

# **Draft Environmental Impact Report (Draft EIR)**

[State Clearinghouse No. 2013021020]

for

## **Los Angeles International Airport (LAX) Midfield Satellite Concourse**

### **Main Report**

City of Los Angeles  
Los Angeles World Airports

**March 2014**



*This page intentionally left blank*

# **Draft Environmental Impact Report (Draft EIR)**

[State Clearinghouse No. 2013021020]

for

## **Los Angeles International Airport (LAX) Midfield Satellite Concourse**

### **Main Report**

City of Los Angeles  
Los Angeles World Airports

**March 2014**

*This page intentionally left blank*

# Table of Contents

1.0	Introduction and Executive Summary .....	1-1
1.1	Summary of the Proposed Project .....	1-1
1.2	Relationship to Existing Plans and Documents .....	1-2
1.3	Purpose of this Draft EIR .....	1-3
1.4	Organization of this Draft EIR .....	1-4
1.5	Summary of Environmental Impacts .....	1-6
1.6	Environmentally Superior Alternative .....	1-14
1.7	Areas of Known Controversy and Issues to be Resolved.....	1-16
2.0	Description of the Proposed Project .....	2-1
2.1	Midfield Satellite Concourse Background .....	2-1
2.2	MSC Program as Part of the LAX Master Plan.....	2-2
2.3	Project Objectives .....	2-5
2.4	Project Location .....	2-6
2.5	Project Characteristics .....	2-9
	2.5.1 Midfield Satellite Concourse Program .....	2-9
	2.5.2 MSC North Project .....	2-10
	2.5.3 Removal/Relocation of Existing Facilities .....	2-41
	2.5.4 Construction Phasing.....	2-47
	2.5.5 Construction Staging, Parking, and Haul Routes .....	2-48
	2.5.6 Future Phase(s) of the MSC Program .....	2-51
2.6	Intended Uses of This Draft EIR .....	2-56
	2.6.1 Required Approvals/Consultations.....	2-56
3.0	Overview of Project Setting.....	3-1
3.1	Land Use Setting.....	3-1
	3.1.1 MSC North Project .....	3-1
	3.1.2 MSC Program .....	3-2
3.2	Environmental Setting.....	3-2
3.3	Development Setting/Related Projects .....	3-4
4.0	Environmental Impact Analysis.....	4-1
4.1	Air Quality.....	4-7
	4.1.1 Introduction .....	4-7
	4.1.2 Methodology.....	4-11
	4.1.3 Existing Conditions .....	4-20
	4.1.4 Thresholds of Significance.....	4-28
	4.1.5 Applicable LAX Master Plan Commitments and Mitigation Measures.....	4-31
	4.1.6 Impact Analysis .....	4-38
	4.1.7 Cumulative Impacts .....	4-55
	4.1.8 Mitigation Measures.....	4-56
	4.1.9 Level of Significance After Mitigation .....	4-60
4.2	Greenhouse Gas Emissions .....	4-61
	4.2.1 Introduction .....	4-61
	4.2.2 Methodology.....	4-64
	4.2.3 Existing Conditions .....	4-72
	4.2.4 Thresholds of Significance.....	4-90
	4.2.5 Applicable LAX Master Plan Commitments and Mitigation Measures.....	4-92

