	33.9	C	49.7	D	41.6	D	49.7	D	41.6	D
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	12.5	B	10.6	B	12.4	B	10.6	B	12.4	B
24	Centinela Avenue & Venice Boulevard	57.3	E	50.6	D	57.3	E	50.6	D	57.3	E	50.6	D
44	Overland Avenue & Venice Boulevard	47.1	D	55.6	E	47.1	D	55.5	E	47.1	D	55.5	E
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	19.6	B	17.8	B	20.1	C	17.8	B	20.1	C
65	Sepulveda Boulevard & Century Boulevard	22.0	C	51.9	D	30.7	C	20.1	C	30.7	C	20.1	C
67	Sepulveda Boulevard & Imperial Highway	33.7	C	52.9	D	31.4	C	50.2	D	31.4	C	50.2	D
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	28.0	C	29.0	C	27.4	C	29.0	C	27.4	C
69	Sepulveda Boulevard & Grand Avenue	83.7	F	60.9	E	82.6	F	62.1	E	82.6	F	62.1	E
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	72.2	E	45.2	E	71.9	E	45.2	E	71.9	E
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	68.3	E	57.5	E	69.0	E	57.5	E	69.0	E
176	National Boulevard & Venice Boulevard	49.9	D	65.8	E	49.9	D	65.2	E	49.9	D	65.2	E

**TABLE 136**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
1	Ocean Avenue/Via Marina & Washington Boulevard	AM	0.718	C	0.716	C	-0.002	No
		PM	0.920	E	0.918	E	-0.002	No
2	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.827	D	0.825	D	-0.002	No
		PM	0.788	C	0.774	C	-0.014	No
3	Vista del Mar & Imperial Highway	AM	0.556	A	0.553	A	-0.003	No
		PM	0.571	A	0.561	A	-0.010	No
4	Vista del Mar & Grand Avenue	AM	0.713	C	0.706	C	-0.007	No
		PM	0.583	A	0.575	A	-0.008	No
5	Highland Avenue/Vista del Mar & Rosecrans Avenue	AM	0.983	E	0.981	E	-0.002	No
		PM	0.941	E	0.931	E	-0.010	No
6	Nicholson Street & Culver Boulevard	AM	0.762	C	0.759	C	-0.003	No
		PM	0.886	D	0.871	D	-0.015	No
7	Pershing Drive & Manchester Avenue	AM	0.483	A	0.481	A	-0.002	No
		PM	0.510	A	0.509	A	-0.001	No
8	Pershing Drive & Westchester Parkway	AM	0.457	A	0.456	A	-0.001	No
		PM	0.362	A	0.355	A	-0.007	No
9	Pershing Drive & Imperial Highway	AM	0.550	A	0.541	A	-0.009	No
		PM	0.501	A	0.486	A	-0.015	No
10	Culver Boulevard & Jefferson Boulevard	AM	0.781	C	0.779	C	-0.002	No
		PM	0.907	E	0.895	D	-0.012	No
11	Main Street & Imperial Highway	AM	0.694	B	0.701	C	0.007	No
		PM	0.633	B	0.632	B	-0.001	No
12	Lincoln Boulevard & Venice Boulevard [1]	AM	0.966	E	0.967	E	0.001	No
		PM	0.973	E	0.973	E	0.000	No
13	Lincoln Boulevard & Washington Boulevard	AM	0.942	E	0.942	E	0.000	No
		PM	0.892	D	0.892	D	0.000	No
14	Lincoln Boulevard & SR-90 Ramps [1]	AM	0.689	B	0.691	B	0.002	No
		PM	0.686	B	0.684	B	-0.002	No
15	Lincoln Boulevard & Bali Way	AM	0.607	B	0.609	B	0.002	No
		PM	0.646	B	0.645	B	-0.001	No
16	Lincoln Boulevard & Mindanao Way	AM	0.808	D	0.808	D	0.000	No
		PM	0.882	D	0.891	D	0.009	No
17	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.692	B	-0.002	No
		PM	0.818	D	0.828	D	0.010	No
18	Lincoln Boulevard & Jefferson Boulevard	AM	0.825	D	0.822	D	-0.003	No
		PM	0.742	C	0.741	C	-0.001	No
19	Lincoln Boulevard & Bluff Creek Drive	AM	0.683	B	0.692	B	0.009	No
		PM	0.551	A	0.555	A	0.004	No
20	Lincoln Boulevard & Loyola Marymount University Drive	AM	0.739	C	0.745	C	0.006	No
		PM	0.677	B	0.680	B	0.003	No
21	Lincoln Boulevard & 83rd Street	AM	1.020	F	1.027	F	0.007	No
		PM	0.791	C	0.797	C	0.006	No
22	Lincoln Boulevard & Manchester Avenue [1]	AM	0.815	D	0.821	D	0.006	No
		PM	0.850	D	0.853	D	0.003	No
23	Lincoln Boulevard & La Tijera Boulevard	AM	0.419	A	0.419	A	0.000	No
		PM	0.430	A	0.477	A	0.047	No
24	Centinela Avenue & Venice Boulevard [1]	AM	0.995	E	0.995	E	0.000	No
		PM	0.955	E	0.957	E	0.002	No
25	Centinela Avenue & Washington Place	AM	0.891	D	0.891	D	0.000	No
		PM	0.987	E	0.984	E	-0.003	No
26	Centinela Avenue & Washington Boulevard	AM	0.924	E	0.924	E	0.000	No
		PM	1.041	F	1.046	F	0.005	No
27	Centinela Avenue & Culver Boulevard	AM	1.023	F	1.021	F	-0.002	No
		PM	1.127	F	1.128	F	0.001	No
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	AM	0.604	B	0.605	B	0.001	No
		PM	0.517	A	0.533	A	0.016	No
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	AM	0.759	C	0.758	C	-0.001	No
		PM	0.513	A	0.517	A	0.004	No
30	Centinela Avenue & Jefferson Boulevard	AM	1.043	F	1.025	F	-0.018	No
		PM	0.833	D	0.824	D	-0.009	No
31	Inglewood Boulevard-Centinela Avenue & Jefferson Boulevard	AM	0.799	C	0.805	D	0.006	No
		PM	0.887	D	0.892	D	0.005	No
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	AM	0.902	E	0.900	D	-0.002	No
		PM	0.992	E	0.990	E	-0.002	No
33	Sawtelle Boulevard & Washington Place	AM	0.631	B	0.629	B	-0.002	No
		PM	0.720	C	0.722	C	0.002	No

**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
34	Sawtelle Boulevard & Washington Boulevard	AM	0.729	C	0.730	C	0.001	No
		PM	0.811	D	0.809	D	-0.002	No
35	Sawtelle Boulevard & Culver Boulevard	AM	0.821	D	0.822	D	0.001	No
		PM	0.976	E	0.977	E	0.001	No
36	I-405 Southbound Ramps & Jefferson Boulevard	AM	0.685	B	0.674	B	-0.011	No
		PM	0.592	A	0.588	A	-0.004	No
37	I-405 Northbound Ramps & Jefferson Boulevard	AM	0.970	E	0.968	E	-0.002	No
		PM	0.794	C	0.798	C	0.004	No
38	Slauson Avenue & Jefferson Boulevard	AM	0.479	A	0.482	A	0.003	No
		PM	0.528	A	0.524	A	-0.004	No
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	AM	0.785	C	0.782	C	-0.003	No
		PM	1.005	F	1.001	F	-0.004	No
40	Sepulveda Boulevard & Washington Place	AM	0.912	E	0.913	E	0.001	No
		PM	0.920	E	0.919	E	-0.001	No
41	Sepulveda Boulevard & Washington Boulevard	AM	0.830	D	0.833	D	0.003	No
		PM	0.886	D	0.883	D	-0.003	No
42	Sepulveda Boulevard & Culver Boulevard	AM	0.956	E	0.958	E	0.002	No
		PM	0.941	E	0.941	E	0.000	No
43	Sepulveda Boulevard & Braddock Drive	AM	0.731	C	0.731	C	0.000	No
		PM	0.744	C	0.744	C	0.000	No
44	Overland Avenue & Venice Boulevard [1]	AM	0.910	E	0.908	E	-0.002	No
		PM	0.949	E	0.951	E	0.002	No
45	Overland Avenue & Washington Boulevard	AM	0.912	E	0.910	E	-0.002	No
		PM	1.078	F	1.077	F	-0.001	No
46	Overland Avenue & Culver Boulevard	AM	1.018	F	1.019	F	0.001	No
		PM	0.982	E	0.981	E	-0.001	No
47	Duquesne Avenue & Washington Boulevard	AM	0.623	B	0.621	B	-0.002	No
		PM	0.742	C	0.741	C	-0.001	No
48	Duquesne Avenue & Culver Boulevard	AM	0.699	B	0.697	B	-0.002	No
		PM	0.737	C	0.733	C	-0.004	No
49	Culver Boulevard & Washington Boulevard-Irving Place	AM	0.724	C	0.723	C	-0.001	No
		PM	0.733	C	0.732	C	-0.001	No
50	Duquesne Avenue & Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	No
		PM	0.846	D	0.844	D	-0.002	No
51	Overland Avenue & Jefferson Boulevard	AM	0.844	D	0.844	D	0.000	No
		PM	0.910	E	0.908	E	-0.002	No
52	Sepulveda Boulevard & Jefferson Boulevard	AM	0.617	B	0.616	B	-0.001	No
		PM	0.647	B	0.645	B	-0.002	No
53	Sepulveda Boulevard & Sawtelle Boulevard	AM	0.702	C	0.700	B	-0.002	No
		PM	0.812	D	0.815	D	0.003	No
54	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	AM	0.908	E	0.907	E	-0.001	No
		PM	0.806	D	0.807	D	0.001	No
55	Sepulveda Boulevard & Slauson Avenue	AM	0.733	C	0.736	C	0.003	No
		PM	0.755	C	0.755	C	0.000	No
56	Sepulveda Boulevard & Centinela Avenue	AM	0.872	D	0.864	D	-0.008	No
		PM	1.082	F	1.080	F	-0.002	No
57	Sepulveda Boulevard & Howard Hughes Parkway	AM	0.808	D	0.808	D	0.000	No
		PM	0.694	B	0.689	B	-0.005	No
58	Sepulveda Boulevard & 76th Street-77th Street	AM	0.788	C	0.800	D	0.012	No
		PM	0.690	B	0.698	B	0.008	No
59	Sepulveda Boulevard & 79th Street-80th Street	AM	0.714	C	0.729	C	0.015	No
		PM	0.595	A	0.624	B	0.029	No
60	Sepulveda Boulevard & 83rd Street	AM	0.589	A	0.613	B	0.024	No
		PM	0.567	A	0.569	A	0.002	No
61	Sepulveda Boulevard & Manchester Avenue [1]	AM	0.752	C	0.750	C	-0.002	No
		PM	0.961	E	0.939	E	-0.022	No
62	Sepulveda Boulevard & La Tijera Boulevard	AM	0.589	A	0.613	B	0.024	No
		PM	0.733	C	0.737	C	0.004	No
63	Sepulveda Boulevard & Westchester Parkway	AM	0.812	D	0.834	D	0.022	Yes
		PM	0.971	E	0.916	E	-0.055	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	AM	0.685	B	0.707	C	0.022	No
		PM	0.715	C	0.721	C	0.006	No
65	Sepulveda Boulevard & Century Boulevard	AM	0.839	D	0.912	E	0.073	Yes
		PM	0.947	E	0.869	D	-0.078	No
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	AM	1.104	F	1.064	F	-0.040	No
		PM	1.001	F	0.964	E	-0.037	No

