

Appendix
LAX Master Plan Final EIS/EIR

**F-C. Errata to the Draft EIS/EIR and the
Supplement to the Draft EIS/EIR**

April 2004

Prepared for:

Los Angeles World Airports

U.S. Department of Transportation
Federal Aviation Administration

Prepared by:

Camp Dresser & McKee, Inc.

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INTRODUCTION

As a result of comments received on the Draft EIS/EIR and Supplement to the Draft EIS/EIR, revisions have been made to the text, appendices, and technical reports associated with both documents. A compilation of the revisions to all text, appendices, and technical reports is provided below. Changes in text are signified by strikeouts where text is removed and by italics where text is added.

Revisions to Draft EIS/EIR Text

Chapter 7: Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index

1. The list of City of Los Angeles Libraries under the heading, City Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-20 is revised to include the following libraries:

Eagle Rock Library
5027 Caspar Avenue
Los Angeles, CA 90041

Alma Reaves Woods-Watts Branch Library
10205 Compton Avenue
Los Angeles, CA 90002

2. The following libraries under the heading, City Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-20 are revised as follows:

Westchester Branch
Attn: Judy Sanchez, Senior Librarian
~~8946 Sepulveda Eastway~~ *7114 W. Manchester Avenue*
~~Westchester~~ *Los Angeles, California 90045*

Exposition Park Regional ~~Library~~ *—Dr. Mary McLeod Bethune Regional Branch Library*
~~2665~~ *3665* S. Vermont Ave.
Los Angeles, California 90007

3. The list of libraries that are located in cities other than Los Angeles under the heading, Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-26 is revised to include the following libraries:

Carson Regional Library
151 E. Carson Street
Carson, CA 90745

Claremont Library
208 N. Harvard Avenue
Claremont, CA 91711

El Monte Library
3224 Tyler Avenue
El Monte, CA 91731

Hacienda Heights Library
16010 La Monde Street
Hacienda Heights, CA 91745

Hermosa Beach Library
550 Pier Avenue
Hermosa Beach, CA 90254

Lancaster Library
601 West Lancaster Boulevard
Lancaster, CA 93534

Lomita Library
24200 Narbonne Avenue
Lomita, CA 90717

Malibu Library
23519 West Civic Center Way
Malibu, CA 90265

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

4. The following library under the heading, Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-26 is revised as follows:

Redondo Beach *Library*
~~413~~303 N. Pacific Coast Highway
Redondo Beach, CA 90277

5. The following libraries, included under the heading, Local and Regional Agencies and Officials, in Section 7.3, *List of Parties to Whom Sent*, are hereby moved to the heading, Libraries:

Orange County Public Library Administrative Head Quarters
1501 E. St. Andrews Place
Santa Ana, CA 92701

San Bernardino County Library
County Librarian
ATTN: Ed Kieczkowski
104 W. Fourth Street
San Bernardino, CA 92415-0035

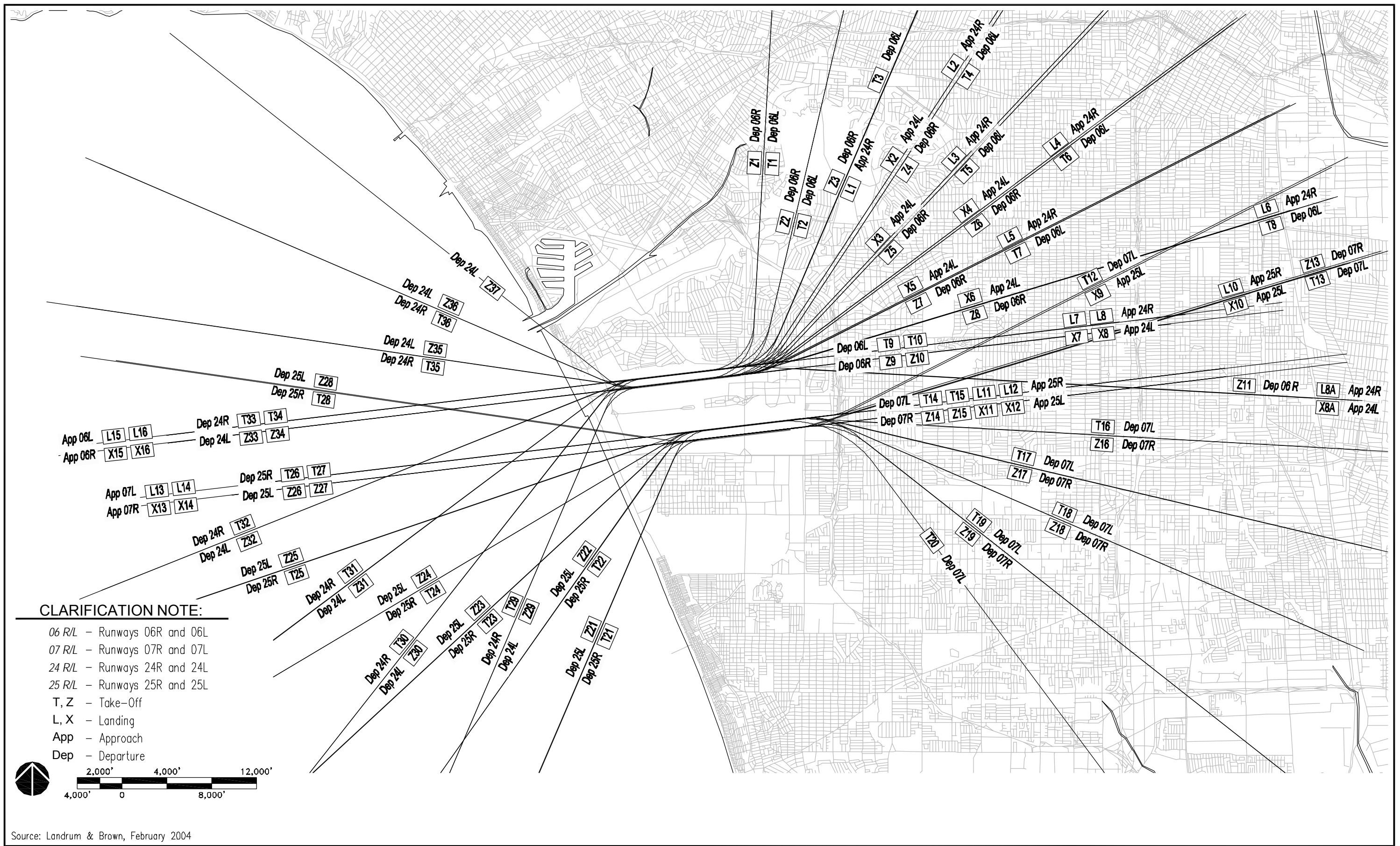
Ventura County Library Administrative Offices
Hall of Administration
800 S. Victoria Avenue, L#1950
Ventura, CA 93009-1950

Riverside County Library
3021 Franklin
Riverside, CA 92507

Revisions to Draft EIS/EIR Appendices

Appendix D: Aircraft Noise Technical Report

1. Figure 2, *Current Standard Flight Tracks*, on page 7 has been replaced. Please see the revised figure.



2. Table 3, Flight Track Utilization Percentages-Environmental Baseline, on page 9 has been revised. Please see the revised table.

Table 3

Flight Track Utilization Percentages—Environmental Baseline

Arrivals (East and West Flow)						Departures (East Flow)						Departures (West Flow)					
Rwy.	Track	Day	Eve	Night	Total	Rwy.	Track	Day	Eve	Night	Total	Rwy.	Track	Day	Eve	Night	Total
06L	L15	0.1%	*	2.2%	0.5%	06L	T1	*	*	*	*	24L	T29	0.2%	0.4%	0.3%	0.3%
06L	L16	0.4%	0.3%	0.7%	0.4%	06L	T10	*	*	*	*	24L	T30	0.3%	0.7%	0.6%	0.5%
06R	L15	0.1%	*	9.5%	1.9%	06L	T2	*	*	*	*	24L	T31	0.6%	1.0%	1.2%	0.9%
06R	L16	0.1%	*	2.2%	0.5%	06L	T3	*	*	*	*	24L	T32	1.6%	3.1%	5.0%	2.9%
07L	L13	*	0.1%	2.3%	0.5%	06L	T4	*	*	*	*	24L	T33	27.6%	26.9%	16.2%	25.1%
07L	L14	*	*	6.6%	1.3%	06L	T5	*	*	*	*	24L	T34	10.3%	9.2%	6.7%	9.2%
07R	L13	0.6%	0.3%	1.5%	0.7%	06L	T6	*	*	*	*	24L	T35	3.2%	3.0%	2.3%	2.9%
07R	L14	*	0.1%	2.4%	0.5%	06L	T7	*	*	*	*	24L	T36	0.1%	0.1%	0.1%	0.1%
24L	L2	*	*	*	*	06L	T8	0.1%	*	*	*	24L	T37	*	*	*	*
24L	L3	*	*	*	*	06L	T9	*	*	*	*	24R	T29	0.1%	0.1%	0.1%	0.1%
24L	L4	*	*	*	*	06R	T1	*	*	*	*	24R	T30	0.1%	0.2%	0.2%	0.2%
24L	L5	*	*	*	*	06R	T10	*	*	*	*	24R	T31	0.1%	0.1%	0.1%	0.1%
24L	L6	0.1%	0.1%	0.1%	0.1%	06R	T11	*	*	*	*	24R	T32	0.2%	0.3%	0.4%	0.3%
24L	L7	5.5%	6.4%	5.3%	5.8%	06R	T2	*	*	*	*	24R	T33	3.2%	2.5%	1.7%	2.6%
24L	L8	0.9%	1.1%	1.3%	1.1%	06R	T3	*	*	*	*	24R	T34	2.5%	1.8%	1.5%	2.0%
24L	L8A	*	*	*	*	06R	T4	*	*	*	*	24R	T35	1.1%	0.8%	0.7%	0.9%
24R	L1	*	*	*	*	06R	T5	*	*	*	*	24R	T36	*	*	*	*
24R	L2	*	*	*	*	06R	T6	*	*	*	*	25L	T21	*	*	*	*
24R	L3	*	*	*	*	06R	T7	0.1%	*	*	0.1%	25L	T22	*	*	*	*
24R	L4	*	*	*	*	06R	T8	0.1%	*	0.1%	0.1%	25L	T23	*	*	*	*
24R	L5	0.1%	0.1%	0.1%	0.1%	06R	T9	*	*	0.1%	*	25L	T24	0.1%	0.1%	0.1%	0.1%
24R	L6	0.7%	0.4%	0.3%	0.5%	07L	T12	*	*	*	*	25L	T25	1.0%	1.6%	0.9%	1.2%
24R	L7	33.9%	32.4%	20.6%	30.7%	07L	T13	0.1%	*	0.1%	0.1%	25L	T26	2.4%	4.7%	2.8%	3.4%
24R	L8	4.2%	5.0%	4.0%	4.5%	07L	T14	0.3%	0.1%	0.3%	0.2%	25L	T27	2.9%	3.8%	4.4%	3.6%
24R	L8A	*	*	*	*	07L	T15	0.2%	*	0.2%	0.1%	25L	T28	0.1%	0.2%	0.1%	0.2%
25L	L10	*	*	0.1%	*	07L	T16	0.1%	0.1%	0.1%	0.1%	25R	T21	*	*	*	*
25L	L11	4.0%	6.2%	3.9%	4.9%	07L	T17	*	*	*	*	25R	T22	*	*	*	*
25L	L12	43.8%	38.8%	31.6%	39.4%	07L	T18	*	*	*	*	25R	T23	*	*	*	*
25L	L9	*	*	*	*	07L	T19	*	*	*	*	25R	T24	0.2%	0.3%	0.2%	0.2%
25R	L10	*	*	*	*	07L	T20	*	*	*	*	25R	T25	2.3%	3.4%	2.5%	2.8%
25R	L11	0.5%	1.3%	0.7%	0.9%	07R	T13	*	*	*	*	25R	T26	9.2%	11.4%	13.5%	10.9%
25R	L12	4.7%	7.2%	4.7%	5.7%	07R	T14	*	*	*	*	25R	T27	28.2%	23.1%	36.6%	27.8%
Total		100.0%	100.0%	100.0%	100.0%	07R	T15	*	*	*	*	25R	T28	0.9%	0.7%	0.8%	0.8%
						07R	T16	*	*	*	*	Total		100.0%	100.0%	100.0%	100.0%
						07R	T17	*	*	*	*						
						07R	T18	*	*	*	*						
						07R	T19	*	*	*	*						

Day: 7:00 a.m. to 6:59 p.m., Evening: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.