	4.2.6	Impact Analysis .....	4-97
	4.2.7	Cumulative Impacts .....	4-105
	4.2.8	Mitigation Measures .....	4-105
	4.2.9	Level of Significance after Mitigation .....	4-116
4.3		Human Health Risk Assessment .....	4-117
	4.3.1	Introduction .....	4-117
	4.3.2	Methodology.....	4-119
	4.3.3	Existing Conditions .....	4-130
	4.3.4	CEQA Thresholds of Significance.....	4-134
	4.3.5	Applicable LAX Master Plan Commitments and Mitigation Measures.....	4-135
	4.3.6	Impact Analysis .....	4-143
	4.3.7	Cumulative Impacts .....	4-153
	4.3.8	Mitigation Measures.....	4-154
	4.3.9	Level of Significance after Mitigation .....	4-155
4.4		Noise .....	4-157
	4.4.1	Introduction .....	4-157
	4.4.2	Methodology.....	4-160
	4.4.3	Existing Conditions .....	4-162
	4.4.4	Thresholds of Significance.....	4-166
	4.4.5	Applicable LAX Master Plan Commitments and Mitigation Measures.....	4-166
	4.4.6	Impact Analysis .....	4-169
	4.4.7	Cumulative Impacts .....	4-171
	4.4.8	Mitigation Measures.....	4-172
	4.4.9	Level of Significance After Mitigation .....	4-172
4.5		Public Services – Fire Protection Services .....	4-173
	4.5.1	Introduction .....	4-173
	4.5.2	Methodology.....	4-174
	4.5.3	Existing Conditions .....	4-174
	4.5.4	Thresholds of Significance.....	4-189
	4.5.5	Applicable LAX Master Plan Commitments .....	4-189
	4.5.6	Impact Analysis .....	4-193
	4.5.7	Cumulative Impacts .....	4-197
	4.5.8	Mitigation Measures.....	4-197
	4.5.9	Level of Significance After Mitigation .....	4-197
4.6		On-Airport Transportation .....	4-199
	4.6.1	Introduction .....	4-199
	4.6.2	Methodology.....	4-200
	4.6.3	Existing Conditions .....	4-205
	4.6.4	Analysis of Existing Conditions .....	4-229
	4.6.5	CEQA Thresholds of Significance.....	4-246
	4.6.6	Applicable LAX Master Plan Commitments and Mitigation Measures.....	4-247
	4.6.7	On-Airport Transportation System Improvements .....	4-248
	4.6.8	Future (2025) Traffic Conditions .....	4-252
	4.6.9	Evaluation of Traffic Conditions for Analyses Conditions .....	4-257
	4.6.10	Impact Analysis .....	4-271
	4.6.11	Mitigation Measures.....	4-280
	4.6.12	Level of Significance After Mitigation .....	4-280
4.7		Construction Surface Transportation .....	4-281
	4.7.1	Introduction .....	4-281
	4.7.2	Methodology.....	4-283
	4.7.3	Existing Conditions .....	4-288
	4.7.4	Project-Generated Traffic.....	4-301
	4.7.5	Future Cumulative Traffic.....	4-307

---

4.7.6	Thresholds of Significance.....	4-317
4.7.7	Applicable LAX Master Plan Commitments.....	4-319
4.7.8	Impact Analysis.....	4-321
4.7.9	Mitigation Measures.....	4-329
4.7.10	Level of Significance After Mitigation.....	4-330
5.0	Alternatives.....	5-1
5.1	Introduction.....	5-1
5.2	Significant Impacts of the MSC North Project and Future Phase(s) of the MSC Program.....	5-2
5.3	Project Objectives.....	5-2
5.4	Alternatives.....	5-3
5.4.1	Potential Alternatives Screened-Out from Further Consideration.....	5-3
5.4.2	Alternatives Carried Forward for Further Consideration.....	5-8
5.5	Evaluation of Alternatives.....	5-19
5.5.1	MSC North Project.....	5-19
5.5.2	Future Phase(s) of the MSC Program.....	5-38
5.6	Environmentally Superior Alternative.....	5-46
5.6.1	MSC North Project.....	5-46
5.6.2	Future Phase(s) of the MSC Program.....	5-50
6.0	Other Environmental Considerations.....	6-1
6.1	Significant Unavoidable Impacts.....	6-1
6.2	Irreversible Environmental Changes.....	6-2
6.3	Growth Inducing Impacts.....	6-3
6.3.1	Project Characteristics.....	6-3
6.3.2	Economic Growth.....	6-3
6.3.3	Removal of an Impediment to Growth.....	6-4
6.3.4	Development or Encroachment into an Isolated Open Space.....	6-4
6.3.5	Precedent Setting Action.....	6-4
6.4	Less Than Significant Effects.....	6-4
7.0	List of Preparers, Parties to Whom Sent, List of References, NOP Comments, List of Acronyms.....	7-1
7.1	List of Preparers.....	7-1
7.2	Parties to Whom Sent.....	7-3
7.3	References.....	7-8
7.4	NOP Comments.....	7-15
7.5	List of Acronyms.....	7-16