**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
67	Sepulveda Boulevard & Imperial Highway	AM	0.792	C	0.733	C	-0.059	No
		PM	0.940	E	0.894	D	-0.046	No
68	Sepulveda Boulevard & Mariposa Avenue	AM	0.888	D	0.889	D	0.001	No
		PM	0.823	D	0.828	D	0.005	No
69	Sepulveda Boulevard & Grand Avenue	AM	1.146	F	1.150	F	0.004	No
		PM	0.984	E	0.988	E	0.004	No
70	Sepulveda Boulevard & El Segundo Boulevard [1]	AM	0.848	D	0.851	D	0.003	No
		PM	1.050	F	1.050	F	0.000	No
71	Sepulveda Boulevard & Rosecrans Avenue [1]	AM	1.056	F	1.054	F	-0.002	No
		PM	1.068	F	1.067	F	-0.001	No
72	SR-90 Westbound Ramps & Slauson Avenue	AM	0.780	C	0.784	C	0.004	No
		PM	0.843	D	0.841	D	-0.002	No
73	Buckingham Parkway & Slauson Avenue	AM	0.858	D	0.855	D	-0.003	No
		PM	0.831	D	0.828	D	-0.003	No
74	I-405 Southbound Ramps & Howard Hughes Parkway	AM	0.458	A	0.455	A	-0.003	No
		PM	0.243	A	0.228	A	-0.015	No
75	Sepulveda Eastway & Westchester Parkway	AM	0.491	A	0.512	A	0.021	No
		PM	0.787	C	0.767	C	-0.020	No
76	La Tijera Boulevard & Manchester Avenue	AM	0.613	B	0.624	B	0.011	No
		PM	0.695	B	0.664	B	-0.031	No
77	Jenny Avenue & Westchester Parkway	AM	0.212	A	0.359	A	0.147	No
		PM	0.457	A	0.479	A	0.022	No
78	Avion Drive & Century Boulevard	AM	0.515	A	0.485	A	-0.030	No
		PM	0.640	B	0.542	A	-0.098	No
79	La Tijera Boulevard & Airport Boulevard	AM	0.619	B	0.636	B	0.017	No
		PM	0.725	C	0.701	C	-0.024	No
80	Airport Boulevard & Manchester Avenue	AM	0.682	B	0.710	C	0.028	No
		PM	0.832	D	0.738	C	-0.094	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	AM	0.744	C	0.768	C	0.024	No
		PM	1.153	F	0.956	E	-0.197	No
82	Airport Boulevard & 96th Street	AM	0.341	A	0.482	A	0.141	No
		PM	0.580	A	0.576	A	-0.004	No
83	Airport Boulevard & 98th Street	AM	0.433	A	0.677	B	0.244	No
		PM	0.625	B	0.673	B	0.048	No
84	Airport Boulevard & Century Boulevard	AM	0.672	B	0.654	B	-0.018	No
		PM	0.725	C	0.726	C	0.001	No
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	AM	0.547	A	0.549	A	0.002	No
		PM	0.480	A	0.496	A	0.016	No
86	Nash Street & El Segundo Boulevard	AM	0.646	B	0.642	B	-0.004	No
		PM	0.721	C	0.708	C	-0.013	No
87	Douglas Street & Imperial Highway	AM	0.398	A	0.439	A	0.041	No
		PM	0.739	C	0.716	C	-0.023	No
88	Douglas Street & El Segundo Boulevard	AM	0.848	D	0.857	D	0.009	No
		PM	0.989	E	0.986	E	-0.003	No
89	I-405 Northbound Ramps & La Tijera Boulevard	AM	0.981	E	0.886	D	-0.095	No
		PM	0.876	D	0.813	D	-0.063	No
90	I-405 Southbound Ramps & La Tijera Boulevard	AM	0.773	C	0.770	C	-0.003	No
		PM	0.975	E	0.892	D	-0.083	No
91	Bellanca Avenue & Century Boulevard	AM	0.654	B	0.457	A	-0.197	No
		PM	0.761	C	0.501	A	-0.260	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	AM	0.795	C	0.711	C	-0.084	No
		PM	0.895	D	0.720	C	-0.175	No
93	Aviation Boulevard & Arbor Vitae Street	AM	0.996	E	0.985	E	-0.011	No
		PM	0.902	E	1.021	F	0.119	Yes
94	Aviation Boulevard & Century Boulevard	AM	0.961	E	0.826	D	-0.135	No
		PM	1.051	F	0.969	E	-0.082	No
95	Aviation Boulevard & 104th Street	AM	0.790	C	0.789	C	-0.001	No
		PM	0.875	D	0.872	D	-0.003	No
96	Aviation Boulevard & 111th Street	AM	0.957	E	0.848	D	-0.109	No
		PM	0.872	D	0.825	D	-0.047	No
97	Aviation Boulevard & Imperial Highway	AM	0.878	D	0.658	B	-0.220	No
		PM	0.923	E	0.927	E	0.004	No
98	Aviation Boulevard & West 120th Street	AM	0.905	E	0.871	D	-0.034	No
		PM	0.968	E	0.944	E	-0.024	No
99	Aviation Boulevard & El Segundo Boulevard	AM	0.991	E	0.990	E	-0.001	No
		PM	1.076	F	1.081	F	0.005	No