* = less than 0.05%

** Totals may not add to 100% due to rounding

Source: Landrum & Brown from INM output reports. Runway assignments based on output from DOA aircraft monitoring system.

Table 3

Flight Track Utilization Percentages - Environmental Baseline

Arrivals (East and West Flow)						Departures (East Flow)						Departures (West Flow)					
New						New											
Rwy.	Track	Day	Eve	Night	Total	Rwy	Track	Day	Eve	Night	Total	Rw.	Track	Day	Eve	Night	Total
06L	L15	0.1%	-*	2.2%	0.4%	06L	T1	-*	-*	-*	-*	24L	Z29	0.2%	0.4%	0.3%	0.2%
06L	L16	0.4%	0.3%	0.7%	0.4%	06L	T10	-*	-*	-*	-*	24L	Z30	0.3%	0.7%	0.6%	0.4%
06R	X15	0.1%	-*	9.5%	1.2%	06L	T2	-*	-*	-*	-*	24L	Z31	0.6%	1.0%	1.2%	0.7%
06R	X16	0.1%	-*	2.2%	0.4%	06L	T3	-*	-*	-*	-*	24L	Z32	1.6%	3.1%	5.0%	2.3%
07L	L13	-*	0.1%	2.3%	0.3%	06L	T4	-*	-*	-*	-*	24L	Z33	27.6%	26.9%	16.2%	26.0%
07L	L14	-*	-*	6.6%	0.8%	06L	T5	-*	-*	-*	-*	24L	Z34	10.3%	9.2%	6.7%	9.7%
07R	X13	0.6%	0.3%	1.5%	0.7%	06L	T6	-*	-*	-*	-*	24L	Z35	3.2%	3.0%	2.3%	3.0%
07R	X14	-*	0.1%	2.4%	0.3%	06L	T7	-*	-*	-*	-*	24L	Z36	0.1%	0.1%	0.1%	0.1%
24L	X2	-*	-*	-*	-*	06L	T8	0.1%	-*	-*	-*	24L	Z37	-*	-*	-*	-*
24L	X3	-*	-*	-*	-*	06L	T9	-*	-*	-*	-*	24R	T29	0.1%	0.1%	0.1%	0.1%
24L	X4	-*	-*	-*	-*	06R	Z1	-*	-*	-*	-*	24R	T30	0.1%	0.2%	0.2%	0.1%
24L	X5	-*	-*	-*	-*	06R	Z10	-*	-*	-*	-*	24R	T31	0.1%	0.1%	0.1%	0.1%
24L	X6	0.1%	0.1%	0.1%	0.1%	06R	Z11	-*	-*	-*	-*	24R	T32	0.2%	0.3%	0.4%	0.3%
24L	X7	5.5%	6.4%	5.3%	5.7%	06R	Z2	-*	-*	-*	-*	24R	T33	3.2%	2.5%	1.7%	2.9%
24L	X8	0.9%	1.1%	1.3%	1.0%	06R	Z3	-*	-*	-*	-*	24R	T34	2.5%	1.8%	1.5%	2.3%
24L	X8A	-*	-*	-*	-*	06R	Z4	-*	-*	-*	-*	24R	T35	1.1%	0.8%	0.7%	1.0%
24R	L1	-*	-*	-*	-*	06R	Z5	-*	-*	-*	-*	24R	T36	-*	-*	-*	-*
24R	L2	-*	-*	-*	-*	06R	Z6	-*	-*	-*	-*	25L	Z21	-*	-*	-*	-*
24R	L3	-*	-*	-*	-*	06R	Z7	0.1%	-*	-*	0.1%	25L	Z22	-*	-*	-*	-*
24R	L4	-*	-*	-*	-*	06R	Z8	0.1%	-*	0.1%	0.1%	25L	Z23	-*	-*	-*	-*
24R	L5	0.1%	0.1%	0.1%	0.1%	06R	Z9	-*	-*	0.1%	-*	25L	Z24	0.1%	0.1%	0.1%	0.1%
24R	L6	0.7%	0.4%	0.3%	0.6%	07L	T12	-*	-*	-*	-*	25L	Z25	1.0%	1.6%	0.9%	1.0%
24R	L7	33.9%	32.4%	20.6%	32.0%	07L	T13	0.1%	-*	0.1%	0.1%	25L	Z26	2.4%	4.7%	2.8%	2.8%
24R	L8	4.2%	5.0%	4.0%	4.3%	07L	T14	0.3%	0.1%	0.3%	0.3%	25L	Z27	2.9%	3.8%	4.4%	3.2%
24R	L8A	-*	-*	-*	-*	07L	T15	0.2%	-*	0.2%	0.2%	25L	Z28	0.1%	0.2%	0.1%	0.1%
25L	X10	-*	-*	0.1%	-*	07L	T16	0.1%	0.1%	0.1%	0.1%	25R	T21	-*	-*	-*	-*
25L	X11	4.0%	6.2%	3.9%	4.4%	07L	T17	-*	-*	-*	-*	25R	T22	-*	-*	-*	-*
25L	X12	43.8%	38.8%	31.6%	41.3%	07L	T18	-*	-*	-*	-*	25R	T23	-*	-*	-*	-*
25L	X9	-*	-*	-*	-*	07L	T19	-*	-*	-*	-*	25R	T24	0.2%	0.3%	0.2%	0.2%
25R	L10	-*	-*	-*	-*	07L	T20	-*	-*	-*	-*	25R	T25	2.3%	3.4%	2.5%	2.5%
25R	L11	0.5%	1.3%	0.7%	0.7%	07R	Z13	-*	-*	-*	-*	25R	T26	9.2%	11.4%	13.5%	10.1%
25R	L12	4.7%	7.2%	4.7%	5.2%	07R	Z14	-*	-*	-*	-*	25R	T27	28.2%	23.1%	36.6%	28.6%
Total		100%	100%	100%	100%	07R	Z15	-*	-*	-*	-*	25R	T28	0.9%	0.7%	0.8%	0.8%
						07R	Z16	-*	-*	-*	-*	Total		100.0%	100.0%	100.0%	100.0%
						07R	Z17	-*	-*	-*	-*						
						07R	Z18	-*	-*	-*	-*						
						07R	Z19	-*	-*	-*	-*						

Day: 7:00 a.m. to 6:59 p.m., Evening: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.

-* = less than 0.05%

Note: Totals may not add to 100% due to rounding

Source: Landrum & Brown from INM output reports. Runway assignments based on output from DOA aircraft monitoring system.

- The third bullet in Section 3, *Future Aircraft Operating Conditions*, on page 17 is revised as follows:
 - ♦ Alternative BB - Five Runways - two north and three south
- The third sentence of the first paragraph in Section 3.4.1, *Alternative C Operations and Fleet Mix*, on page 55 is revised as follows:

The limitation of operational capacity of Alternative C, as compared to Alternatives BA and C-B, will result in a greater proportion of the fleet consisting of larger international aircraft.

5. The third sentence of the second paragraph in Section 3.4.4, *Alternative C Ground Noise*, on page 61 is revised as follows:

Table ~~D~~-34, Run-up operations Summary/Alternative ~~B~~C, provides a summary of the run-up activity assumed for Alternative C in the two forecast years.
6. The title of Table 34 in Section 3.5.3, *Alternative C, Aircraft Noise Pattern Between 2005 and 2015 During Construction*, on page 65 is revised as follows:

Table 34
Run-Up Operations Summary Alternative B C

7. The first sentence of the third paragraph in Section 7.2.2, *Alternative C*, on page 318 is revised as follows:

By 2015, Alternative C would include the relocation of Runway ~~6R/24L~~ 6L/24R northward by 500 feet from its current centerlines.

Appendix F: Environmental Justice Technical Report

1. The last sentence of the first paragraph in Section 2.2, *Demographic Analysis*, on page 6 is revised as follows:

This area, comprised of ~~70~~ 69 census tracts, is shown on **Figure 1**, Environmental Justice Study Area.
2. The second sentence of the second paragraph in Section 3.3, *Study Area Demographics*, on page 10 is revised as follows:

At the individual census tract level, 54 of the ~~70~~ 69 total census tracts within the study area are considered to be minority, meaning that they have more than 50 percent minority population.
3. The first sentence of the third paragraph in Section 3.3, *Study Area Demographics*, on page 10 is revised as follows:

As shown in **Table 3**, Minority and Low-Income Census Tracts within Study Area, at the individual census tract level, 33 of the ~~70~~ 69 total census tracts within the Impact Study Area are considered to be low-income (having more than 15 percent of the resident population below poverty level).
4. Figure 11, Alternative A-C Cancer Health Risk (2015), of Attachment 1, *Environmental Justice Environmental Impact Figures*, of Appendix F has been deleted and is replaced by Figure S22, Alternative B 2015 vs. 1996 Baseline Cancer Health Risk (1990 Census), of Attachment 2, *Environmental Justice Impact Figures*, of Appendix S-D, *Supplemental Environmental Justice Technical Report*.

Appendix H: Department of Transportation Act Section 4(f) Report

1. The following note has been added to Table 4, Section 4(f) and Section 6(f) Effects--Alternative C, in Section 3.0, *Impacts to Section 4(f) Resources*, on page 12:

Note: All conclusions presented in this table would remain the same when compared to the No Action/No Project Alternative with the following exceptions: Imperial Strip (No. 14) would not be exposed to noise levels of 75 CNEL or greater under the No Action/No Project Alternative and the South Bay Bicycle Trail (No. 25) would be exposed to 75 CNEL under the No Action/No Project Alternative.

In addition, Table 4, Section 4(f) and Section 6(f) Effects--Alternative C, is revised as follows:

Under the Noise 2005 (CNEL) and Noise 2015 (CNEL) columns, the South Bay Bicycle Trail (No. 25) is specified as "Yes (75+)."
2. The fourth and fifth sentences of the first paragraph in Section 3.1, *Parks and Recreation Areas*, on page 12 are revised as follows:

Under ~~1996 baseline~~ *No Action/No Project* conditions, the park ~~has~~ *will have a projected noise level that is greater than 75 of 76.5 dB CNEL. Despite its high noise levels,* The park is *anticipated to be* frequently used *despite its high noise levels.* With the implementation of Alternative A, the park would experience a 3.6 dB CNEL increase in noise by 2015.

3. The following footnote has been added to the last sentence of the third paragraph in Section 3.2, Historic, Architectural, and Archaeological Resources, on page 14:

On the basis of that commitment, constructive use of the Academy Theatre would be avoided.^{16a}

^{16a} The California SHPO was consulted regarding these conclusions. As no comments were received from SHPO, as confirmed by the FAA through telephone communications, and the 30-day review period has long since passed, concurrence by SHPO (in accordance with 36 CFR Part 800.3(c)(4)) has been assumed.

4. The following footnote has been added to the last sentence of the seventh paragraph in Section 3.2, Historic, Architectural, and Archaeological Resources, on page 14:

Therefore, no use of these resources would occur under Alternative C.^{16b}

^{16b} The California SHPO was consulted regarding these conclusions. As no comments were received from SHPO, as confirmed by the FAA through telephone communications, and the 30-day review period has long since passed, concurrence by SHPO (in accordance with 36 CFR Part 800.3(c)(4)) has been assumed.