---

# Appendices

- Appendix A Initial Study and Distribution List, Notice of Preparation (NOP), Scoping Meeting Materials, NOP Comments
- Appendix B Air Quality and Greenhouse Gas Emissions
- Appendix C Human Health Risk Assessment
- Appendix D Noise
- Appendix E On-Airport Traffic
- Appendix F Construction Traffic
- Appendix G Aircraft Gate Closures at LAX



# List of Tables

Table 1-1	Summary of Environmental Impacts for the MSC North Project by Resource Topic .....	1-7
Table 1-2	Summary of Environmental Impacts for the Future Phase(s) of the MSC Program by Resource Topic .....	1-11
Table 2-1	MSC North Project - Summary of Planned Utility Relocations and Modifications .....	2-35
Table 2-2	Summary of Existing Facilities to be Removed/Relocated as part of MSC North Project .....	2-41
Table 3-1	LAX Development Projects Not Related to the MSC Project Elements .....	3-5
Table 3-2	LAX Area Background Development Projects .....	3-9
Table 4.1-1	LAX Total Aircraft Operations and Taxi Times, by Calendar Year .....	4-17
Table 4.1-2	LAX Total Aircraft Operations and Taxi Times, by Calendar Year .....	4-20
Table 4.1-3	National and California Ambient Air Quality Standards (NAAQS and CAAQS) .....	4-22
Table 4.1-4	South Coast Air Basin Attainment Status .....	4-24
Table 4.1-5	Southwest Coastal Los Angeles and South Coastal Los Angeles County Monitoring Station Ambient Air Quality Data .....	4-26
Table 4.1-6	Existing (2012) Airport Emissions .....	4-28
Table 4.1-7	SCAQMD CEQA Mass Emission Thresholds of Significance for Air Pollutant Emissions in the South Coast Air Basin .....	4-29
Table 4.1-8	SCAQMD CEQA Project-Related Concentration Thresholds of Significance for Air Pollutant Concentrations in the South Coast Air Basin .....	4-30
Table 4.1-9	General Air Quality Control Measures .....	4-32
Table 4.1-10	Construction-Related Control Measures .....	4-33
Table 4.1-11	Traffic-Related Air Quality Control Measures .....	4-35
Table 4.1-12	Operations-Related Air Quality Control Measures .....	4-36
Table 4.1-13	MSC North Project Maximum Construction Emissions (lbs/day) .....	4-38
Table 4.1-14	Construction Peak Concentrations .....	4-39
Table 4.1-15	Aircraft Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-40
Table 4.1-16	Busing Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-41
Table 4.1-17	GSE Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-41
Table 4.1-18	APU Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-42
Table 4.1-19	Stationary Source Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-42
Table 4.1-20	Total Operational Emissions – 2012 Existing Conditions Compared to 2012 With MSC North Project .....	4-42
Table 4.1-21	2012 MSC North Project Emissions Compared to 2012 Existing Conditions (lbs/day) .....	4-43
Table 4.1-22	Aircraft Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-43
Table 4.1-23	Busing Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-44
Table 4.1-24	GSE Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-44
Table 4.1-25	APU Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-44
Table 4.1-26	Stationary Source Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-45