**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
100	Aviation Boulevard & Rosecrans Avenue	AM	1.013	F	1.011	F	-0.002	No
		PM	1.013	F	1.015	F	0.002	No
101	Hindry Avenue & Manchester Boulevard	AM	0.731	C	0.737	C	0.006	No
		PM	0.862	D	0.757	C	-0.105	No
102	Hindry Avenue & Arbor Vitae Street [2]	AM	49.4 s	E	0.673	B	-0.121	No
		PM	24.1 s	C	0.662	B	-0.060	No
103	Concourse Way & Century Boulevard	AM	0.337	A	0.576	A	0.239	No
		PM	0.528	A	0.662	B	0.134	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	AM	0.838	D	0.824	D	-0.014	No
		PM	0.713	C	0.788	C	0.075	Yes
105	La Tijera Boulevard & Centinela Avenue	AM	0.891	D	0.889	D	-0.002	No
		PM	0.997	E	0.974	E	-0.023	No
106	Jefferson Boulevard & National Boulevard	AM	1.023	F	1.024	F	0.001	No
		PM	0.927	E	0.924	E	-0.003	No
107	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.742	C	0.742	C	0.000	No
		PM	0.798	C	0.798	C	0.000	No
108	La Cienega Boulevard & Jefferson Boulevard [1]	AM	1.000	E	0.997	E	-0.003	No
		PM	1.052	F	1.055	F	0.003	No
109	La Cienega Boulevard & Rodeo Road	AM	1.277	F	1.275	F	-0.002	No
		PM	1.189	F	1.187	F	-0.002	No
110	La Cienega Boulevard & Stocker Street [1]	AM	1.156	F	1.154	F	-0.002	No
		PM	1.244	F	1.244	F	0.000	No
111	La Cienega Boulevard Southbound Ramps & Slauson Avenue	AM	1.251	F	1.247	F	-0.004	No
		PM	1.200	F	1.193	F	-0.007	No
112	La Cienega Boulevard Northbound Ramps & Slauson Avenue	AM	1.114	F	1.110	F	-0.004	No
		PM	1.042	F	1.043	F	0.001	No
113	La Cienega Boulevard & La Tijera Boulevard	AM	0.617	B	0.617	B	0.000	No
		PM	0.759	C	0.753	C	-0.006	No
114	La Cienega Boulevard & Centinela Avenue [1]	AM	0.985	E	0.985	E	0.000	No
		PM	1.149	F	1.144	F	-0.005	No
115	La Cienega Boulevard & Florence Avenue	AM	0.826	D	0.851	D	0.025	No
		PM	1.162	F	1.217	F	0.055	Yes
116	La Cienega Boulevard & Manchester Boulevard	AM	0.801	D	0.867	D	0.066	No
		PM	0.880	D	1.011	F	0.131	Yes
117	La Cienega Boulevard & Arbor Vitae Street	AM	0.887	D	1.138	F	0.251	Yes
		PM	0.852	D	1.081	F	0.229	Yes
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Bl)	AM	0.809	D	0.684	B	-0.125	No
		PM	0.705	C	0.619	B	-0.086	No
119	La Cienega Boulevard & Century Boulevard	AM	0.985	E	1.035	F	0.050	Yes
		PM	1.088	F	1.173	F	0.085	Yes
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Bl)	AM	0.385	A	0.333	A	-0.052	No
		PM	0.381	A	0.410	A	0.029	No
121	La Cienega Boulevard & 104th Street	AM	0.478	A	0.463	A	-0.015	No
		PM	0.506	A	0.487	A	-0.019	No
122	La Cienega Boulevard & Lennox Boulevard	AM	0.583	A	0.624	B	0.041	No
		PM	0.836	D	0.849	D	0.013	No
123	La Cienega Boulevard & 111th Street	AM	0.433	A	0.446	A	0.013	No
		PM	0.453	A	0.459	A	0.006	No
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Hwy)	AM	0.565	A	0.598	A	0.033	No
		PM	0.424	A	0.426	A	0.002	No
125	La Cienega Boulevard & Imperial Highway	AM	0.532	A	0.600	A	0.068	No
		PM	0.899	D	0.902	E	0.003	No
126	La Cienega Boulevard & West 120th Street	AM	0.848	D	0.812	D	-0.036	No
		PM	0.999	E	1.006	F	0.007	No
127	La Cienega Boulevard & El Segundo Boulevard	AM	0.748	C	0.745	C	-0.003	No
		PM	0.918	E	0.926	E	0.008	No
128	Hindry Avenue & Rosecrans Avenue	AM	0.725	C	0.722	C	-0.003	No
		PM	0.812	D	0.817	D	0.005	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	AM	0.923	E	0.908	E	-0.015	No
		PM	0.896	D	0.914	E	0.018	No
130	I-405 Northbound Ramps & Century Boulevard	AM	0.993	E	1.008	F	0.015	No
		PM	0.890	D	0.920	E	0.030	No
131	I-405 Northbound Ramps (e/o La Cienega Bl) & Imperial Highway	AM	0.653	B	0.690	B	0.037	No
		PM	0.832	D	0.816	D	-0.016	No
132	I-405 Northbound Ramps & El Segundo Boulevard	AM	0.801	D	0.813	D	0.012	No
		PM	0.818	D	0.814	D	-0.004	No

**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
133	I-405 Northbound Ramps & Rosecrans Avenue	AM	0.900	D	0.898	D	-0.002	No
		PM	0.898	D	0.898	D	0.000	No
134	Inglewood Avenue & Manchester Boulevard	AM	0.804	D	0.801	D	-0.003	No
		PM	0.887	D	0.907	E	0.020	No
135	Inglewood Avenue & Arbor Vitae Street	AM	0.674	B	0.702	C	0.028	No
		PM	0.802	D	0.801	D	-0.001	No
136	Inglewood Avenue & Century Boulevard	AM	0.873	D	0.896	D	0.023	No
		PM	1.064	F	1.093	F	0.029	Yes
137	Inglewood Avenue & Lennox Boulevard	AM	0.952	E	0.952	E	0.000	No
		PM	1.086	F	1.087	F	0.001	No
138	Inglewood Avenue & Imperial Highway	AM	1.095	F	1.098	F	0.003	No
		PM	1.195	F	1.201	F	0.006	No
139	Inglewood Avenue & El Segundo Boulevard	AM	0.879	D	0.896	D	0.017	No
		PM	1.007	F	1.010	F	0.003	No
140	Inglewood Avenue & Rosecrans Avenue	AM	0.923	E	0.922	E	-0.001	No
		PM	1.120	F	1.123	F	0.003	No
141	La Brea Avenue/Overhill Drive & Stocker Street	AM	0.983	E	0.984	E	0.001	No
		PM	1.139	F	1.126	F	-0.013	No
142	La Brea Avenue & Slauson Avenue	AM	0.939	E	0.937	E	-0.002	No
		PM	1.066	F	1.065	F	-0.001	No
143	La Brea Avenue & Centinela Avenue	AM	1.016	F	1.015	F	-0.001	No
		PM	1.057	F	1.063	F	0.006	No
144	La Brea Avenue & Florence Avenue	AM	0.923	E	0.937	E	0.014	No
		PM	1.127	F	1.128	F	0.001	No
145	La Brea Avenue & Manchester Boulevard [1]	AM	0.863	D	0.870	D	0.007	No
		PM	0.911	E	0.925	E	0.014	No
146	La Brea Avenue & Arbor Vitae Street	AM	0.626	B	0.624	B	-0.002	No
		PM	0.805	D	0.807	D	0.002	No
147	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	AM	0.876	D	0.897	D	0.021	No
		PM	0.986	E	0.999	E	0.013	No
148	Hawthorne Boulevard & Lennox Boulevard	AM	0.821	D	0.807	D	-0.014	No
		PM	0.902	E	0.881	D	-0.021	No
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	AM	0.919	E	0.910	E	-0.009	No
		PM	1.039	F	1.026	F	-0.013	No
150	Hawthorne Boulevard & Imperial Avenue	AM	0.861	D	0.849	D	-0.012	No
		PM	1.037	F	1.039	F	0.002	No
151	Hawthorne Boulevard & 120th Street	AM	0.669	B	0.670	B	0.001	No
		PM	0.833	D	0.850	D	0.017	No
152	Hawthorne Boulevard & El Segundo Boulevard	AM	0.775	C	0.785	C	0.010	No
		PM	0.898	D	0.900	D	0.002	No
153	Hawthorne Boulevard & Rosecrans Avenue	AM	0.755	C	0.754	C	-0.001	No
		PM	0.922	E	0.926	E	0.004	No
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	AM	0.703	C	0.704	C	0.001	No
		PM	0.800	C	0.762	C	-0.038	No
155	Prairie Avenue & Manchester Boulevard	AM	0.983	E	0.982	E	-0.001	No
		PM	1.069	F	1.074	F	0.005	No
156	Prairie Avenue & Arbor Vitae Street	AM	0.816	D	0.818	D	0.002	No
		PM	0.901	E	0.892	D	-0.009	No
157	Prairie Avenue & Century Boulevard	AM	0.959	E	0.959	E	0.000	No
		PM	1.011	F	1.015	F	0.004	No
158	Prairie Avenue & Lennox Boulevard	AM	0.712	C	0.709	C	-0.003	No
		PM	0.720	C	0.720	C	0.000	No
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	AM	0.811	D	0.831	D	0.020	No
		PM	0.767	C	0.774	C	0.007	No
160	Prairie Avenue & Imperial Highway	AM	1.346	F	1.347	F	0.001	No
		PM	0.952	E	0.958	E	0.006	No
161	Prairie Avenue & El Segundo Boulevard	AM	0.950	E	0.949	E	-0.001	No
		PM	0.985	E	0.990	E	0.005	No
162	Crenshaw Boulevard & Manchester Avenue [1]	AM	1.055	F	1.055	F	0.000	No
		PM	1.145	F	1.151	F	0.006	No
163	Crenshaw Boulevard & Century Boulevard	AM	0.948	E	0.947	E	-0.001	No
		PM	1.120	F	1.123	F	0.003	No
164	Crenshaw Boulevard & Imperial Highway	AM	0.924	E	0.929	E	0.005	No
		PM	1.067	F	1.071	F	0.004	No
165	Western Avenue & Manchester Avenue	AM	0.869	D	0.872	D	0.003	No
		PM	1.056	F	1.059	F	0.003	No



**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

MAP #	INTERSECTION	PEAK HOUR	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
			V/C OR DELAY	LOS	V/C OR DELAY	LOS	CHANGE IN V/C	SIGNIFICANT IMPACT
166	Western Avenue & Imperial Highway	AM	0.915	E	0.918	E	0.003	No
		PM	0.941	E	0.945	E	0.004	No
167	I-405 Northbound Ramps & Culver Boulevard	AM	0.781	C	0.781	C	0.000	No
		PM	0.740	C	0.739	C	-0.001	No
168	Walgrove Avenue & Washington Boulevard [3]	AM	***	F	***	F	0.001	No
		PM	***	F	***	F	0.001	No
169	Washington Boulevard & Washington Place at Wade Street	AM	0.772	C	0.772	C	0.000	No
		PM	0.955	E	0.959	E	0.004	No
170	Inglewood Boulevard & Washington Boulevard	AM	0.842	D	0.846	D	0.004	No
		PM	1.084	F	1.082	F	-0.002	No
171	Sawtelle Boulevard & I-405 Southbound Ramp (s/o Washington Bl)	AM	0.419	A	0.420	A	0.001	No
		PM	0.527	A	0.527	A	0.000	No
172	Washington Boulevard & Washington Place at Tilden Avenue	AM	0.600	A	0.599	A	-0.001	No
		PM	0.659	B	0.660	B	0.001	No
173	Overland Avenue & Sawtelle Boulevard [4]	AM	49.7 s	E	49.8 s	E	0.001	No
		PM	63.6 s	F	63.0 s	F	-0.001	No
174	Canfield Avenue-Washington Boulevard (Ince Bl) & Culver Boulevard	AM	0.839	D	0.839	D	0.000	No
		PM	0.795	C	0.791	C	-0.004	No
175	Ince Boulevard & Washington Boulevard	AM	1.002	F	0.998	E	-0.004	No
		PM	1.003	F	0.999	E	-0.004	No
176	National Boulevard & Venice Boulevard	AM	0.931	E	0.931	E	0.000	No
		PM	1.053	F	1.051	F	-0.002	No
177	National Boulevard & Washington Boulevard	AM	0.865	D	0.866	D	0.001	No
		PM	1.006	F	1.005	F	-0.001	No
178	La Cienega Boulevard & Washington Boulevard	AM	0.959	E	0.960	E	0.001	No
		PM	1.105	F	1.106	F	0.001	No
179	Centinela Avenue & Florence Avenue	AM	0.934	E	0.935	E	0.001	No
		PM	0.902	E	0.902	E	0.000	No
180	Prairie Avenue & Florence Avenue	AM	0.820	D	0.818	D	-0.002	No
		PM	0.917	E	0.918	E	0.001	No
181	Van Ness Avenue & Manchester Avenue	AM	1.013	F	1.013	F	0.000	No
		PM	1.024	F	1.031	F	0.007	No
182	Van Ness Avenue & Century Boulevard	AM	0.752	C	0.752	C	0.000	No
		PM	0.823	D	0.823	D	0.000	No
183	Van Ness Avenue & Imperial Highway	AM	0.903	E	0.909	E	0.006	No
		PM	0.945	E	0.949	E	0.004	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