Appendix I: Section 106 Report

1. The fourth sentence of the first paragraph under the heading, Theme Building, in Section 2.1.3, *Findings and Conclusions*, on page 53 is revised as follows:

The arresting design of parabolic arches with a flying saucer restaurant suspended between them was conceived by joint venture architects William L. ~~Peirera~~ *Pereira*, Charles Luckman, Welton Becket, and Paul R. Williams.

2. The fourth sentence in the last paragraph under the heading, Archaeological Setting, in Section 2.2.1, *Archaeological/Cultural Setting*, on page 62 is revised as follows:

In 1925, A.L. Kroeber observed that at some point in prehistory, the ~~Shoshonean~~ *Shoshonean*-speaking people of the Great Basin migrated westward into what are now Los Angeles and Orange Counties.

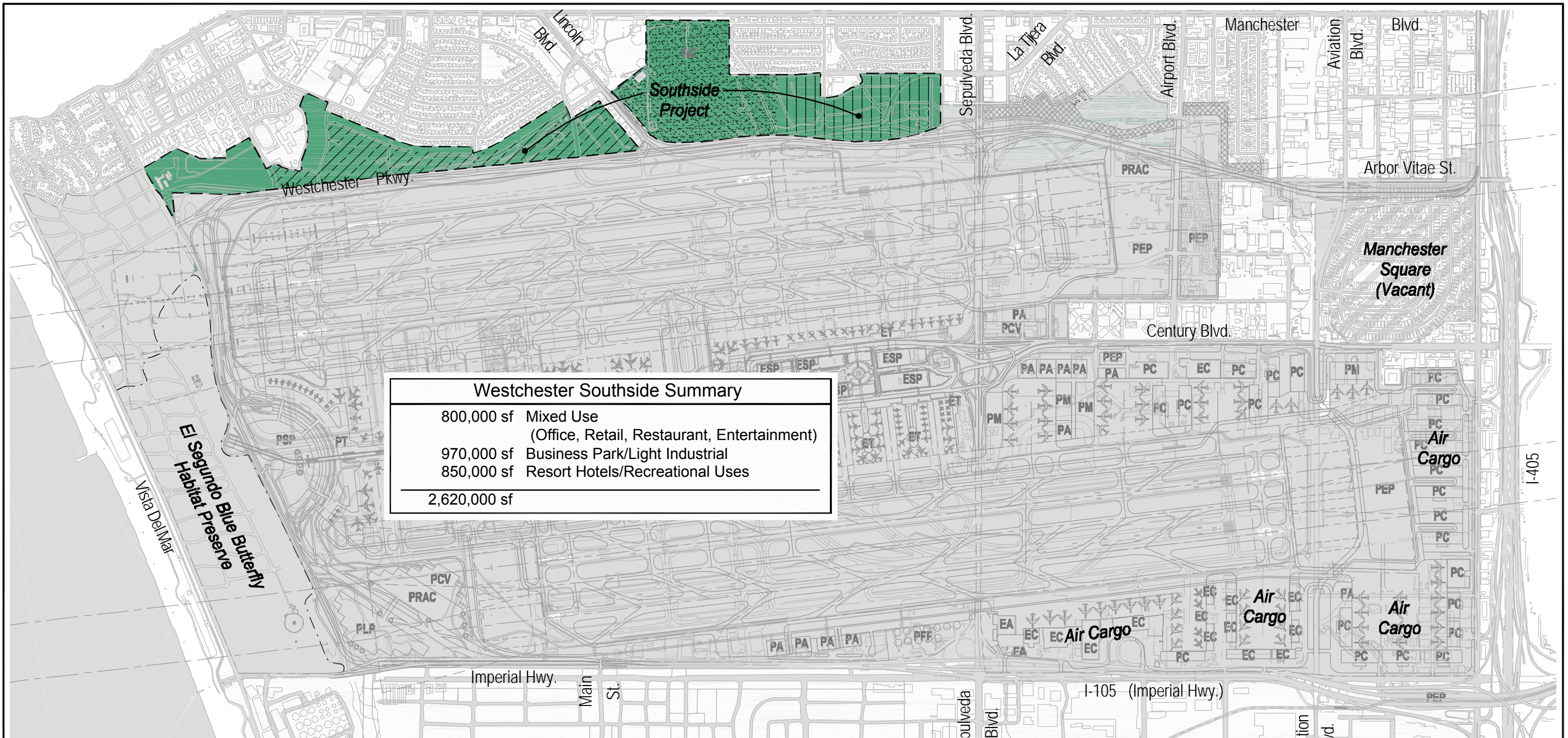
3. The second sentence in the first paragraph under the heading, Archaeological Site CA-LAN-1118, in Section 2.2.2, *Findings and Conclusions*, on page 69 is revised as follows:

The site was described as quite large, covering an area of 250 by 100 meters (~~76~~ *820* feet by ~~39~~ *328* feet).








4. Within Attachment 2, *Department of Parks and Recreation Inventory Forms (DPR 523 Forms)*, DPR 523 Forms 1 of 8 through 8 of 8 (which represent the International Airport Industrial District) have been replaced by DPR 523 Forms 1 of 57 through 57 of 57. The revised forms are provided in Attachment 1, *Revised Department of Parks and Recreation Inventory Forms*, of this appendix.

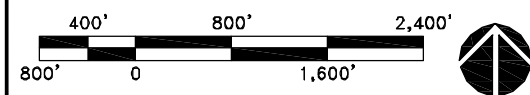
Appendix J1: Biological Assessment Technical Report

1. Figure 8, *Alternative A, Proposed Development - Westchester Southside*, in Section 2.4.3, *Alternative A - Added Runway North*, on pages 31-32 has been revised. Please see the revised figure.
2. Figure 11, *Alternative B, Proposed Development - LAX Northside*, in Section 2.4.4, *Alternative B - Added Runway South*, on pages 37-38 has been revised. This revision includes the figure title. Please see the revised figure.
3. Figure 14, *Alternative C, Proposed Development - Westchester Southside*, in Section 2.4.5, *Alternative C - No Additional Runway*, on pages 45-46 has been revised. Please see the revised figure.

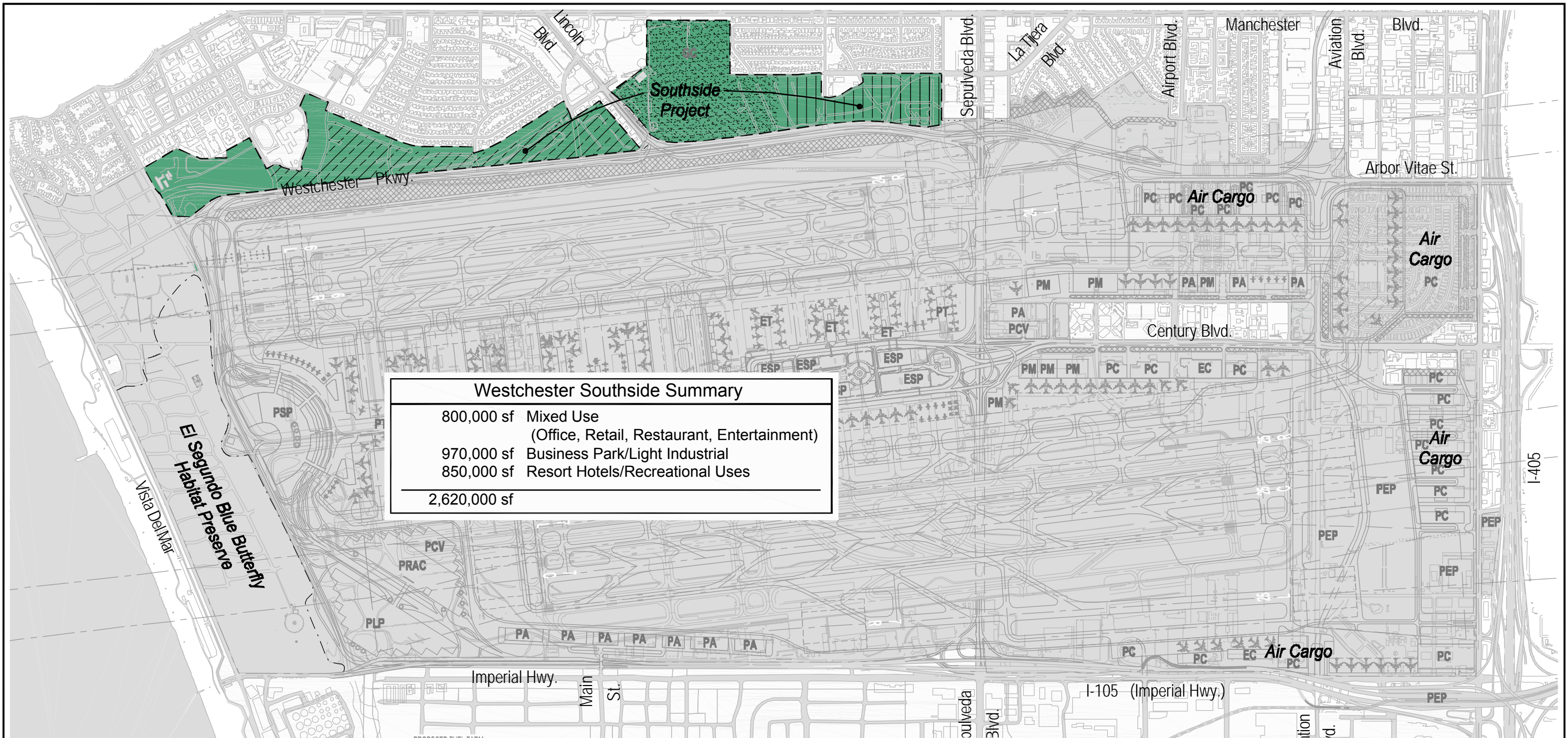


LEGEND

-  Berms
-  Medium Density Commercial (Hotel, Office, Retail)
-  R/D Business Park
-  Airport Related
-  Golf Course/Recreation
-  Open Space/Landscape Buffers
-  Residential ANMP Acquisition