---

Table 4.1-27	Total Operational Emissions – 2019 Without Project Compared to 2019 With MSC North Project .....	4-45
Table 4.1-28	2019 Future With MSC North Project Emissions Compared to 2019 Future Without MSC North Project Conditions (lbs/day) .....	4-46
Table 4.1-29	2012 With MSC North Project Incremental Peak Concentrations Compared to 2012 Existing Conditions .....	4-47
Table 4.1-30	2019 Future With MSC North Project Incremental Peak Concentrations Compared to 2019 Future Without MSC North Project Conditions .....	4-48
Table 4.1-31	Aircraft Emissions – 2012 Existing Conditions Compared to 2012 With MSC Program .....	4-49
Table 4.1-32	GSE Emissions – 2012 Existing Conditions Compared to 2012 With MSC Program .....	4-50
Table 4.1-33	APU Emissions – 2012 Existing Conditions Compared to 2012 With MSC Program .....	4-50
Table 4.1-34	Stationary Source Emissions – 2012 Existing Conditions Compared to 2012 With MSC Program .....	4-50
Table 4.1-35	Total Operational Emissions – 2012 Existing Conditions Compared to 2012 With MSC Program .....	4-51
Table 4.1-36	2012 MSC Program Emissions Compared to 2012 Existing Conditions (lbs/day) .....	4-51
Table 4.1-37	Aircraft Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-52
Table 4.1-38	GSE Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-52
Table 4.1-39	APU Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-53
Table 4.1-40	Stationary Source Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-53
Table 4.1-41	On-Airport Roadway Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-53
Table 4.1-42	Total Operational Emissions – 2025 Without Program Compared to 2025 With MSC Program .....	4-54
Table 4.1-43	2025 Future With MSC Program Emissions Compared to 2025 Future Without MSC Program Conditions (lbs/day) .....	4-54
Table 4.1-44	Cumulative Construction Projects Peak Daily Emissions Estimates (lbs/day) .....	4-56
Table 4.1-45	Off-Road Vehicle Compliance Step-Down Schedule .....	4-59
Table 4.1-46	On-Road Vehicle Compliance Step-Down Schedule .....	4-59
Table 4.2-1	Global Warming Potentials and Atmospheric Lifetimes of Select Greenhouse Gases .....	4-63
Table 4.2-2	Assumed Aircraft Operations and Taxi Times, MSC North Project by Calendar Year .....	4-68
Table 4.2-3	Assumed Aircraft Operations and Taxi Times, MSC Program by Calendar Year .....	4-71
Table 4.2-4	City of Los Angeles Green Building Code (LAGBC) Tier 1 Requirements for Newly-Constructed Nonresidential Buildings .....	4-79
Table 4.2-5	State of California GHG Emissions .....	4-89
Table 4.2-6	Existing (2012) Operational GHG Emissions .....	4-90
Table 4.2-7	General Air Quality Control Measures .....	4-92
Table 4.2-8	Construction-Related Control Measures .....	4-93
Table 4.2-9	Traffic-Related Air Quality Control Measures .....	4-94
Table 4.2-10	Operations-Related Air Quality Control Measures .....	4-96
Table 4.2-11	Construction Greenhouse Gas Emissions .....	4-98
Table 4.2-12	2012 MSC North Project Greenhouse Gas Emissions Compared to Existing (2012) Conditions .....	4-100
Table 4.2-13	2019 Future With MSC North Project Greenhouse Gas Emissions Compared to 2019 Future Without MSC North Project Conditions .....	4-101