[3] Stop-controlled on minor approach. Worst-case approach delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

[4] All-way stop-controlled intersection. Intersection average vehicle delay (in seconds) is reported in table. Analyzed using ICU methodology to determine change in V/C.

\*\*\* - Indicates oversaturated conditions. Delay cannot be determined.

**TABLE 136 (continued)**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT ALTERNATIVE**

LEVEL OF SERVICE	INTERSECTIONS	
	AM PEAK HOUR	PM PEAK HOUR
A	22	23
B	26	14
C	34	28
D	44	34
E	35	39
F	22	45
TOTAL	183	183
TOTAL NUMBER OF IMPACTS	4	7
TOTAL INDIVIDUAL INTERSECTION IMPACTS	9	

TABLE 137

SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT MIDDAY PEAK HOUR

MAP #	INTERSECTION	FUTURE (2035) WITHOUT PROJECT CONDITIONS		FUTURE (2035) WITH PROJECT CONDITIONS - ALTERNATIVE 6			
		MD PEAK HOUR		MD PEAK HOUR		CHANGE IN V/C	SIGNIFICANT IMPACT
		V/C OR DELAY	LOS	V/C	LOS		
22	Lincoln Boulevard & Manchester Avenue [1]	0.702	C	0.703	C	0.001	No
23	Lincoln Boulevard & La Tijera Boulevard	0.400	A	0.410	A	0.010	No
61	Sepulveda Boulevard & Manchester Avenue	0.739	C	0.723	C	-0.016	No
62	Sepulveda Boulevard & La Tijera Boulevard	0.651	B	0.650	B	-0.001	No
63	Sepulveda Boulevard & Westchester Parkway	0.965	E	0.961	E	-0.004	No
64	Sepulveda Boulevard & Lincoln Boulevard [1]	0.648	B	0.632	B	-0.016	No
65	Sepulveda Boulevard & Century Boulevard	0.777	C	0.833	D	0.056	Yes
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	1.025	F	0.977	E	-0.048	No
67	Sepulveda Boulevard & Imperial Highway	0.647	B	0.659	B	0.012	No
76	La Tijera Boulevard & Manchester Avenue	0.649	B	0.668	B	0.019	No
77	Jenny Avenue & Westchester Parkway	0.338	A	0.447	A	0.109	No
78	Avion Drive & Century Boulevard	0.572	A	0.471	A	-0.101	No
79	La Tijera Boulevard & Airport Boulevard	0.621	B	0.588	A	-0.033	No
80	Airport Boulevard & Manchester Avenue	0.761	C	0.671	B	-0.090	No
81	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	0.858	D	0.689	B	-0.169	No
82	Airport Boulevard & 96th Street	0.553	A	0.507	A	-0.046	No
83	Airport Boulevard & 98th Street	0.573	A	0.635	B	0.062	No
84	Airport Boulevard & Century Boulevard	0.800	C	0.679	B	-0.121	No
89	I-405 Northbound Ramps & La Tijera Boulevard	0.887	D	0.827	D	-0.060	No
90	I-405 Southbound Ramps & La Tijera Boulevard	0.639	B	0.628	B	-0.011	No
92	Aviation Boulevard/Florence Avenue & Manchester Avenue	0.843	D	0.741	C	-0.102	No
93	Aviation Boulevard & Arbor Vitae Street	0.731	C	0.785	C	0.054	Yes
94	Aviation Boulevard & Century Boulevard	0.900	D	0.881	D	-0.019	No
95	Aviation Boulevard & 104th Street	0.752	C	0.781	C	0.029	No
96	Aviation Boulevard & 111th Street	0.867	D	0.824	D	-0.043	No
97	Aviation Boulevard & Imperial Highway	0.694	B	0.643	B	-0.051	No
102	Hindry Avenue & Arbor Vitae Street [2]	16.5 s	C	0.395	A	-0.158	No
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	0.440	A	0.593	A	0.153	No
115	La Cienega Boulevard & Florence Avenue	1.022	F	1.044	F	0.022	Yes
116	La Cienega Boulevard & Manchester Boulevard	0.908	E	1.007	F	0.099	Yes
117	La Cienega Boulevard & Arbor Vitae Street	0.724	C	0.815	D	0.091	No
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	0.703	C	0.648	B	-0.055	No
119	La Cienega Boulevard & Century Boulevard	0.813	D	0.871	D	0.058	Yes
125	La Cienega Boulevard & Imperial Highway	0.341	A	0.359	A	0.018	No
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	0.778	C	0.748	C	-0.030	No
130	I-405 Northbound Ramps & Century Boulevard	0.761	C	0.757	C	-0.004	No

[1] Los Angeles County Congestion Management Program (CMP) arterial monitoring location.

[2] Stop-controlled on minor approach under base conditions. Worst-case approach delay (in seconds) is reported in table. Analyzed using CMA methodology to determine change in V/C.

LOS SUMMARY				NUMBER OF IMPACTS	
LOS	MD Peak Hour	LOS	MD Peak Hour		
A	7	A	8	Yes	5
B	7	B	11	No	31
C	12	C	7		
D	6	D	6		
E	2	E	2		
F	2	F	2		
TOTAL	36		36		

**TABLE 138  
SUMMARY AND COMPARISON OF INTERSECTION OPERATIONS AND IMPACTS  
ALTERNATIVE 6**

<b>AM Peak Hour</b>					
<b>Future (2035) with Project - Proposed Project</b>		<b>Future (2035) with Project and Related Development - Proposed</b>		<b>Alternative 6 - Reduced Related Development</b>	
<b>Intersections at LOS</b>		<b>Intersections at LOS</b>		<b>Intersections at LOS</b>	
<b>A-D</b>	125	<b>D</b>	123	<b>D</b>	126
<b>E</b>	36	<b>E</b>	37	<b>E</b>	35
<b>F</b>	22	<b>F</b>	23	<b>F</b>	22
Total	183	Total	183	Total	183
Average V/C	0.803	Average V/C	0.807	Average V/C	0.805
# of Impacts	3	# of Impacts	5	# of Impacts	4
<b>PM Peak Hour</b>					
<b>Future (2035) with Project - Proposed Project</b>		<b>Future (2035) with Project and Related Development - Proposed</b>		<b>Alternative 6 - Reduced Related Development</b>	
<b>Intersections at LOS</b>		<b>Intersections at LOS</b>		<b>Intersections at LOS</b>	
<b>D</b>	100	<b>D</b>	98	<b>D</b>	99
<b>E</b>	37	<b>E</b>	38	<b>E</b>	39
<b>F</b>	46	<b>F</b>	47	<b>F</b>	45
Total	183	Total	183	Total	183
Average V/C	0.852	Average V/C	0.857	Average V/C	0.854
# of Impacts	7	# of Impacts	8	# of Impacts	7
Overall Impacts	8	Overall Impacts	11	Overall Impacts	9

TABLE 139  
 FREEWAY SEGMENT MAINLINE PEAK HOUR LEVELS OF SERVICE AND IMPACT ANALYSIS  
 ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT

NO.	FREEWAY SEGMENT	POST MILE	DIRECTION	FUTURE 2035 WITHOUT PROJECT - AM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 6 - AM PEAK HOUR						FUTURE 2035 WITH PROJECT - ALTERNATIVE 6 - PM PEAK HOUR											
				VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE	VOLUME [a]	DENSITY [c]	LOS	DEMAND FLOW RATE (D)	D/C [d]	D/C INCREASE						
1.	I-405 South of Venice (PM 27.81)	27.81	NB	5	7,262	23.8	C	1854	0.827	0.865	7.266	25.8	C	1655	0.828	0.001	1972	0.986	0.000	No	8,659	32.7	D	1972	0.986	0.000	No
	I-405 at Culver Boulevard (PM 27.35)	27.35	SB	5	9,016	34.9	D	2054	1.027	7,247	25.8	C	1651	0.826	0.000	1645	0.823	-0.003	No	7,220	25.6	D	1645	0.823	-0.003	No	
2.	I-405 at Braddock Boulevard (PM 26.84)	26.84	NB	5	7,853	28.5	D	1789	0.895	8,563	32.2	D	1955	0.894	-0.001	1788	0.894	0.000	No	8,563	32.2	D	1955	0.894	0.000	No	
	I-405 North of SR-90 (PM 26.15)	26.15	SB	5	9,274	36.5	E	2112	1.056	7,374	26.3	D	1680	0.840	0.000	2112	1.056	0.000	No	7,373	26.3	D	2112	1.056	0.000	No	
3.	I-405 at Jefferson Boulevard (PM 26.00)	26.00	NB	4	6,569	30.2	D	1870	0.935	7,112	34.1	D	2025	1.013	0.000	1869	0.935	0.000	No	7,134	34.2	D	2031	1.016	0.000	No	
	I-405 at Centinela Avenue (PM 25.41)	25.41	SB	4	7,568	37.9	E	2155	1.078	8,311	45.7	F	2366	1.281	-0.003	2150	1.075	-0.003	No	8,312	45.7	F	2367	1.281	-0.003	No	
4.	I-405 at Howard Hughes Parkway (PM 25.10)	25.10	NB	4	7,112	34.1	D	2025	1.013	8,082	43.0	E	2301	1.151	-0.003	2020	1.010	-0.003	No	8,087	43.1	E	2303	1.152	-0.003	No	
	I-405 at La Tijera (PM 24.25)	24.25	SB	4	7,594	38.1	E	2162	1.081	9,016	56.2	F	2567	1.284	0.004	2170	1.085	0.004	No	9,089	57.5	F	2588	1.294	0.010	Yes	
5.	I-405 at La Cienega Boulevard (PM 23.61)	23.61	NB	4	7,772	39.8	E	2213	1.107	9,282	61.3	F	2643	1.322	0.004	2212	1.111	0.004	No	9,371	63.2	F	2668	1.334	0.012	Yes	
	I-405 South of Manchester Avenue (PM 23.36)	23.36	SB	4	8,825	53.0	F	2513	1.257	7,708	39.2	E	2195	1.098	0.001	2515	1.258	0.001	No	7,606	38.2	E	2166	1.083	-0.015	No	
6.	I-405 at Century Boulevard (PM 22.68)	22.68	NB	4	6,956	32.9	D	1981	0.981	8,305	45.7	F	2365	1.183	-0.006	1970	0.985	-0.006	No	8,359	46.3	F	2380	1.193	-0.007	No	
	I-405 South of I-105 (PM 20.60)	20.6	SB	4	6,424	29.3	D	1829	0.915	7,349	35.9	E	2092	1.046	-0.003	1823	0.912	-0.003	No	7,407	36.4	E	2109	1.055	0.009	No	
7.	I-405 at El Segundo Boulevard (PM 19.57)	19.57	SB	4	10,033	81.9	F	3020	1.510	11,137	154.5	F	3171	1.586	-0.003	3014	1.507	-0.003	No	11,101	150.3	F	3161	1.561	-0.005	No	
	I-405 at Rosecrans Avenue (PM 19.16)	19.16	SB	4	8,692	50.9	F	2475	1.238	8,353	46.2	F	2378	1.188	-0.002	2471	1.236	-0.002	No	8,328	46.9	F	2371	1.186	-0.003	No	
8.	I-405 at Hughes Way (PM R.90)	R0.90	WB	3	5,666	37.6	E	2147	1.074	3,135	18.3	C	1190	0.595	-0.001	1559	0.780	-0.015	No	4,504	26.9	D	1710	0.855	-0.011	No	
	I-405 at Douglas Street (PM R1.30)	R1.30	WB	3	6,349	47.7	F	2410	1.205	6,894	59.5	F	2617	1.309	0.000	2356	1.178	-0.027	No	6,824	57.7	F	2591	1.296	-0.013	No	
9.	I-405 at Imperial Highway (PM R1.80)	R1.80	WB	3	3,131	18.3	C	1189	0.595	4,001	23.4	C	1519	0.760	-0.007	1135	0.568	-0.027	No	3,970	23.2	C	1507	0.754	-0.006	No	
	I-405 West of Hawthorne Avenue (PM R2.82)	R2.82	WB	3	5,274	33.4	D	2002	1.001	3,458	20.2	C	1313	0.657	-0.021	1959	0.680	-0.021	No	3,316	19.4	C	1259	0.630	-0.027	No	
10.	I-405 West of Prairie Avenue (PM R3.30)	R3.30	WB	3	6,735	55.6	F	2557	1.279	5,546	36.3	E	2105	1.063	-0.011	2138	1.069	0.000	No	5,117	31.9	D	1943	0.972	0.022	No	
	I-405 West of Crenshaw Boulevard (PM R4.00)	R4.00	WB	3	8,289	144.9	F	3147	1.574	7,512	81.2	F	2852	1.426	-0.008	3132	1.566	-0.008	No	7,445	78.1	F	2826	1.413	-0.013	No	
11.	I-405 West of Normandie Avenue (PM R5.50)	R5.50	WB	4	7,092	33.9	D	2019	1.010	7,608	38.2	E	2166	1.083	0.001	2022	1.011	0.001	No	7,647	38.6	E	2177	1.089	0.006	No	
	I-405 East of Ballona Creek (PM 1.24)	1.24	WB	3	3,903	26.9	D	1482	0.741	3,677	25.4	C	1396	0.698	-0.001	1479	0.740	-0.001	No	3,648	25.2	C	1385	0.693	-0.005	No	
12.	I-405 East of Ballona Creek (PM 1.24)	1.24	WB	3	2,775	19.1	C	1053	0.527	5,164	36.1	E	1960	0.980	-0.008	1037	0.519	-0.008	No	5,098	35.5	E	1935	0.988	-0.012	No	
13.	I-405 East of Centinela Avenue (PM 1.61)	1.61	WB	4	2,801	14.5	B	798	0.399	2,836	14.7	B	807	0.404	0.000	798	0.399	0.000	No	2,821	14.6	B	803	0.402	-0.002	No	

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] The freeway mainline capacity used in calculation of D/C is 2,000, per Caltrans.

**TABLE 140  
SUMMARY AND COMPARISON OF FREEWAY SEGMENT MAINLINE OPERATIONS AND IMPACTS  
ALTERNATIVE 6: REDUCED RELATED DEVELOPMENT**

<b>AM Peak Hour</b>								
<b>Future (2035) with Project - Proposed Project</b>			<b>Future (2035) with Project and Related Development</b>			<b>Alternative 6 Reduced Related Development</b>		
<b>Mainline Segments at LOS</b>			<b>Mainline Segments at LOS</b>			<b>Mainline Segments at LOS</b>		
<b>A-D</b>	6		<b>A-D</b>	5		<b>A-D</b>	5	
<b>E</b>	5		<b>E</b>	6		<b>E</b>	6	
<b>F</b>	12		<b>F</b>	12		<b>F</b>	12	
<b>Total</b>	<b>23</b>		<b>Total</b>	<b>23</b>		<b>Total</b>	<b>23</b>	
<b># of Impacts</b>	<b>0</b>		<b># of Impacts</b>	<b>0</b>		<b># of Impacts</b>	<b>0</b>	
<b>PM Peak Hour</b>								
<b>Future (2035) with Project - Proposed Project</b>			<b>Future (2035) with Project and Related Development</b>			<b>Alternative 6 Reduced Related Development</b>		
<b>Intersections at LOS</b>			<b>Intersections at LOS</b>			<b>Intersections at LOS</b>		
<b>A-D</b>	8		<b>A-D</b>	8		<b>A-D</b>	8	
<b>E</b>	5		<b>E</b>	5		<b>E</b>	5	
<b>F</b>	10		<b>F</b>	10		<b>F</b>	10	
<b>Total</b>	<b>23</b>		<b>Total</b>	<b>23</b>		<b>Total</b>	<b>23</b>	
<b># of Impacts</b>	<b>1</b>		<b># of Impacts</b>	<b>3</b>		<b># of Impacts</b>	<b>3</b>	
<b>Overall Impacts</b>	<b>1</b>		<b>Overall Impacts</b>	<b>3</b>		<b>Overall Impacts</b>	<b>3</b>	

**TABLE 141  
 FREEWAY SEGMENT HOV PEAK HOUR LEVELS OF SERVICE  
 ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT**

NO.	FREEWAY SEGMENT	Post Mile	DIRECTION	LANES	FUTURE 2035 WITHOUT PROJECT AM PEAK HOUR				FUTURE 2035 WITHOUT PROJECT PM PEAK HOUR				FUTURE 2035 WITH PROJECT - ALTERNATIVE 6 AM PEAK HOUR				FUTURE 2035 WITH PROJECT - ALTERNATIVE 6 PM PEAK HOUR			
					VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS	VOLUME [a]	SPEED [b] (mph)	DENSITY [c] (pc/mi/ln)	LOS
4.	I-405 North of SR-90 (PM 26.15)	26.15 26.15	NB SB	1 1	1,335 1,216	61.6 62.7	22.2 19.9	C C	1,295 1,454	62.0 60.3	21.4 24.7	C C	1,335 1,215	61.6 62.7	22.2 19.9	C C	1,302 1,448	62.0 60.4	21.5 24.6	C C
8.	I-405 at La Tijera (PM 24.25)	24.25 24.25	NB SB	1 1	1,378 1,952	61.2 51.6	23.1 38.8	C E	1,454 1,882	60.3 53.1	24.7 36.3	C E	1,362 1,952	61.4 51.6	22.8 38.8	C E	1,459 1,866	60.2 53.5	24.8 35.8	C E
10.	I-405 South of Manchester Avenue (PM 23.36)	23.36 23.29	NB SB	1 1	1,240 [d]	51.1 n/a	27.7 n/a	D n/a	1,424 [d]	48.8 n/a	30.6 n/a	D n/a	1,219 [d]	51.1 n/a	27.3 n/a	D n/a	1,424 [d]	48.8 n/a	30.7 n/a	D n/a
11.	I-405 at Century Boulevard (PM 22.68)	22.68 22.00	NB SB	1 1	901 [d]	65 n/a	14 n/a	B n/a	884 [d]	65 n/a	14 n/a	B n/a	887 [d]	64.5 n/a	14.1 n/a	B n/a	895 [d]	64.5 n/a	14.2 n/a	B n/a

[a] Model estimated volume data.  
 [b] Speed = Average passenger car speed.  
 [c] Density >45 pc/mi/ln represents oversaturated conditions.  
 [d] HOV traffic volumes not available.