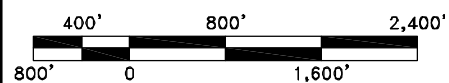


Source: LAWA and users, October 1999

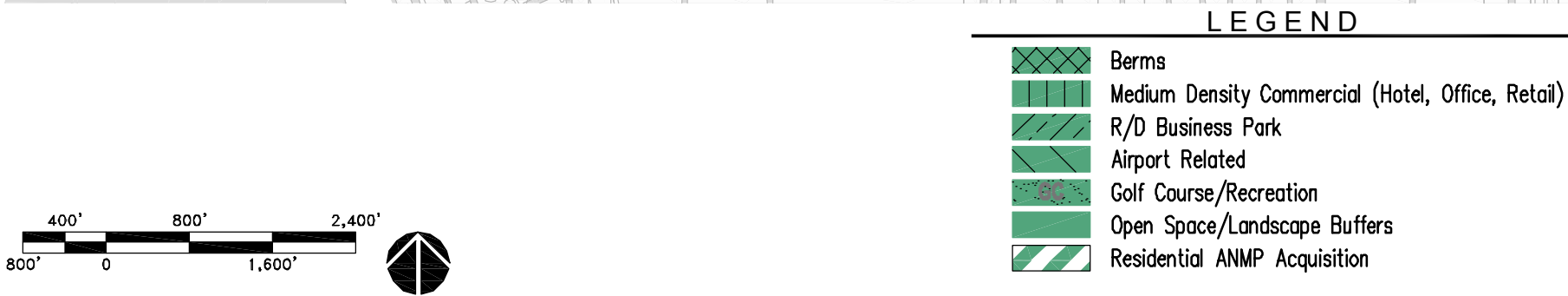
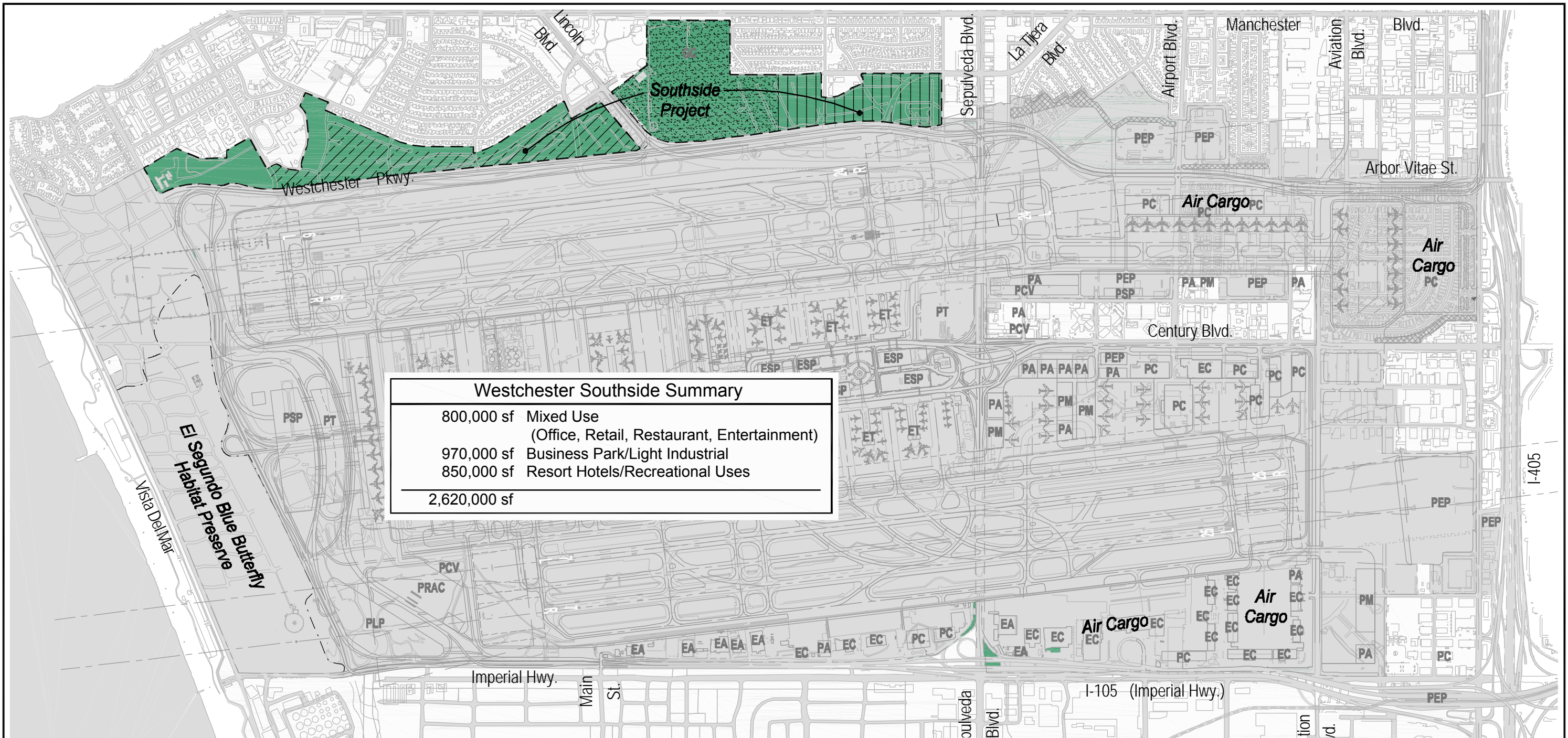


LEGEND

- Berms
- Medium Density Commercial (Hotel, Office, Retail)
- R/D Business Park
- Airport Related
- Golf Course/Recreation
- Open Space/Landscape Buffers
- Residential ANMP Acquisition



Source: LAWA and users, October 1999



Source: LAWA and users, October 1999

4. The following text has been added to the end of the fourth paragraph in Section 4.0, *Existing Conditions*, on page 74:

On April 6, 1994, the Airport Dunes Specific Plan (Ordinance No. 169,767) was approved with restrictions to development within the Los Angeles/El Segundo Dunes area. Development within the 100-acre northern portion previously identified for the golf course, is now limited to a nature preserve and accessory uses with no development permitted within the southern 200-acre Habitat Restoration Area (with the exception of navigational and safety facilities). The Los Angeles Airport/El-Segundo Dunes Specific Plan and Ordinance 167,767 are provided in Technical Report 1, Land Use Technical Report.

Appendix K: Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements

1. The first sentence of the first paragraph in Section 4.1.2.1, *LAX Expressway*, on page 23 is revised as follows:

The LAX Expressway project is bounded on the northeast by the ~~community of Fox Hills~~ City of Culver City and on the east, south and west by the City of Inglewood and Westchester.

2. Table 4.5-1, National and California Ambient Air Quality Standards, in Section 4.5.2.1, *Applicable Air Quality Standards and Plans*, on page 34 is revised as follows:

Table 4.5-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS Concentration	NAAQS Concentration	
			Primary	Secondary
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	0.12 ppm (235 µg/m ³)	Same as Primary Std.
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9.0 ppm (10 mg/m ³)	-
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	-
Nitrogen Dioxide (NO ₂)	Annual Average	-	0.053 ppm (100 µg/m ³)	Same as Primary Std.
	1 Hour	0.25 ppm (470 µg/m ³)	-	-
Sulfur Dioxide (SO ₂)	Annual Average	-	0.03 ppm (80 µg/m ³)	-
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)	-
	3 Hour	-	-	0.5 ppm (1300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	-	-
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 µg/m ³	-	-
	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary Std.
	Annual Arithmetic Mean	-	50 µg/m ³	Same as Primary Std.
Sulfates	24 Hour	25 µg/m ³	-	-
Lead (Pb)	30 Day Average	1.5 µg/m ³	-	-
	Calendar Quarter	-	1.5 µg/m ³	Same as Primary Std.
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	-	-
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 µg/m ³)	-	-
Visibility Reducing Particles	8 hour (10 am to 6 pm. PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.	-	-

3. Table 4.5-2, Ambient Air Quality Summary Southwest Coastal Los Angeles County, in Section 4.5.2.2, *Existing Air Quality*, on page 35 is revised as follows:

Table 4.5-2

**Ambient Air Quality Summary
Southwest Coastal Los Angeles County**

Pollutant	Average Time	CAAQS ¹	NAAQS ¹	Maximum Concentrations ¹			Number of Days Exceeding CAAQS ²			Number of Days Exceeding NAAQS ²		
				1996	1997	1998	1996	1997	1998	1996	1997	1998
O ₃	1 hour	0.09	0.12	0.13	0.11	0.09	8	6	0	1	0	0
CO	1 hour	20	35	13	12	11	0	0	0	0	0	0
	8 hour	9.0	9.0 9	11.6	10.3	9.4	6	1	1	6	1	1
NO ₂	1 hour	0.25	-	0.15	0.17	0.15	0	0	0	-	-	-
	Annual	-	0.0534	0.0285	0.028	0.0295	-	-	-	0	0	0
PM ₁₀	24 hour	50	150	107	79	66	5	4	7	0	0	0
	Annual Geometric Mean	30	-	29.2	33.8	30.3	0	1	1	-	-	-
	Annual Arithmetic Mean	-	50	32.6	35.5	32.7	-	-	-	0	0	0
SO ₂	1 hour	0.25	-	0.06	0.10	0.03	0	0	0	-	-	-
	24 hour	0.04	0.14	0.014	0.015	0.014	0	0	0	0	0	0
	Annual Average	-	0.03	0.0025	0.0014	0.0039	-	-	-	0	0	0

4. The captions of the photos within Section 4.17, *Visual*, are revised as follows:

Photo 1. ~~View to South from end of Emerson St. towards Westchester Parkway. Direction is to the south at the end of Emerson Avenue at McConnell Avenue. The LAX communications tower is in the background. The traffic lights are along Westchester Parkway.~~

Photo 2. ~~View to South — partially vegetated sound wall along W. 88th Street. Direction is to the south. The location is west of Emerson Avenue on W. 88th Street. View is of the partially vegetated sound wall.~~

Photo 3. ~~Direction is towards the east. The location is along Lincoln Boulevard across from the Westchester Golf Course. The view is of the overpass transition westbound from Lincoln Boulevard onto Westchester Parkway.~~

Photo 4. ~~View to east from Northside Parkway of SR-1 (Lincoln Blvd). Direction is towards the east. The location is from Northside Parkway. The view is of Lincoln Boulevard/SR-1 as it curves towards the northwest.~~

Photo 5. ~~View to north of SR-1 (Lincoln Blvd) and Westchester Parkway from Northside Parkway. Direction is towards the north. The location is from Westchester Parkway as it transitions to Lincoln Boulevard heading eastbound. The view is eastbound traffic along Lincoln Boulevard and Westchester Golf Course protective fencing.~~

Photo 6. ~~View to northeast of proposed SR-1 interchange from Lincoln Blvd. Direction is toward the northeast. The location is at the intersection of Lincoln Boulevard and Sepulveda Boulevard. View is of the intersection.~~

Photo 7. ~~Direction is towards the south. The location is along Lincoln Boulevard heading westbound just past the Sepulveda Boulevard and Lincoln Boulevard intersection. The view is of the airport northern most runway.~~

Photo 8. ~~View looking south from Ramada Hotel at SR-90 junction. Direction is towards the southeast. The location is atop the Ramada Hotel located at Bristol Parkway and Centinela Avenue. View is of the I-405 southbound.~~

Photo 9. ~~View to southeast from Ramada Hotel at SR 90 junction. Same as Photo 8. View is more to the east-southeast.~~

Photo 10. ~~View to west from Hillside Memorial Park. Direction is toward the northwest. The location is at Hillside Memorial Park. The view is of the I-405 northbound.~~

Photo 11. ~~View to west from Hillside Memorial Park. Direction is towards the west. The location is at Hillside Memorial Park. The view is of the I-405.~~

Photo 12. ~~View to northwest from Green Valley. Direction is towards the northwest. The location is Green Valley Circle and Centinela Avenue. The view is of Centinela Avenue westbound.~~

Photo 13. ~~View to southwest from Green Valley. Direction is towards the southeast. The location is Green Valley Circle and Centinela Avenue. The view is of Centinela Avenue eastbound.~~

Photo 14. ~~View to west from Alvera Street – school playground. Direction is to the west. The location is at Alvera Street and Thornburn Street. The view is of a school playground in the foreground and the landscape buffer between the school and the I-405 in the background.~~

Photo 15. ~~View to west – church parking lot. Direction is to the west. The location is at Thornburn Street and La Tijera Boulevard. The view is of the parking lot in the foreground and the landscape buffer between the St. Jerome's church and the I-405 in the background.~~

Photo 16. ~~View to west from private residence. Direction is to the west. The location is at a private residence on Thornburn Street. The view is of the landscape buffer between private property and the I-405. The I-405 is depressed at this point. See car heading southbound to the right of the photo.~~

Photo 17. ~~View to west from hotel. Direction is to the northwest. The location is from a hotel at Manchester Boulevard and Ash Avenue. The view is of the Manchester Boulevard over crossing the I-405.~~

Photo 18. ~~View to south of I-405. Direction is to the south. The location is from the Manchester Boulevard over crossing. The view is of the I-405 north and southbound lanes.~~

Photo 19. ~~View to west from Ash Park. Direction is to the west. The location is from Ash Park on Ash Avenue. The view is of the vegetative buffer between the park and the I-405.~~

Photo 20. ~~View to east from back of Centinela Adobe. Direction is the east. The location is at the Centinela Adobe house on Midfield Avenue in the backyard. The view is of the vegetative buffer between the residences along Midfield Avenue and the I-405.~~

Photo 21. ~~View to northeast at La Cienega Blvd. and Arborvitae St. Site of proposed interchange. Direction is to the northeast. The location is from the southwest corner of Arbor Vitae Street and La Cienega Boulevard. The view is of the La Cienega Boulevard and Arbor Vitae Street intersection.~~

5. Table B, Section 4(f) and Section 6(f) Park and Recreation Area Inventory, on page 6 of Attachment 4, *Preliminary Section 4(f) Evaluation*, is revised as follows:

Table B

Section 4(f) and Section 6(f) Park and Recreation Area Inventory

No.	Name	Jurisdiction	Access	Distance From Study Area
1	Fox Hills Park	City of Fox Hills City of Culver City	Green Valley Circle	.5 mi.
2	Rogers Park	City of Inglewood	N. Oak Street/Eucalyptus Ave.	.5 mi.
3	Ashwood Park	City of Inglewood	S. Ash Ave	0 mi.
4	Siminski Park	City of Inglewood	S. Inglewood Blvd.	.5 mi.
5	Westchester Park Recreation Center	City of Westchester	Lincoln Boulevard	<.5 mil
6	El Marino Park	City of Culver City	Berryman and Dillan Avenues	.25 mi.