Table 4.2-14	2012 With MSC Program Greenhouse Gas Emissions Compared to Existing (2012) Conditions.....	4-102
Table 4.2-15	2025 Future With MSC Program Greenhouse Gas Emissions Compared to 2025 Future Without MSC Program Conditions.....	4-103
Table 4.2-16	Evaluation of Potential GHG Mitigation Measures from the California Office of the Attorney General.....	4-107
Table 4.2-17	Evaluation of Potential GHG Mitigation Measures from the California Office of Planning and Research.....	4-112
Table 4.3-1	Toxic Air Contaminants (TAC) of Concern for the proposed Project.....	4-120
Table 4.3-2	Parameters Used to Estimate Exposures to TACs of Concern.....	4-122
Table 4.3-3	General Air Quality Control Measures.....	4-135
Table 4.3-4	Construction-Related Control Measures.....	4-137
Table 4.3-5	Traffic-Related Air Quality Control Measures.....	4-139
Table 4.3-6	Operations-Related Air Quality Control Measures.....	4-142
Table 4.3-7	Comparison of CalOSHA Permissible Exposure Limits to Maximum Estimated 8-Hour On-Site Air Concentrations.....	4-143
Table 4.3-8	Incremental Cancer Risks and Chronic Non-Cancer Human Health Hazards for Maximally Exposed Individuals from the MSC North Project.....	4-145
Table 4.3-9	Maximum Incremental Acute Non-Cancer Hazard Indices from Construction.....	4-147
Table 4.3-10	Maximum Incremental Acute Non-Cancer Hazard Indices from Operations.....	4-149
Table 4.4-1	Common Sounds On The A-Weighted Decibel Scale.....	4-158
Table 4.4-2	Daily Number of Operations Arriving/Departing at MSC North.....	4-161
Table 4.4-3	Aircraft SEL Footprints.....	4-162
Table 4.4-4	City of Los Angeles Presumed Ambient Noise Levels.....	4-164
Table 4.4-5	City of Los Angeles Land Use Compatibility for Community Noise.....	4-165
Table 4.4-6	Taxiway Noise CNELs.....	4-170
Table 4.4-7	Taxiway Noise CNELs, Incremental Difference.....	4-171
Table 4.5-1	Federal Regulations.....	4-174
Table 4.5-2	Sections of National Fire Protection Association Code Relevant to MSC.....	4-176
Table 4.5-3	Sections of California Building Code Relevant to MSC.....	4-179
Table 4.5-4	City of Los Angeles Fire Department Stations Located at LAX.....	4-185
Table 4.6-1	CTA Average Daily Traffic Volumes.....	4-211
Table 4.6-2	Summary of Existing (2012) Roadway and Curbside Peak Hours.....	4-217
Table 4.6-3	Existing (2012) CTA Traffic Volumes by Roadway Link.....	4-223
Table 4.6-4	Existing (2012) Passenger Mode Splits and Vehicle Occupancies.....	4-228
Table 4.6-5	Curbside Demand LOS and Utilization Ranges for Curbsides with Dual Lane Passenger Loading/Unloading.....	4-231
Table 4.6-6	Curbside Demand Levels of Service and Utilization Ranges for Curbsides with Single Lane Passenger Loading/Unloading.....	4-232
Table 4.6-7	Existing (2012) Peak Period Curbside Analysis Results.....	4-233
Table 4.6-8	Level of Service Definitions for Signalized Intersections.....	4-238
Table 4.6-9	Peak Hour CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Existing (2012) Conditions.....	4-239
Table 4.6-10	Capacity and Level of Service Ranges for Terminal Area Roadways.....	4-241
Table 4.6-11	Roadway Level of Service and Volume to Capacity (V/C) Ratio Ranges.....	4-242
Table 4.6-12	CTA Roadway Link Analysis - Existing (2012) Conditions.....	4-242
Table 4.6-13	Level of Service Impact Thresholds for On-Airport Curbside Operations.....	4-247
Table 4.6-14	Passenger Distribution to CTP.....	4-253
Table 4.6-15	Summary of Originating and Terminating Passenger Activity During Traffic Analysis Periods.....	4-255
Table 4.6-16	Existing (2012) and Future (2025) Mode Splits.....	4-256
Table 4.6-17	Future (2025) Without and With Program Curbside Utilization.....	4-259
Table 4.6-18	Future (2025) Without Program and With Program Roadway Capacity Analysis.....	4-263

---

Table 4.6-19	Intersection Level of Service Summary .....	4-272
Table 4.6-20	CTA Curbside Impact Determination .....	4-273
Table 4.6-21	CTA Roadway Impact Determination.....	4-276
Table 4.6-22	CTA Intersection Impact Determination .....	4-280
Table 4.7-1	Study Area Intersections .....	4-294
Table 4.7-2	Level of Service Thresholds and Definitions for Signalized Intersections .....	4-298
Table 4.7-3	Baseline Intersection Analysis Results .....	4-299
Table 4.7-4	Project Peak (December 2018) – Proposed Project-Related Construction Traffic PCEs .....	4-303
Table 4.7-5	Construction Projects Concurrent with the Proposed Project Construction Period .....	4-308
Table 4.7-6	AM and PM Construction Peak Hour Traffic PCEs at Overall Cumulative Peak by Project .....	4-313
Table 4.7-7	Proposed Project - Level of Service Analysis Results - Impact Comparison 1: Baseline Compared to Project Plus Baseline .....	4-322
Table 4.7-8	Proposed Project - Level of Service Analysis Results - Impact Comparison 2: Cumulative Traffic (December 2018).....	4-325
Table 5-1	Alternative Construction Approach (Reduce Daily Activity Duration) Air Pollutant Emissions.....	5-8
Table 5-2	Reduced Project Alternative Air Pollutant Emissions .....	5-22
Table 5-3	Comparison of Reduced Project Alternative Greenhouse Gas Emissions to Proposed Project.....	5-24
Table 5-4	MSC South Alternative Regional Construction Emissions .....	5-26
Table 5-5	Comparison of MSC South Alternative Greenhouse Gas Emissions to Proposed Project .....	5-29
Table 5-6	Terminal/Concourse 0 Regional Construction Emissions.....	5-33
Table 5-7	Comparison of Terminal/Concourse 0 Alternative Greenhouse Gas Emissions to Proposed Project.....	5-35
Table 5-8	Significant Impacts of MSC North Project Alternatives.....	5-47
Table 5-9	Significant Impacts of Future Phase(s) of MSC Program Alternatives .....	5-51