TABLE 142  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 6						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)			
					A.M.	P.M.			A.M.	P.M.					
14	Lincoln Boulevard & SR-90 Ramps	WBL	2	280 [b]/1,390 [c]	274	219	238 / 1,180	198	164	277	219	238 / 1,180	199	164	NO
		WBR	2	280 [b]/1,390 [c]	1,131	950	238 / 1,180	561	503	1,113	927	238 / 1,180	545	485	
		RAMP		3340 [c]			2,839					2,839			
28	Cenimela Avenue & Sandford/SR-90 Westbound Ramps	WBL	1	405 [b]	544	288	344	480	293	535	273	344	476	333	NO
		WBT	1 (LTR)	675 [b]	7	22	574	508	318	10	30	574	506	349	
		WBR	1	675 [b]	484	346	574	460	283	484	349	574	448	323	
29	Cenimela Avenue & SR-90 Eastbound On-/Off-Ramps	RAMP		2210 [c]			1,879					1,879			NO
		EBL	shared	n/a	19	24	n/a	n/a	n/a	19	26	n/a	n/a	n/a	
		EBT	1 (LTR)	400 [b]	2	1	340	108	55	2	1	340	111	58	
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	EBR	1	400 [b]	286	151	340	71	34	293	161	340	73	38	NO
		RAMP		1400 [c] + Aux. Lane			1190 + Aux. Lane					1190 + Aux. Lane			
		WBL	shared	n/a	188	279	n/a	n/a	n/a	188	279	n/a	n/a	n/a	
36	I-405 Southbound Ramps & Jefferson Boulevard	WBT	1 (LTR)	140 [b]/770 [c]	20	64	140 / 654	304	468	19	62	140 / 654	300	465	NO
		WBR	1	140 [b]	359	314	119	165	112	359	314	119	164	112	
		RAMP		910 [c] + Aux. Lane			774 + Aux. Lane					774 + Aux. Lane			
37	I-405 Northbound Ramps & Jefferson Boulevard	SBL	1	295 [b]	100	82	251	80	96	102	84	251	81	97	NO
		SBT	1 (LTR)	295 [b]	3	0	251	282	59	3	0	251	276	58	
		SBR	1	190 [b]	669	184	162	254	51	664	174	162	252	49	
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	RAMP		1225 [c]			1,041					1,041			NO
		NBL	1	550 [b]	198	160	468	135	129	187	163	468	125	133	
		NBT	1 (LTR)	550 [b]	282	0	468	587	297	282	0	468	580	294	
66	Sepulveda Boulevard & I-105 Westbound Off-Ramp (no Imperial Highway)	NBR	shared	n/a	311	363	n/a	n/a	n/a	317	360	n/a	n/a	n/a	NO
		RAMP		1580 [c] + Aux. Lane			1343 + Aux. Lane					1343 + Aux. Lane			
		EBL	1	125 [b]	421	918	106	242	631	421	919	106	242	632	
72	Slauson Avenue	EBT	1 (LTR)	125 [b]	0	4	106	144	620	0	4	106	144	620	NO
		EBR	shared	n/a	22	98	n/a	n/a	n/a	22	98	n/a	n/a	n/a	
		RAMP		935 [c] + Aux. Lane			795 + Aux. Lane					795 + Aux. Lane			
74	I-405 Southbound Ramps & Howard Hughes Parkway	WBR	3	1610 [b]	2,689	2,044	1,369	1,706	1,272	2,573	1,900	1,369	1,602	1,164	YES
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		NBL	1	435 [b]	211	320	370	142	242	206	321	370	141	248	
85	Nash Street / I-105 Westbound Ramps & Imperial Highway	NBT	1 (LTR)	>5,000 [c]	0	7	4,250	144	243	0	7	4,250	141	248	NO
		NBR	2	900 [b]	1,210	1,409	765	61	440	1,217	1,410	765	62	467	
		RAMP		>5,000 [c]			4,250					4,250			
89	I-405 Northbound Ramps & La Tijera Boulevard	SBL	1	180 [b]	43	14	153	32	20	44	14	153	32	19	NO
		SBR	2	1,000 [b]	1,013	659	850	55	21	991	644	850	46	17	
		RAMP		2580 [c]			2,193					2,193			
90	I-405 Southbound Ramps & La Tijera Boulevard	SBL	1	155 [b]	372	94	132	389	143	408	127	132	439	184	NO
		SBT	2 (LT & TR)	1,360 [b]	947	174	1,156	631	171	942	188	1,156	631	171	
		SBR	1	155 [b]	505	215	132	368	71	469	158	132	320	67	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		3510 [c] + Aux. Lane			2984 + Aux. Lane					2984 + Aux. Lane			NO
		NBL	1	310 [b]	133	251	264	157	241	125	220	264	146	194	
		NBR	1	310 [b]	108	267	264	133	266	104	307	264	127	284	
90	I-405 Southbound Ramps & La Tijera Boulevard	RAMP		1050 [c] + Aux. Lane			893 + Aux. Lane					893 + Aux. Lane			NO
		SBL	1 (LTR)	550 [b]	114	278	468	474	650	129	279	468	456	583	
		SBT	shared	n/a	0	0	n/a	n/a	n/a	0	0	n/a	n/a	n/a	
90	I-405 Southbound Ramps & La Tijera Boulevard	SBR	1	550 [b]	422	418	468	460	610	396	363	468	443	540	NO
		RAMP		1620 [c] + Aux. Lane			1377 + Aux. Lane					1377 + Aux. Lane			



TABLE 142 (Continued)  
OFF-RAMP QUEUING ANALYSIS - FUTURE 2035 CONDITIONS  
ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT

INT #	Intersection	Movement Group	Approach Lanes	Storage Length (feet) [a]	FUTURE 2035 WITHOUT PROJECT				FUTURE 2035 WITH PROJECT ALTERNATIVE 6						
					Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length		Volume (VPH)		85% of Storage Length (feet) [a]	95th Percentile Queue Length (feet)	Exceeds 85% of Storage Length
					A.M.	P.M.			A.M.	P.M.	A.M.	P.M.			
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	NBL	2 [2]	1080 [b]	1,084	658	901	535	354	514	277	901	330	181	NO
		NBT [future]	[2]	[900]	n/a	n/a	n/a	n/a	n/a	508	307	[765]	402	246	
		NBR	2 [shared]	90[b]/900[b] [90]	253	141	26	73	235	147	n/a	n/a	n/a	n/a	
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	RAMP		3650 [c]			3,103					3,103			NO
		WBL	2 [2]	215 [b]	622	851	183	360	458	171	467	183	119	272	
		WBT [future]	[2]	[215]	n/a	n/a	n/a	n/a	n/a	363	375	[183]	232	295	
120	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	WBR [future]	shared [1]	n/a [215]	92	347	183	76	204	27	203	n/a	n/a	n/a	NO
		RAMP		2015 [c] + Aux. Lane			1713 + Aux. Lane					1713 + Aux. Lane			
		WBR	2	230 [b]	164	351	196	15	56	266	490	196	36	70	
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	RAMP		890 [c] + Aux. Lane			757 + Aux. Lane					757 + Aux. Lane			NO
		WBL	2	445 [b]	224	175	378	109	87	222	198	378	109	95	
		WBR	1	80 [b]	142	189	68	59	67	195	253	68	68	76	
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	RAMP		1515 [c] + Aux. Lane			1288 + Aux. Lane					1288 + Aux. Lane			NO
		NBL	1	725 [b]	869	445	616	643	436	837	449	616	633	445	
		NBLTR	1 (LTR)	725 [b]	182	190	616	643	405	182	188	616	606	417	
130	I-405 Northbound Ramps & Century Boulevard	NBR	1	80 [b]	188	444	68	38	340	190	440	68	40	343	NO
		RAMP		2020 [c] + Aux. Lane			1717 + Aux. Lane					1717 + Aux. Lane			
		NBL	2	1,270 [b]	1,217	834	1,080	510	360	1,214	900	1,080	509	397	
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	NBR	1	445 [b]	399	385	378	245	373	399	384	378	239	371	NO
		RAMP		2985 [c] + Aux. Lane			2537 + Aux. Lane					2537 + Aux. Lane			
		NBL	2	1,080 [b]	675	278	918	175	148	684	202	918	178	125	
132	I-405 Northbound Ramps & El Segundo Boulevard	NBR	shared	n/a	80	194	n/a	n/a	n/a	82	195	n/a	n/a	n/a	NO
		RAMP		2710 [c] + Aux. Lane			2304 + Aux. Lane					2304 + Aux. Lane			
		NBL	2	1,065 [b]	850	359	905	366	181	854	347	905	369	174	
133	I-405 Northbound Ramps & Rosecrans Avenue	NBR	1	220 [b]	74	161	187	34	181	73	178	187	34	197	NO
		RAMP		2935 [c] + Aux. Lane			2495 + Aux. Lane					2495 + Aux. Lane			
		NBL	2	270 [b]/400 [b]	1,042	705	230 / 340	281	189	1,042	710	230 / 340	281	196	
149	Hawthorne Boulevard & I-105 Westbound Ramps/11th Street	NBR	1	400 [b]	44	102	340	20	61	44	98	340	20	61	NO
		RAMP		1680 [c]			1,428					1,428			
		WBL	1 (L) & 1 (LR)	1,075 [b]	264	271	914	298	367	267	267	914	307	310	
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	WBR	1	660 [b]	443	481	561	104	114	451	451	561	106	120	NO
		RAMP		4835 [c] + Aux. Lane			4110 + Aux. Lane					4110 + Aux. Lane			
		EBL	2	2,060 [b]	349	595	1,743	149	256	326	622	1,743	138	270	
167	I-405 Northbound Ramps & Culver Boulevard	EBT	1	500 [b]	32	76	425	248	372	44	82	425	283	374	NO
		EBR	shared	n/a	361	407	n/a	n/a	n/a	383	401	n/a	n/a	n/a	
		RAMP		5140 [c] + Aux. Lane			4369 + Aux. Lane					4369 + Aux. Lane			
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	NBL	shared	n/a	141	203	n/a	n/a	n/a	140	196	n/a	n/a	n/a	NO
		NBLTR	2 (LT & TR)	800 [b]	180	15	680	297	281	180	15	680	296	279	
		NBR	shared	n/a	461	617	n/a	n/a	n/a	461	620	n/a	n/a	n/a	
171	Sawtele Boulevard & I-405 Southbound Off-Ramp (n/o of Culver Boulevard)	RAMP		2220 [c] + Aux. Lane			1887 + Aux. Lane					1887 + Aux. Lane			
		WBL	1 (L) & 1 (LR)	440 [b]	313	367	374	92	111	317	365	374	93	111	
		WBR	shared	n/a	154	58	n/a	n/a	n/a	148	58	n/a	n/a	n/a	
RAMP		1535 [c] + Aux. Lane			1305 + Aux. Lane						1305 + Aux. Lane				