Revisions to the Draft EIS/EIR Technical Reports**Technical Report 1: Land Use Technical Report**

1. The following revisions have been made to text and tables throughout this technical report:

All references to "Westchester-Washington Community Adult School" (located at 8810 Emerson Avenue) are hereby revised to "Westchester-Emerson Community Adult School."

All references to "Boulah Payne" are hereby revised to "Beulah Payne."

All references to the University of West Los Angeles as a public school are hereby revised to designate this facility as a private school.

2. Table 7, Summary of Existing Off-Airport Land Uses in the Study Areas, in Section 3.3.1, *Generalized Description of Surrounding Cities and Communities in the Study Area*, on page 51 is revised as follows:

Table 7						
Summary of Existing Off-Airport Land Uses in the Study Area						
	LA City	LA County	El Segundo	Inglewood	Hawthorne	Total
Residential						
Single-Family Residential						
Units	19,356	5,112	2,300	7,962	1,318	36,048
Acres	2,729.41	721.80	345.76	1,207.82	179.13	5,183.92
Population	53,647	16,834	4,600	23,933	3,383	102,397
Multi-Family Residential						
Units	15,152	9,134	2,864	18,406	5,181	50,737
Acres	610.62	495.18	110.14	779.73	179.37	2,175.04
Population	41,354	31,300	5,956	51,514	13,144	143,268
Mobile Home						
Units	1	0	0	2	0	3
Acres	1.06	1.62	0	5.89	0.27	8.84
Population	3	0	0	7	0	10
Totals						
Units	34,509	14,246	5,164	26,370	6,499	86,788
Acres	3,341.09	1,218.60	455.90	1,993.44	358.77	7,367.80
Population	95,004	48,134	10,556	75,454	16,527	245,675
Noise-Sensitive Uses (Non-Residential)						
Schools						
Number	53 52	19	7	44 37	6	126 121
Acres	261.53 261.40	108.50	48.10	173.26 171.60	50.19	641.58 639.79
Churches						
Number	115 116	36	14	41	13	219 220
Acres	66.24 66.37	15.38	6.38	29.92	8.87	126.79 126.92
Hospitals						
Number	1	0	0	6	4	11
Acres	3.00	0	0	29.31	10.19	42.50
Hospitals, Convalescent						
Number	8	2	0	13	4	27
Acres	5.04	0.40	0	12.91	1.33	19.68
Libraries						
Number	6	2	1	3	1	13
Acres	1.23	3.10	0.63	2.66	1.82	9.44
Parks						
Number	10	2	8	8	1	29
Acres	251.22	18.99	27.92	39.73	4.00	341.86
Industrial (Acres)	395.32	20.84	451.97	200.86	22.07	1,091.06
Commercial (Acres)	492.56	79.45	252.04	384.68 386.34	106.91	1,315.64 1,317.30
Government (Acres)	56.78	5.15	2.58	42.45	12.39	119.35
Cemeteries (Acres)	0.73	1.19	0.50	291.84	0.21	294.47
Title 21 Compliant						
Number	272	73	124	146	43	658
Acres	42.48	13.73	23.89	32.99	6.82	119.91
Title 24 Compliant						
Number	466	97	319	231	198	1,311
Acres	105.17	19.14	54.96	94.34	36.69	310.30
Recreation (Acres)	9.16	1.10	1.51	370.70	2.20	384.67
Vacant (Acres)	344.87	23.61	82.08	98.54	10.57	559.67
Other (Assumed Vacant Acres)	89.67	4.49	79.59	31.07	4.91	209.73
Total (Acres)	5,466.09	1,533.67	1,488.05	3,828.70	637.94	12,954.45

Source: Landrum & Brown; Psomas; PCR, 2000.

3. Table 10, ANMP 1992 Fourth Quarter CNEL Noise Contours Total Area by Jurisdiction, in Section 3.3.2, *Existing Incompatible Land Uses*, on page 55 is revised as follows:

Table 10				
ANMP 1992 Fourth Quarter CNEL Noise Contours Total Area by Jurisdiction				
	65-70 dB Acres	70-75 dB Acres	> 75 dB Acres	Total
LA City	4,306.21 1,227.86 (78.35)	4,793.44 1,125.07 (668.34)	5,999.54 3,101.84 (2,897.70)	9,099.16 5,454.77 (3,644.39)
LA County	496.93	275.69	80.66	853.28
El Segundo	544.43	235.99	109.48	889.90
Inglewood	1,424.74	501.47	41.95	1,968.16
Hawthorne	0.00	0.00	0.00	0.00
Total Area	3,772.34 3,693.96 (78.35)	2,806.56 2,138.22 (668.34)	6,231.63 3,333.93 (2,897.70)	12,810.50 9,166.11 (3,644.39)

() indicates on-airport.

Note: LA City acres include on-airport acres.

Acre totals may not add due to rounding.

Source: Landrum and Brown; Psomas, 2000.

4. Table 12, 1996 Baseline Conditions CNEL Noise Contours Total Area by Jurisdiction, in Section 3.3.2, *Existing Incompatible Land Uses*, on page 59 is revised as follows:

Table 12				
1996 Baseline Conditions CNEL Noise Contours Total Area by Jurisdiction				
	65-70 dB Acres	70-75 dB Acres	> 75 dB Acres	Total
LA City	1,448.67 1,195.38 (253.29)	2,241.46 1,271.03 (970.43)	4,801.42 2,495.65 (2,395.77)	8,581.55 4,962.06 (3,619.49)
LA County	256.87	207.48	29.94	494.29
El Segundo	422.39	166.86	66.34	655.59
Inglewood	973.84	145.28	0.00	1,119.12
Hawthorne	0.00	0.00	0.00	0.00
Total Area	3,101.77 2,848.48 (253.29)	2,761.08 1,790.65 (970.43)	4,987.70 2,591.93 (2,395.77)	10,850.55 7,231.06 (3,619.49)

() indicates on-airport.

Note: LA City acres include on-airport acres.

Acre totals may not add due to rounding.

Source: Landrum and Brown; Psomas, 2000.

5. Table 13, 1996 Baseline Conditions CNEL Noise Contours Incompatible Residential and Noise-Sensitive Properties by Jurisdiction, in Section 3.3.2, *Existing Incompatible Land Uses*, on pages 59-61 has been revised. Please see the revised table.

Table 13

**1996 Baseline Conditions CNEL Noise Contours
Incompatible Residential and Noise-Sensitive Properties by Jurisdiction**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Total
65 dB CNEL Noise Contour						
Residential						
Single-Family						
Units	1,473	422	869	1,351	0	4,115
Acres	219.08	57.31	130.94	204.67	0.00	612.00
Population	3,333	1,692	1,738	4,535	0	11,298
Multi-Family						
Units	2,450	1,277	315	4,580	0	8,622
Acres	80.55	56.07	19.26	176.32	0.00	332.20
Population	4,521	4,883	639	13,771	0	23,814
Totals						
Units	3,923	1,699	1,184	5,931	0	12,737
Acres	299.63	113.38	150.20	380.99	0.00	944.20
Population	7,854	6,575	2,377	18,306	0	35,112
Noise-Sensitive Uses (Non-Residential)						
Schools						
Number	9	4	2 3	8	0	23 24
Acres	33.18	38.54	32.94	103.50	0.00	208.16
Churches						
Number	6	3	4	9	0	22
Acres	2.37	1.48	2.19	4.60	0.00	10.64
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Hospitals, Convalescent						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Parks						
Number	2	1	2	0	0	5
Acres	92.00	3.79	3.44	0.00	0.00	99.23
Libraries						
Number	1	1	1	0	0	3
Acres	0.30	2.43	0.64	0.00	0.00	3.37
Total Noise-Sensitive						
Number	18	9	9 10	17	0	53 54
Acres	127.85	46.24	39.21	108.10	0.00	321.40
Total Area (Acres)	427.48	159.62	189.41	489.09	0.00	1,265.60
70 dB CNEL Noise Contour						
Residential						
Single-Family						
Units	47	418	531	158	0	1,154
Acres	6.08	60.14	77.85	20.91	0.00	164.98
Population	94	1,895	1,062	663	0	3,714
Multi-Family						
Units	489	881	402	815	0	2,587
Acres	16.36	52.85	15.50	31.58	0.00	116.29
Population	1,069	3,681	844	3,176	0	8,770
Totals						
Units	536	1,299	933	973	0	3,741
Acres	22.44	112.99	93.35	52.49	0.00	281.27
Population	1,163	5,576	1,906	3,839	0	12,484
Noise-Sensitive Uses (Non-Residential)						
Schools						
Number	1	7 6	1	4	0	43 12
Acres	12.52	24.83 24.67	5.72	17.54	0.00	60.64 60.45
Churches						
Number	0	1	2	0	0	3
Acres	0.00	0.36	0.64	0.00	0.00	1.00
Hospitals						

Table 13

**1996 Baseline Conditions CNEL Noise Contours
Incompatible Residential and Noise-Sensitive Properties by Jurisdiction**

	LA City	LA County	El Segundo	Inglewood	Hawthorne	Total
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Hospitals, Convalescent						
Number	0	0	0	1	0	1
Acres	0.00	0.00	0.00	0.63	0.00	0.63
Parks						
Number	1	0	0	0	0	1
Acres	57.50	0.00	0.00	0.00	0.00	57.50
Libraries						
Number	0	1	0	0	0	1
Acres	0.00	2.43	0.00	0.00	0.00	2.43
Total Noise-Sensitive Uses						
Number	2	9 8	3	5	0	49 18
		27.62				122.17
Acres	70.02	27.46	6.36	18.17	0.00	122.01
		140.61				403.44
Total Area (Acres)	92.46	140.45	99.71	70.66	0.00	403.28
75 dB CNEL Noise Contour						
Residential						
Single-Family						
Units	0	39	92	0	0	131
Acres	0.00	8.78	14.14	0.00	0.00	22.92
Population	0	156	184	0	0	340
Multi-Family						
Units	0	130	234	0	0	364
Acres	0.00	6.61	6.13	0.00	0.00	12.74
Population	0	560	492	0	0	1,052
Totals						
Units	0	169	326	0	0	495
Acres	0.00	15.39	20.27	0.00	0.00	35.66
Population	0	716	676	0	0	1,392
Noise-Sensitive Uses						
<i>(Non-Residential)</i>						
Schools						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Churches						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Hospitals						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Hospitals, Convalescent						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Parks						
Number	2	0	1	0	0	3
Acres	58.87	0.00	0.99	0.00	0.00	59.86
Libraries						
Number	0	0	0	0	0	0
Acres	0.00	0.00	0.00	0.00	0.00	0.00
Total Noise-Sensitive Uses						
Number	2	0	1	0	0	3
Acres	58.87	0.00	0.99	0.00	0.00	59.86
Total Area (Acres)	58.87	15.39	21.26	0.00	0.00	95.52

Source: Landrum and Brown; Psomas; PCR, 2000.