# List of Figures

Figure 2-1	Alternative D – 2015 Enhanced Safety and Security Plan.....	2-3
Figure 2-2	MSC Program Location.....	2-7
Figure 2-3	MSC North Project Components.....	2-11
Figure 2-4	Sample Aircraft Parking Plan .....	2-13
Figure 2-5	Conceptual Floor Plan – Automated People Mover (APM) Level.....	2-17
Figure 2-6	Conceptual Floor Plan – Baggage Handling Systems Level .....	2-19
Figure 2-7	Conceptual Floor Plan – Apron Level .....	2-21
Figure 2-8	Conceptual Floor Plan – Concourse Level .....	2-23
Figure 2-9	Conceptual Floor Plan – Club Level .....	2-25
Figure 2-10	Conceptual Floor Plan – Ramp Tower.....	2-27
Figure 2-11	Conceptual Floor Plan – APM Station Sections .....	2-29
Figure 2-12	Conceptual Section View .....	2-31
Figure 2-13	MSC North Utilities – Sewer, Water, and Stormwater .....	2-37
Figure 2-14	MSC North Utilities – Electrical, Communications, Aircraft Fuel and Natural Gas .....	2-39
Figure 2-15	Existing Facilities Necessary for Removal and/or Relocation .....	2-43
Figure 2-16	Construction Parking, Staging Areas, and Haul Routes .....	2-49
Figure 2-17	Components Associated with the Future Phase(s) of the MSC Program.....	2-53
Figure 4.3-1	Receptor Locations .....	4-125
Figure 4.3-2	Incremental Acute Non-Cancer Hazards from Acrolein by Receptor Type .....	4-157
Figure 4.4-1	Modeled Noise Receptor Locations.....	4-167
Figure 4.5-1	Los Angeles International Airport Fire Department Stations .....	4-187
Figure 4.6-1	Traffic Analysis Study Area Overview.....	4-207
Figure 4.6-2	Curbside Vehicle Allocations - Arrivals Level .....	4-209
Figure 4.6-3	Data Collection Locations - Departures Level .....	4-213
Figure 4.6-4	Data Collection Locations - Arrivals Level .....	4-215
Figure 4.6-5	Existing (2012) Rolling Hour Departure and Arrival Passengers Volumes.....	4-217
Figure 4.6-6	CTA Roadway Links and Key Intersections, Departures Level.....	4-219
Figure 4.6-7	CTA Roadway Links and Key Intersections, Arrivals Level.....	4-221
Figure 4.6-8	Curbside Roadway Throughput Capacity as a Function of Curbside Utilization .....	4-240
Figure 4.6-9	Future (2025) Without Program Terminating and Departing Passenger Flows at the Curbside.....	4-254
Figure 4.6-10	Future (2025) With Program Terminating and Departing Passenger Flows at the Curbside.....	4-254
Figure 4.6-11	Departures Level Roadway Links for Future (2025) .....	4-267
Figure 4.6-12	Arrivals Level Roadway Links for Future (2025).....	4-269
Figure 4.7-1	Construction Traffic Analysis Study Area.....	4-291
Figure 4.7-2	Construction Traffic Study Area Intersections .....	4-295
Figure 4.7-3	Proposed Project Construction Vehicle Routes & Trip Distribution .....	4-305
Figure 4.7-4	Established Employee Hours for Proposed Project and Other Concurrent Construction Projects.....	4-311
Figure 4.7-5	Employee Parking and Staging Locations for Proposed Project and Other Projects at Construction Peak.....	4-315
Figure 5-1	West Remote Gates/Pads Site Alternative .....	5-5
Figure 5-2	No Project Alternative .....	5-9
Figure 5-3	MSC North Project Reduced Project Alternative .....	5-13
Figure 5-4	MSC North Project South Alternative.....	5-15
Figure 5-5	MSC North Project Alternate Site Alternative – Terminal/Concourse 0.....	5-17

---

This page intentionally left blank