Notes:  
VPH: Vehicles Per Hour  
YES: 85% or more of lane pocket and/or off-ramp storage capacity exceeded.  
NO: Storage capacity has not been exceeded.  
[a] Most constrained storage length for each lane group reported.  
[b] The storage length is measured from the intersection stop bar to the end of the lane(s).  
[c] Off-ramp storage length measured from intersection stop bar to freeway mainline gore point.

**TABLE 143  
ON-RAMPS EVALUATION - FUTURE 2035 CONDITIONS  
ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT**

MAP NO.	INTERSECTION	NUMBER OF LANES	FUTURE 2035 WITHOUT PROJECT			FUTURE 2035 WITH PROJECT ALTERNATIVE 6		
			VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
			A.M.	P.M.		A.M.	P.M.	
28	Centinel Avenue & Sandford/SR-90 Westbound Ramps	1 lane	109	170	NO	69	118	NO
29	Centinel Avenue & SR-90 Eastbound On-/Off-Ramps	1 lane	702	890	NO	702	880	NO
32	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps (s/o Venice Boulevard)	2 lanes [a]	893	645	NO	893	644	NO
36	I-405 Southbound Ramps & Jefferson Boulevard	3 lanes [b]	536	879	NO	523	863	NO
37	I-405 Northbound Ramps & Jefferson Boulevard	3 lanes [c]	798	619	NO	804	617	NO
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	2 lanes [a]	998	328	NO	998	327	NO
74	I-405 Southbound Ramps & Howard Hughes Parkway	2 lanes [c]	293	776	NO	277	736	NO
89	I-405 Northbound Ramps & La Tijera Boulevard	2 lanes [b]	795	580	NO	735	502	NO
90	I-405 Southbound Ramps & La Tijera Boulevard	2 lanes [b]	537	368	NO	552	328	NO
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	3 lanes [b]	484	686	NO	643	870	NO
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	2 lanes [a]	303	506	NO	450	658	NO
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	2 lanes [c]	460	381	NO	280	286	NO
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	2 lanes [b]	264	157	NO	233	257	NO
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue*	2 lanes [b]	471	416	NO	532	448	NO
130	I-405 Northbound Ramps & Century Boulevard*	2 lanes [b]	200	567	NO	196	688	NO
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway*	2 lanes [b]	132	413	NO	96	456	NO
	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway**	2 lanes [b]	427	302	NO	414	283	NO
132	I-405 Northbound Ramps & El Segundo Boulevard*	2 lanes [b]	374	671	NO	351	688	NO
	I-405 Northbound Ramps & El Segundo Boulevard**	2 lanes [b]	547	323	NO	525	291	NO
133	I-405 Northbound Ramps & Rosecrans Avenue*	1 lane [c]	687	885	NO	675	882	NO
	I-405 Northbound Ramps & Rosecrans Avenue**	2 lanes [a]	639	541	NO	640	535	NO
154	I-105 Eastbound On-Ramp (e/o Hawthorne Boulevard) & Imperial Highway	2 lanes [b]	842	1033	NO	832	979	NO
167	I-405 Northbound Ramps & Culver Boulevard	2 lanes [c]	1221	326	NO	1221	322	NO

**Notes:**

VPH: Vehicles Per Hour.

Capacity of metered ramps are assumed to be 900 VPH per lane. Non-metered ramps as assumed to be 1,800 VPH per lane.

[a] Two lanes merge into one lane at meter.

[b] One lane is carpool. Other non-carpool lane(s) are metered.

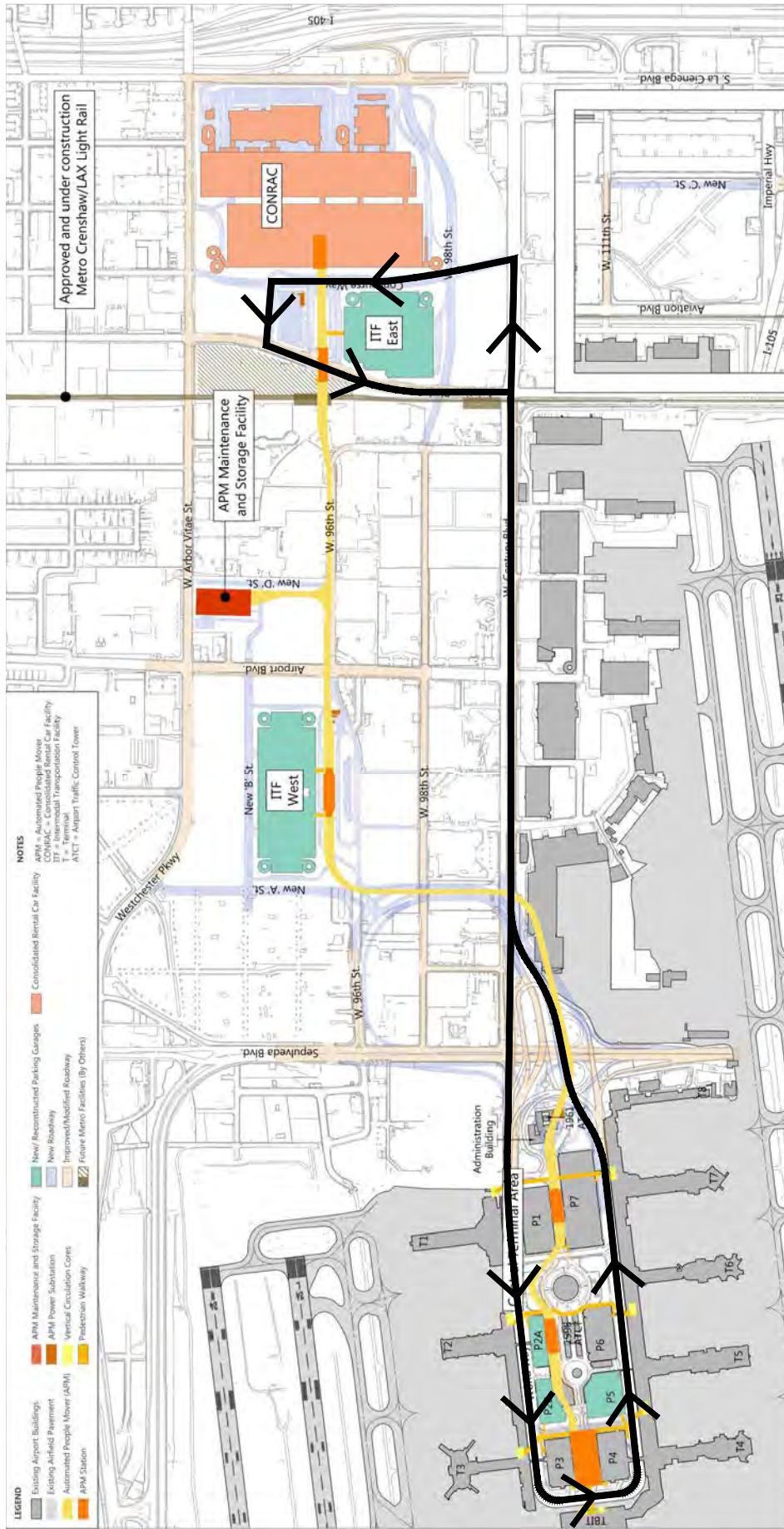
[c] All lanes are metered.

\*The I-405 northbound on-ramp access from eastbound direction.

\*\*The I-405 northbound on-ramp access from westbound direction.