6. Table 14, 1996 Baseline Conditions Incompatible Noise-Sensitive Uses (Exposed to 65 dB CNEL or Greater Noise Levels), in Section 3.3.2, *Existing Incompatible Land Uses*, on pages 61-62 has been revised. Please see the revised table.

Table 14

**1996 Baseline Conditions Incompatible Noise-Sensitive Uses
(Exposed to 65 dB CNEL or Greater Noise Levels)**

Name	Location	Jurisdiction	APN	Grid ID
Schools, Private				
Archdiocese of LA Educ. & Welfare Corp.	9100 Falmouth Ave.	City of Los Angeles	4118012001	PVS007
Archdiocese of LA Educ. & Welfare Corp.	8740 Emerson Ave.	City of Los Angeles	4122013006	PVS011
Archdiocese of LA Educ. & Welfare Corp.	6560 W. 86th Place	City of Los Angeles	4122013011	PVS012
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	4123006025	PVS107
Inglewood Christian School	215 E. Hillcrest Blvd.	City of Inglewood	4021017008	PVS051
LA Southside Christian Church	3947 W. 104th St.	City of Inglewood	4032008032	PVS062
Unknown	10521 Hawthorne Blvd.	County of Los Angeles	4036016021	PVS084
Unknown	521 S. Osage Ave.	City of Inglewood	4021037039	PVS055
Unknown	10500 S. Inglewood Ave.	County of Los Angeles	4036030013	PVS075
Unknown	4949 W. 104th St.	County of Los Angeles	4038014006	PVS077
Unknown	336 E. Spruce Ave.	City of Inglewood	4021029009	PVS083
Westchester Neighborhood School	5520 Arbor Vitae St.	City of Los Angeles	4128002003	PVS104
Subtotal: 12 11				
Schools, Public				
98th Street Elementary School	5431 W. 98th St.	City of Los Angeles	4128012900	PBS010
Buford Elementary School	4919 W. 109th St.	County of Los Angeles	4039023901	PBS019
Clyde Woodworth Elementary School	3200 W. 104th St.	City of Inglewood	4030033900	PBS026
El Segundo High School	640 Main St.	City of El Segundo	4132026900	PBS011
El Segundo Middle School	615 Richmond St.	City of El Segundo	4136003901	PBS032
Felton Elementary School	10417 Felton Ave.	County of Los Angeles	4038029905	PBS035
Hillcrest Continuation School	441 W. Hillcrest Blvd.	City of Inglewood	4018021902	PBS047
Imperial Avenue School Special Education Facility	540 E. Imperial Ave.	City of El Segundo	4133013900	PBS049
Inglewood High School	231 S. Grevillea Ave.	City of Inglewood	4020016900	PBS050
Jefferson Elementary School	10322 Condon Ave.	County of Los Angeles	4036007900	PBS055
Kelso Elementary School	809 E. Kelso St.	City of Inglewood	4021037900	PBS059
LA Unified School Dist. Westchester-Emerson				
Community Adult School	8810 Emerson Ave.	City of Los Angeles	4122026900	PBS062
Lennox Middle School	11033 Buford Ave.	County of Los Angeles	4039009902	PBS091
Morningside High School	10500 S. Yukon Ave.	City of Inglewood	4030033901	PBS140
Oak Street Elementary School	633 S. Oak St.	City of Inglewood	4022002900	PBS105
Paseo Del Rey Magnet School	7751 Paseo Del Rey	City of Los Angeles	4118009900	PBS107
University of West Los Angeles	750 Isis Ave.	City of Inglewood	4126016020	PBS114
Westchester High School and Magnet Center	7400 W. Manchester Ave.	City of Los Angeles	4119001904	PBS121
Whelan Elementary School	4125 W. 105th St.	County of Los Angeles	4034019900	PBS123
Subtotal: 19				
Churches				
Alfredo Figueroa	4060 W. Century Blvd.	City of Inglewood	4034004023	CH006
American Baptist Churches of The	591 E. Palm Ave.	City of El Segundo	4133009017	CH008
Archdiocese of LA Educ & Welfare Corp.	8708 Emerson Ave.	City of Los Angeles	4122013012	CH026
Beth Ezel Baptist Church	10045 S. Western Ave.	City of Los Angeles	6058006007	CH044
Church of God Pentecostal Inc.	733 S. Grevillea Ave.	City of Inglewood	4022028026	CH082
Council of Rehoboth Christian	226 E. Spruce Ave.	City of Inglewood	4021030006	CH100
El Segundo City	Unknown	City of El Segundo	4132015901	CH120
Ernesto & Elsa Ballesteros	422 S Grevillea Ave.	City of Inglewood	4021018018	CH132
Eternal Promise Baptist Church	2057 W. Century Blvd.	City of Los Angeles	6057020024	CH133
First Apostolic Church of Inglewood	425 S. La Brea Ave.	City of Inglewood	4021019011	CH151
First Methodist Church of Inglewood	411 E. Kelso St.	City of Inglewood	4021029069	CH164
Good Shepherd Church Assembly of God	4454 Lennox Blvd.	County of Los Angeles	4037013025	CH190
Grevillea Ave. Church of Christ	10536 S. Grevillea Ave.	County of Los Angeles	4036018025	CH218
Inglewood Friends Church	800 S. Oak St.	City of Inglewood	4022006027	CH255
John & Nettie Glover	1459 W. 102nd St.	County of Los Angeles	6059026012	CH273
Lennox Blvd. Community Methodist Church	4548 Lennox Blvd.	County of Los Angeles	4037009032	CH289
Nathaniel Campbell	1721 W. Century Blvd.	City of Los Angeles	6055021047	CH332
New Mount Pleasant Baptist Church	429 S. Grevillea Ave.	City of Inglewood	4020027038	CH343
Pacific Baptist Church of El Segundo	847 Main St.	City of El Segundo	4132015031	CH364

Table 14

**1996 Baseline Conditions Incompatible Noise-Sensitive Uses
(Exposed to 65 dB CNEL or Greater Noise Levels)**

Name	Location	Jurisdiction	APN	Grid ID
Raymond & Jean Branch	10223 S. Western Ave.	City of Los Angeles	6058006001	CH393
Roman Catholic Archbishop of LA	538 Concord St.	City of El Segundo	4136007030	CH416
Roman Catholic Archbishop of LA	6561 W. 88th St.	City of Los Angeles	4122013007	CH413
St. Johns Lutheran Church of El Segundo	1611 E. Sycamore Ave.	City of El Segundo	4139017036	CH461
Strait-Way Apostolic Church Inc.	102 E. Kelso St.	City of Inglewood	4021018028	CH470
United Methodist Church of El Segundo	540 Main St.	City of El Segundo	4133001001	CH503
Subtotal: 25				
Hospitals				
Subtotal: 0				
Hospitals, Convalescent				
Charles Perkins	3717 W. 104th St.	City of Inglewood	4032006025	NH008
Subtotal: 1				
Parks				
Acacia Park	616 W. Imperial Ave.	City of El Segundo	4131001900	PRK10
Carl E. Nielson Youth Park	Unknown	City of Los Angeles	4123018926	PRK02
Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	4131028901	PRK65
Jesse Owens County Park	9637 S. Western Ave.	City of Los Angeles	6057010901	PRK56
Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	4037005900	PRK52
Library Park	W. Mariposa Ave./Main St.	City of El Segundo	4136005900	PRK72
Sycamore Park	E. Sycamore Ave./California St.	City of El Segundo	4139016900	PRK15
Vista Del Mar Park	Unknown	City of Los Angeles	Unknown	PRK67
Westchester Municipal Golf Course	Unknown	City of Los Angeles	4122022930	PRK68
Subtotal: 9				
Libraries				
El Segundo Library	W. Mariposa Ave./Main St.	City of El Segundo	4136005901	LIB11
Lennox	Unknown	County of Los Angeles	4034032900	LIB07
Westchester Branch	8946 E. Sepulveda Way	City of Los Angeles	4123006900	LIB05
Subtotal: 3				
Total: 69 68				

Source: Landrum & Brown; Psomas; PCR, 2000.

7. The sixth sentence of the paragraph under the heading, Existing Incompatible Land Uses, in Section 3.3.3, *County of Los Angeles*, on page 67 is revised as follows:

Other noise-sensitive uses shown in **Table 13** that are exposed to noise levels of 65 dB CNEL include schools 44 10, churches 4, parks 1, and libraries 2. These facilities are listed in **Table 14**.

8. The first two sentences of the first paragraph under the heading, Existing Incompatible Land Uses City of Los Angeles, in Section 3.3.4, *City of Los Angeles*, on page 76 are revised as follows:

The majority of existing incompatible land uses for this portion of the study area are defined by residential and noise-sensitive uses currently exposed to noise levels above 65 dB CNEL. As shown in **Table 12**, approximately ~~8,581.55~~ 4,962.06 acres (~~4,962.06~~ 1,342.57 acres off-airport) within the City of Los Angeles are exposed to CNEL noise levels above 65 dB.

9. The paragraph under the heading, Existing General Plan and Zoning Designations, in Section 3.3.5, *City of El Segundo*, on page 77 is revised as follows:

The City of El Segundo General Plan circulation, housing, open space, and noise elements include policies and programs relevant to LAX, as described below. Within the study area the majority of land uses located west of Sepulveda Boulevard and north of El Segundo Boulevard are designated Residential (Single-family, Two-family, ~~and Multi-family and Medium Density Residential~~). These residential uses have

corresponding zoning designations of R1, R2, ~~and R3~~ and MDR. East of Sepulveda Boulevard and north of El Segundo Boulevard areas are primarily designated Corporate Office and Urban Mixed-Use North with corresponding zoning of CO and MU-N. There is also a Multimedia Overlay Zone east of Sepulveda Boulevard.

10. The fourth sentence of the paragraph under the heading, Existing Incompatible Land Uses, in Section 3.3.5, *City of El Segundo*, on page 79 is revised as follows:

Other noise-sensitive uses shown in **Table 13**, that would be exposed to noise levels of 65 dB CNEL or greater include schools ~~(3)~~ (4), churches (6), parks (3), and libraries (1). These facilities are identified in **Table 14**.

11. The first sentence of the paragraph under the heading, City of Los Angeles Noise Element, in Section 6.1.2, *Consistency with Plans*, on page 87 is revised as follows:

In furtherance of the Noise Element's policy to reduce incompatible uses within a 65 dB CNEL airport noise exposure area, the No Action/No Project Alternative would reduce the number of incompatible residential and noise-sensitive uses due to overall reduction in noise levels of ~~35~~ 380 acres in the City of Los Angeles.

12. The first sentence of the second paragraph under the heading, Noise, in Section 6.1.3, *Incompatible Land Uses*, on page 88 is revised as follows:

Under the No Action/No Project Alternative, the total area exposed to 65 dB CNEL noise levels would be reduced by 726 acres in 2005, and by ~~473~~ 518 acres with full plan implementation in 2015 (based on a comparison of **Table 16** against **Table 12**).