TABLE 144  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS AT CALTRANS STUDY INTERSECTIONS  
ALTERNATIVE 6: POTENTIAL REDUCED RELATED DEVELOPMENT

MAP #	INTERSECTIONS	CALTRANS - FREEMWAY RAMP LOCATIONS												FUTURE 2035 WITH PROJECT ALTERNATIVE 6											
		FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT						FUTURE 2035 WITHOUT PROJECT						FUTURE 2035 WITH PROJECT					
		AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS	PM PEAK HOUR DELAY (sec.)	LOS	AM PEAK HOUR DELAY (sec.)	LOS						
14	Lincoln Boulevard & SR-90 Ramps	28.6	C	27.0	C	28.4	C	28.4	C	26.5	C	26.5	C	26.5	C	26.5	C	26.5	C						
28	Centinela Avenue & Sandford/SR-90 Westbound Ramps	31.1	C	18.9	B	31.1	B	31.1	B	20.3	C	20.3	C	20.3	C	20.3	C	20.3	C						
29	Centinela Avenue & SR-90 Eastbound On-/Off-Ramps	12.5	B	10.8	B	12.5	B	12.5	B	10.8	B	10.8	B	10.8	B	10.8	B	10.8	B						
32	Sawtelle Boulevard & Matteson Street/(I-405 Southbound Ramps (s/o Venice Bl.))	79.9	E	119.0	F	78.8	E	78.8	E	118.8	F	118.8	F	118.8	F	118.8	F	118.8	F						
36	I-405 Southbound Ramps & Jefferson Boulevard	22.9	C	18.0	B	22.7	C	22.7	C	18.1	B	18.1	B	18.1	B	18.1	B	18.1	B						
37	I-405 Northbound Ramps & Jefferson Boulevard	30.6	C	26.4	C	30.7	C	30.7	C	25.4	C	25.4	C	25.4	C	25.4	C	25.4	C						
39	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps (s/o Venice Boulevard)	38.0	D	70.3	E	38.1	D	38.1	D	70.6	E	70.6	E	70.6	E	70.6	E	70.6	E						
66	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	143.1	F	91.2	F	128.4	F	128.4	F	77.3	E	77.3	E	77.3	E	77.3	E	77.3	E						
72	SR-90 Westbound Ramps & Slauson Avenue	57.9	E	32.2	C	59.1	E	59.1	E	31.8	C	31.8	C	31.8	C	31.8	C	31.8	C						
74	I-405 Southbound Ramps & Howard Hughes Parkway	12.2	B	13.1	B	12.0	B	12.0	B	13.0	B	13.0	B	13.0	B	13.0	B	13.0	B						
85	Nash Street /I-105 Westbound Ramps & Imperial Highway	41.2	D	31.0	C	40.4	D	40.4	D	32.0	C	32.0	C	32.0	C	32.0	C	32.0	C						
89	I-405 Northbound Ramps & La Tijera Boulevard	20.0	B	19.5	B	16.4	B	16.4	B	18.0	B	18.0	B	18.0	B	18.0	B	18.0	B						
90	I-405 Southbound Ramps & La Tijera Boulevard	25.6	C	35.6	D	25.2	C	25.2	C	30.4	C	30.4	C	30.4	C	30.4	C	30.4	C						
104	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	25.5	C	21.9	C	43.4	D	43.4	D	41.2	D	41.2	D	41.2	D	41.2	D	41.2	D						
118	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	34.5	C	27.4	C	29.8	C	29.8	C	35.9	D	35.9	D	35.9	D	35.9	D	35.9	D						
120	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	6.1	A	5.2	A	5.5	A	5.5	A	4.7	A	4.7	A	4.7	A	4.7	A	4.7	A						
124	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	12.6	B	11.3	B	16.2	B	16.2	B	15.4	B	15.4	B	15.4	B	15.4	B	15.4	B						
129	I-405 Northbound Off-Ramp/Ash Avenue & Manchester Avenue	30.3	C	23.4	C	28.5	C	28.5	C	23.6	C	23.6	C	23.6	C	23.6	C	23.6	C						
130	I-405 Northbound Ramps & Century Boulevard	24.2	C	20.5	C	25.3	C	25.3	C	20.9	C	20.9	C	20.9	C	20.9	C	20.9	C						
131	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	11.0	B	12.9	B	11.8	B	11.8	B	13.4	B	13.4	B	13.4	B	13.4	B	13.4	B						
132	I-405 Northbound Ramps & El Segundo Boulevard	19.5	B	13.1	B	19.7	B	19.7	B	13.7	B	13.7	B	13.7	B	13.7	B	13.7	B						
133	I-405 Northbound Ramps & Rosecrans Avenue	19.4	B	20.7	C	19.0	B	19.0	B	18.4	B	18.4	B	18.4	B	18.4	B	18.4	B						
149	Hawthorne Boulevard & I-105 Westbound Ramps/111th Street	24.8	C	25.0	C	25.1	C	25.1	C	25.1	C	25.1	C	25.1	C	25.1	C	25.1	C						
154	I-105 Eastbound Ramps/Freeman Avenue & Imperial Highway	21.0	C	23.0	C	20.9	C	20.9	C	21.9	C	21.9	C	21.9	C	21.9	C	21.9	C						
159	Prairie Avenue & West 112th Street/I-105 Off-Ramp	23.8	C	27.9	C	25.5	C	25.5	C	28.4	C	28.4	C	28.4	C	28.4	C	28.4	C						
167	I-405 Northbound Ramps & Culver Boulevard	28.0	C	25.1	C	28.0	C	28.0	C	25.3	C	25.3	C	25.3	C	25.3	C	25.3	C						
171	Sawtelle Boulevard & I-405 Off-Ramp (n/o Culver Boulevard)	8.0	A	8.1	A	8.0	A	8.0	A	8.1	A	8.1	A	8.1	A	8.1	A	8.1	A						
CALTRANS - ARTERIAL LOCATIONS																									
12	Lincoln Boulevard & Venice Boulevard	47.3	D	51.7	D	47.3	D	47.3	D	50.8	D	50.8	D	50.8	D	50.8	D	50.8	D						
13	Lincoln Boulevard & Washington Boulevard	47.7	D	44.5	D	47.7	D	47.7	D	44.5	D	44.5	D	44.5	D	44.5	D	44.5	D						
15	Lincoln Boulevard & Balli Way	20.5	C	24.5	C	20.6	C	20.6	C	23.9	C	23.9	C	23.9	C	23.9	C	23.9	C						
16	Lincoln Boulevard & Mindanao Way	37.4	D	36.7	D	37.3	D	37.3	D	37.1	D	37.1	D	37.1	D	37.1	D	37.1	D						
17	Lincoln Boulevard & Fiji Way	15.3	B	15.2	B	15.4	B	15.4	B	15.2	B	15.2	B	15.2	B	15.2	B	15.2	B						
18	Lincoln Boulevard & Jefferson Boulevard	37.1	D	35.6	D	37.2	D	37.2	D	34.9	C	34.9	C	34.9	C	34.9	C	34.9	C						
19	Lincoln Boulevard & Bluff Creek Drive	13.9	B	11.3	B	15.1	B	15.1	B	10.5	B	10.5	B	10.5	B	10.5	B	10.5	B						
20	Lincoln Boulevard & Loyola Marymount University Drive	24.0	C	23.9	C	24.5	C	24.5	C	24.6	C	24.6	C	24.6	C	24.6	C	24.6	C						
21	Lincoln Boulevard & 83rd Street	52.1	D	17.2	B	60.2	E	60.2	E	17.3	B	17.3	B	17.3	B	17.3	B	17.3	B						
22	Lincoln Boulevard & Manchester Avenue	50.7	D	33.9	C	49.2	D	49.2	D	41.7	D	41.7	D	41.7	D	41.7	D	41.7	D						
23	Lincoln Boulevard & La Tijera Boulevard	10.2	B	12.5	B	10.4	B	10.4	B	11.1	B	11.1	B	11.1	B	11.1	B	11.1	B						
24	Centinela Avenue & Venice Boulevard	57.3	E	50.6	D	57.3	E	57.3	E	50.6	D	50.6	D	50.6	D	50.6	D	50.6	D						
44	Overland Avenue & Venice Boulevard	47.1	D	55.6	E	47.1	D	47.1	D	55.6	E	55.6	E	55.6	E	55.6	E	55.6	E						
64	Sepulveda Boulevard & Lincoln Boulevard	17.1	B	19.6	B	17.9	B	17.9	B	20.1	C	20.1	C	20.1	C	20.1	C	20.1	C						
65	Sepulveda Boulevard & Century Boulevard	22.0	C	51.9	D	31.1	C	31.1	C	20.5	C	20.5	C	20.5	C	20.5	C	20.5	C						
67	Sepulveda Boulevard & Imperial Highway	33.7	C	52.9	D	31.4	C	31.4	C	50.3	D	50.3	D	50.3	D	50.3	D	50.3	D						
68	Sepulveda Boulevard & Mariposa Avenue	29.3	C	28.0	C	29.0	C	29.0	C	27.4	C	27.4	C	27.4	C	27.4	C	27.4	C						
69	Sepulveda Boulevard & Grand Avenue	83.7	F	60.9	E	83.0	F	83.0	F	61.2	E	61.2	E	61.2	E	61.2	E	61.2	E						
70	Sepulveda Boulevard & El Segundo Boulevard	44.9	D	72.2	E	45.2	D	45.2	D	72.3	E	72.3	E	72.3	E	72.3	E	72.3	E						
71	Sepulveda Boulevard & Rosecrans Avenue	57.8	E	68.3	E	57.5	E	57.5	E	69.1	E	69.1	E	69.1	E	69.1	E	69.1	E						
176	National Boulevard & Venice Boulevard	49.9	D	65.8	E	49.9	D	49.9	D	65.2	E	65.2	E	65.2	E	65.2	E	65.2	E						



SOURCE: RICONDO & ASSOCIATES, INC.

FIGURE 87  
ALTERNATIVE 2 - CONRAC EARLY BUSING POTENTIAL ROUTE



RAJU Associates, Inc.

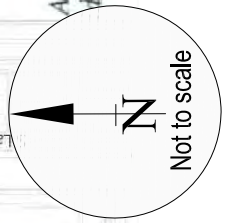


FIGURE 88  
ALTERNATIVE 3 - REDUCED PHASE 1 ROADWAY IMPROVEMENTS



*Los Angeles  
World Airports*