13. Table 16, No Action/No Project Alternative CNEL Noise Contours Total Area Within Each Jurisdiction, in Section 6.1.3, *Incompatible Land Uses*, on page 88 is revised as follows:

Table 16
No Action/No Project Alternative CNEL Noise Contours
Total Area Within Each Jurisdiction

	65-70 dB Acres		70-75 dB Acres		>75 dB Acres		Total	
	2005	2015	2005	2015	2005	2015	2005	2015
LA City	1,587.37 1,128.13 (459.24)	1,823.99 1,149.15 (674.84)	2,747.85 1,496.40 (1,251.45)	2,886.38 1,504.52 (1,380.86)	3,756.76 1,891.84 (1,864.92)	3,837.15 1,982.43 (1,908.72)	8,091.98 4,516.37 (3,575.61)	8,546.52 4,582.10 (3,964.42)
LA County	199.30	218.68	216.36	214.24	8.71	17.10	424.37	450.02
El Segundo	240.02	250.61	92.28	86.09	0.00	0.00	332.30	336.70
Inglewood	1,125.55	1,152.88 (0.01)	150.35	191.60 (4.51)	0.00	0.00	1,275.90	1,344.48 (4.52)
Hawthorne	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Area	3,152.24 2,693.00 (459.24)	3,446.16 2,771.32 (674.85)	3,206.84 1,955.39 (1,251.45)	3,377.34 1,996.45 (1,385.37)	3,765.47 1,900.55 (1,864.92)	3,854.25 1,999.53 (1,908.72)	10,124.55 6,548.94 (3,575.61)	10,677.72 6,713.30 (3,968.94)

() indicates on-airport

Note: LA City acres include on-airport acres.

Acre totals may not add due to rounding.

Source: Landrum & Brown; Psomas, 2000.

14. Table 21, No Action/No Project Alternative (2005, 2015) Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.1.3, *Incompatible Land Uses*, on page 99 has been revised. Please see the revised table.

Table 21

**No Action/No Project Alternative (2005, 2015) Listing of Significantly Adversely Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Faith Lutheran Church School	3300 W. 85th St.	City of Inglewood	x		4011024024	PVS108
Morningside United Church of Christ	8721 S. 8th Ave.	City of Inglewood	x		4026001022	PVS073
Unknown Wit Child Center	121 W. Arbor Vitae St.	City of Inglewood	x	x	4022029013	PVS070
Unknown Anthony's Preschool	8708 Crenshaw Blvd.	City of Inglewood	x		4026001024	PVS028
Westchester Neighborhood School	5520 Arbor Vitae St.	City of Los Angeles		x	4128002003	PVS104
University of West Los Angeles	750 Isis Ave.	City of Inglewood		x	4126016020	PBS114
Subtotal: 5 6						
Schools, Public						
Beulah Beulah Payne Elementary School	214 W. Arbor Vitae St.	City of Inglewood	x	x	4023039901	PBS017
Hillcrest Continuation School	441 W. Hillcrest Blvd.	City of Inglewood	x		4018021902	PBS047
Inglewood High School	231 S. Grevillea Ave.	City of Inglewood	x		4020016900	PBS050
University of West Los Angeles	750 Isis Ave.	City of Inglewood		x	4126016020	PBS114
Subtotal: -4 3						
Churches						
Church of God Pentecostal Inc.	733 S. Grevillea Ave.	City of Inglewood		x	4022028026	CH082
Good Shepherd Lutheran Church of Inglewood	900 S. Grevillea Ave.	City of Inglewood		x	4024021026	CH192
Good Shepherd Lutheran Church	902 Maple St.	City of Inglewood		x	4024019029	CH193
Hart Evangelistic Musical	3141 W. Manchester Blvd.	City of Inglewood	x		4011025011	CH221
Inglewood Friends Church	800 S. Oak St.	City of Inglewood		x	4022006027	CH255
Jamat-E-Masjidul Islam Inc.	311 E. Arbor Vitae St.	City of Inglewood	x	x	4024003024	CH266
Morningside United Church of Christ	8722 Crenshaw Blvd.	City of Inglewood	x		4026001010	CH322
Prairie Congregation	3406 W. Manchester Blvd.	City of Inglewood	x		4025005029	CH383
Strait-Way Apostolic Church Inc.	102 E. Kelso St.	City of Inglewood	x		4021018028	CH470
Unknown	4060 W. Century Blvd.	City of Inglewood	x		4034004023	CH006
Subtotal: 10						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	City of Inglewood	x		4011025007	NH012
Urban Healthcare Project Inc.	3425 W. Manchester Blvd.	City of Inglewood	x		4011024026	NH040
Subtotal: 2						
Parks						
LA County	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
Subtotal: 1						
Libraries						
Subtotal: 0						
Total: 22						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are further evaluated based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] and presented in the Draft EIS/EIR Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

15. The first sentence of the paragraph under the heading, City of Los Angeles, in Section 6.1.3, *Incompatible Land Uses*, on page 100 is revised as follows:

Under the No Action/No Project Alternative, the total area within the City of Los Angeles exposed to 65 dB noise levels would be reduced by 490 acres in 2005 and by 35 380 acres in 2015.
16. Table 22, Comparison of Acquisition Area Land Use-Build Alternatives, in Section 6.2.1, *Changes in Development*, on page 102 has been revised. Please see the revised table.

Table 22

Comparison of Acquisition Area Land Use-Build Alternatives

	Alternative A	Alternative B	Alternative C
Single-Family Residential	57 Units	57 Units ¹	57 Units ¹
Multi-Family Residential	27 Units	27 Units ¹	27 Units ¹
Hotel Rooms	1,929 Rooms	2,083 Rooms	729 Rooms
Institutional	LA Community College	LA Community College	LA Community College
	Westchester NB School ²	Westchester NB School	Westchester NB School
	Westchester Library ³	Westchester Library ³	Westchester Library ³
	Montessori School ⁴	Montessori School ⁴	Montessori School
Floor Area			
Hotel	1,341,398 SF ⁵	1,404,993 SF	374,653 SF
Institutional	70,276 SF	70,276 SF	156,178 SF
Light Industrial	2,592,748 SF	3,705,963 SF	1,581,355 SF
Office	966,248 SF	1,108,312 SF	599,094 SF
Retail	102,482 SF	87,998 SF	72,217 SF
Acres by Land Use			
Residential	8.83 AC ⁶	8.83 AC	8.83 AC
Institutional	6.06 AC	6.06 AC	9.27 AC
Hotel	17.69 AC	20.53 AC	6.48 AC
Commercial/Light Industrial	221.95 AC	285.24 AC	170.13 AC
Imperial Hwy./MTA ROW	18.64 AC	24.65 AC	24.65 AC
Acres by Jurisdiction			
Los Angeles (Westchester)	268.87 AC	334.72 AC	203.65 AC
Unincorporated County	0.00 AC	5.17 AC	0.00 AC
Inglewood	4.30 AC	5.42 AC	12.87 AC
Total Acreage⁷	273.17 AC	345.31 AC	216.52 AC

SF = square feet

AC = acres

Note: It is possible that minor changes to acquisition area acreage may be required to implement the realignment of State Route 1, as further described in the Draft EIS/EIR Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

¹ Should ANMP land acquisition for Manchester Square and Belford not be completed by the time the Master Plan is approved, the City of Los Angeles will use the most appropriate and practical means available (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan.

² NB = Neighborhood

³ The Westchester Library closed on March 29, 2003 and has been relocated to the new Westchester - Loyola Branch Library, which is now open.

⁴ Only 0.06 acres (or approximately 4.54%) of the 1.32-acre Montessori School (Escuela de Montessori) property would be acquired. The school building would not be acquired and thus would not need to be relocated.

⁵ SF = square feet

⁶ AC = acres

⁷ It is possible that minor changes to acquisition area acreage may be required to implement the realignment of State Route 1, as further described in Appendix K, *Supplemental Environmental Evaluation of LAX Expressway and State Route 1 Improvements*.

Source: Psomas, PCR, 2003.

17. Table 25, Alternative A CNEL Noise Contours Total Area Within Each Jurisdiction, in Section 6.2.3, *Incompatible Land Uses*, on page 113 is revised as follows:

Table 25								
Alternative A CNEL Noise Contours Total Area Within Each Jurisdiction								
	65-70 dB Acres		70-75 dB Acres		>75 dB Acres		Total	
	2005	2015	2005	2015	2005	2015	2005	2015
LA City	1,669.45	1,635.46	3,113.99	2,779.98	3,834.38	4,463.43	8,617.82	8,578.87
	1,062.21	1,047.02	1,640.94	1,464.56	1,927.18	2,100.19	4,630.33	4,611.77
	(607.24)	(588.44)	(1,473.05)	(1,315.42)	(1,907.20)	(2,063.24)	(3,987.49)	(3,967.10)
LA County	200.41	255.71	218.97	169.38	6.95	10.68	426.33	435.77
El Segundo	255.68	254.41	91.63	81.14	0.00	0.00	347.31	335.55
Inglewood	1,142.07	1,233.97	161.87	266.55	0.00	20.91	1,303.94	1,521.43
	(0.36)	(4.51)	(4.16)	(4.51)			(4.52)	(4.51)
Hawthorne	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Area	3,267.64	3,379.55	3,586.46	3,297.05	3,841.33	4,495.02	10,695.40	10,871.62
	2,660.01	2,786.60	2,109.25	1,977.12	1,934.13	2,131.78	6,703.39	6,900.01
	(607.60)	(592.95)	(1,477.21)	(1,319.93)	(1,907.20)	(2,063.24)	(3,992.01)	(3,971.61)

() indicates on-airport

Source: Landrum & Brown; Psomas; PCR, 2000.

18. The first sentence of the first paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.2.3, *Incompatible Land Uses*, on page 115 is revised as follows:
- Under Alternative A, the total area exposed to 65 dB CNEL noise levels would be reduced by 151 acres in 2005, and ~~increase by 17~~ *would decrease by 331* acres with full plan implementation in 2015 (based on a comparison of **Table 25** against **Table 12**).
19. The third sentence of the second paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.2.3, *Incompatible Land Uses*, on page 115 is revised as follows:
- As shown in this table, 1988 units, 5960 residents, and 16 noise-sensitive uses would be newly exposed under this alternative in 2005; and 3930 units, 10,306 residents, and ~~34~~ 33 noise-sensitive uses would be newly exposed in 2015. Impacts on noise-sensitive uses within these areas are considered potentially significant.
20. The third paragraph in Section 6.2.3, *Incompatible Land Uses* on page 121 is revised as follows:
- As shown in this table, 1,895 units, 6,443 residents, and 9 noise-sensitive uses would be newly exposed under this alternative in 2005; and 6881 units, 18,302 residents, and ~~46-50~~ noise-sensitive uses would be newly exposed in 2015.

F-C. Errata

21. Table 30, Alternative A 2005 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.2.3, *Incompatible Land Uses*, on page 124 has been revised. Please see the revised table.

Table 30

**Alternative A 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Brady & Margaret Johnson						
Anthony's Preschool	8708 Crenshaw Blvd.	City of Inglewood	x		4026001024	PVS028
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Michael Hale Wit Child Center	121 W. Arbor Vitae St.	City of Inglewood	x		4022029013	PVS070
Morningside United Church of Christ	8721 S. 8th Ave.	City of Inglewood	x		4026001022	PVS073
University of West Los Angeles	750 Isis Ave.	City of Inglewood		x	4126016020	PBS114
Subtotal: -4 3						
Schools, Public						
Boulah Beulah Payne Elementary School	214 W. Arbor Vitae St.	City of Inglewood	x	x	4023039901	PBS017
Felton Elementary School	Unknown	County of Los Angeles		x	4038029905	PBS035
Hillcrest Continuation School	Unknown	City of Inglewood	x		4018021902	PBS047
Inglewood High School	Unknown	City of Inglewood	x		4020016900	PBS050
University of West Los Angeles	750 Isis Ave.	City of Inglewood		x	4126016020	PBS114
Subtotal: 5 4						
Churches						
Alfredo Figueroa	4060 W. Century Blvd.	City of Inglewood	x		4034004023	CH006
Hart Evangelistic Musical	3141 W. Manchester Blvd.	City of Inglewood	x		4011025011	CH221
Morningside United Church of Christ	8722 Crenshaw Blvd.	City of Inglewood	x		4026001010	CH322
Prairie Congregation	3406 W. Manchester	City of Inglewood	x		4025005029	CH383
Strait-Way Apostolic Church Inc.	102 E. Kelso St.	City of Inglewood	x		4021018028	CH470
Subtotal: 5						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	City of Inglewood	x		4011025007	NH012
Urban Healthcare Project Inc.	3425 W. Manchester Blvd.	City of Inglewood	x		4011024026	NH040
Subtotal: 2						
Parks						
Carl E. Nielson Youth Park	Unknown	City of Los Angeles	x	x	4123018926	PRK02
Unknown	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
Subtotal: 2						
Libraries						
Subtotal: 0						
Total: 18						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

22. Table 31, Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.2.3, *Incompatible Land Uses*, on pages 124-126 has been revised. Please see the revised table.

Table 31

**Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour	1.5 dB Increase	APN	Grid ID
Schools, Private						
Brady & Margaret Johnson						
Anthony's Preschool	8708 Crenshaw Blvd.	City of Inglewood	x	x	4026001024	PVS028
Calvary Christian School	2225 W. Manchester Blvd.	City of Inglewood	x	x	4010035011	PVS106
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church School	3300 W. 85th St.	City of Inglewood	x	x	4011024024	PVS108
Inglewood Christian School	215 E. Hillcrest Blvd.	City of Inglewood		x	4021017008	PVS051
Jeff D. & Baasha K. Johnson Jr.						
Debbie's Child Development Center	521 S. Osage Ave.	City of Inglewood		x	4021037039	PVS055
Michael Hale Wit Child Care	121 W. Arbor Vitae St.	City of Inglewood	x	x	4022029013	PVS070
Morningside United Church of Christ	8721 S. 8th Ave.	City of Inglewood	x	x	4026001022	PVS073
Musical Hart Evangelistic Assn. Inc.	8451 Crenshaw Blvd.	City of Inglewood	x	x	4011026022	PVS074
Peter & Grace Grande	917 La Brea Dr.	City of Inglewood	*	*	4024019028	PVS079
Raymond & Carolyn Wilder						
Tender Care Child Development Center	336 E. Spruce Ave.	City of Inglewood		x	4021029009	PVS083
University of West Los Angeles	8911 Aviation Blvd.	City of Inglewood		x	4126019009	PBS116
University of West Los Angeles	750 Isis Ave.	City of Inglewood		x	4126016020	PBS114
Subtotal: 44 12						
Schools, Public						
Boula Beulah Payne Elementary School	214 W. Arbor Vitae St.	City of Inglewood	x	x	4023039901	PBS017
Hillcrest Continuation School	Unknown	City of Inglewood	x	x	4018021902	PBS047
Inglewood High School	Unknown	City of Inglewood	x	x	4020016900	PBS050
Kelso Elementary School	Unknown	City of Inglewood		x	4021037900	PBS059
Lennox Middle School	Unknown	County of Los Angeles	x		4039009902	PBS091
Oak Street Elementary School	Unknown	City of Inglewood		x	4022002900	PBS105
University of West Los Angeles	8911 Aviation Blvd.	City of Inglewood		*	4126019009	PBS116
University of West Los Angeles	750 Isis Ave.	City of Inglewood		*	4126016020	PBS114
Subtotal: 8 6						
Churches						
Church of God Pentecostal Inc.	733 S. Grevillea Ave.	City of Inglewood		x	4022028026	CH082
Council of Rehoboth Christian	226 E. Spruce Ave.	City of Inglewood		x	4021030006	CH100
Ernesto & Elsa Ballesteros	422 S. Grevillea Ave.	City of Inglewood		x	4021018018	CH132
First Apostolic Church of Inglewood	317 S. La Brea Ave.	City of Inglewood	x	x	4021015002	CH150
First Apostolic Church of Inglewood	425 S. La Brea Ave.	City of Inglewood		x	4021019011	CH151
First Methodist Church of Inglewood	411 E. Kelso St.	City of Inglewood		x	4021029069	CH164
Good Shepherd Lutheran Church	902 Maple St.	City of Inglewood	x	x	4024019029	CH193
Hart Evangelistic Musical	3141 W. Manchester	City of Inglewood	x	x	4011025011	CH221
Holy Pilgrim Temple Church	8459 S. Western Ave.	City of Los Angeles	x	x	6035025001	CH239
Inglewood Church of Christ	324 Nectarine St.	City of Inglewood	x	x	4020011006	CH251
Inglewood Friends Church	800 S. Oak St.	City of Inglewood		x	4022006027	CH255
International Church of Foursquare Gospel	310 E. Arbor Vitae St.	City of Inglewood	x	x	4024017014	CH256
Jamat-E-Masjidul Islam Inc.	311 E. Arbor Vitae St.	City of Inglewood	x	x	4024003024	CH266
Morningside Congregation	8471 S. Van Ness Ave.	City of Inglewood	x	x	4010029002	CH321
Morningside United Church of Christ	8722 Crenshaw Blvd.	City of Inglewood	x	x	4026001010	CH322
New Mount Pleasant Baptist Church	429 S. Grevillea Ave.	City of Inglewood		x	4020027038	CH343
Prairie Congregation	3406 W. Manchester Blvd.	City of Inglewood	x	x	4025005029	CH383
Southside Church of Christ	1655 W. Manchester Ave.	City of Los Angeles	x	x	6034030041	CH453
Strait-Way Apostolic Church Inc.	102 E. Kelso St.	City of Inglewood	x	x	4021018028	CH470
Subtotal: 19						
Hospitals						
Desco Health Care Inc.	812 S. Osage Ave.	City of Inglewood	x	x	4024007025	HOS10
Subtotal: 1						

Table 31

**Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour	1.5 dB Increase	APN	Grid ID
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	City of Inglewood	x	x	4011025007	NH012
Urban Healthcare Project Inc.	3425 W. Manchester Blvd.	City of Inglewood	x	x	4011024026	NH040
Subtotal: 2						
Parks						
Ashwood Park	Unknown	City of Inglewood	x	x	4018017900	PRK01
Carl E. Nielson Youth Park	Unknown	City of Los Angeles	*	*	4123018926	PRK02
Inglewood City Grevillea Park	231 S. Grevillea	City of Inglewood	x	x	4021015901	PRK41
Inglewood City Siminiki Park	3400 W. Arbor Vitae St.	City of Inglewood	x	x	4025011900	PRK43
LA City St. Andrews Recreation Park	8701 St. Andrews Pl.	City of Los Angeles	x	x	6036009900	PRK45
LA County Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	x		4037005900	PRK52
Subtotal: 6 5						
Libraries						
Inglewood City Library	3202 W. 85th St.	City of Inglewood	x	x	4011025900	LIB04
Subtotal: 1						
Total: 48 46						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

23. The paragraph under the heading City of Los Angeles, in Section 6.2.3, *Incompatible Land Uses*, on page 126 is revised as follows:
- Under Alternative A, the total area within the City of Los Angeles exposed to 65 dB noise levels would increase by 36 acres in 2005 and would be ~~slightly~~ reduced by ~~3~~ 351 acres in 2015.
24. The second paragraph under the heading City of Inglewood, in Section 6.2.3, *Incompatible Land Uses*, on page 127 is revised as follows:
- Within the City of Inglewood, there would be 1,216 dwelling units, 3,481 residents, and 13 noise-sensitive use newly exposed to 65 dB CNEL or higher noise levels in 2005; and 2,852 units, 7,401 residents, and ~~27~~ 26 noise-sensitive use newly exposed in 2015. In addition, there would be 1,022 units, 3,016 residents, and 5 noise-sensitive use exposed to an increase of 1.5 dB in 2005; and 5,665 units, 15,339 residents, and ~~44~~ 40 noise-sensitive uses exposed in 2015.
25. The first paragraph under the heading Noise (Compared to No Action/No Project Alternative), in Section 6.2.3, *Incompatible Land Uses*, on page 127 is revised as follows:
- Under Alternative A, the total area exposed to 65 dB CNEL noise levels would increase by 575 acres in 2005, and by ~~489~~ 187 acres with full plan implementation in 2015 (based on a comparison of **Table 25** against **Table 16**).
26. The second paragraph under the heading, Noise (Compared to No Action/No Project Alternative), in Section 6.2.3, *Incompatible Land Uses*, on page 127 is revised as follows:
- As shown in this table, 1,329 units, 3,511 residents, and 13 noise-sensitive uses would be newly exposed under this alternative in 2005; and 3,518 units, 9,368 residents, and ~~34~~ 30 noise-sensitive uses would be newly exposed in 2015.

27. The first paragraph in Section 6.2.3, *Incompatible Land Uses*, on page 128 is revised as follows:

As shown in this table, 273 dwelling units, 569 residents, and 2 noise-sensitive uses would experience significant noise increases under this alternative in 2005; and 6,234 units, 16,028 residents, and ~~36~~ 35 noise-sensitive uses would experience significant noise increases in 2015.

28. Table 35, Alternative A 2005 Listing of Significantly Impacts Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.2.3, *Incompatible Land Uses*, on page 136 has been revised. Please see the revised table.

Table 35

**Alternative A 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Archdiocese of LA Education & Welfare Corp.						
St. Bernard High School	9100 Falmouth Ave.	City of Los Angeles	X		4118012001	PVS007
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	X	x	4123006025	PVS107
Subtotal: 2						
Schools, Public						
Hillcrest Continuation School	Unknown	City of Inglewood	X		4018021902	PBS047
Inglewood High School	Unknown	City of Inglewood	X		4020016900	PBS050
Lennox Middle School	Unknown	City of Los Angeles	X		4039009902	PBS091
Subtotal: 3						
Churches						
Hart Evangelistic Musical	3141 W. Manchester Blvd.	City of Inglewood	X		4011025011	CH221
Strait-Way Apostolic Church Inc.	102 E. Kelso St.	City of Inglewood	X		4021018028	CH470
Subtotal: 2						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3101 W. Manchester Blvd.	City of Inglewood	X		4011025007	NH012
Urban Healthcare Project Inc.	3425 W. Manchester Blvd.	City of Inglewood	X		4011024026	NH040
Subtotal: 2						
Parks						
Carl E. Nielson Youth Park	Unknown	City of Los Angeles	X	*	4123018026	PRK02
LA County Jesse Owens County Park	9637 S. Western Ave.	City of Los Angeles	X		6057010901	PRK56
State of California Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	X		4131028901	PRK65
Westchester Municipal Golf Course	Unknown	City of Los Angeles	X		4122022930	PRK68
Subtotal: 4 3						
Libraries						
Subtotal: 0						
Total: 13 12						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

F-C. Errata

29. Table 36, Alternative A 2015 Listing of Significantly Impacts Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.2.3, *Incompatible Land Uses*, on page 137 has been revised. Please see the revised table.

Table 36

**Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Brady & Margaret Johnson						
Anthony's Preschool	8708 Crenshaw Blvd.	City of Inglewood		X	4026001024	PVS028
Calvary Christian School	2225 W. Manchester Blvd.	City of Inglewood	X	X	4010035011	PVS106
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	X	X	4123006025	PVS107
Faith Lutheran Church School	3300 W. 85th St.	City of Inglewood	X		4011024024	PVS108
Michael Hale Wit Child Center	121 W. Arbor Vitae St.	City of Inglewood		X	4022029013	PVS070
Morningside United Church of Christ	8721 S. 8th Ave.	City of Inglewood		X	4026001022	PVS073
Musical Hart Evangelistic Assn. Inc.	8451 Crenshaw Blvd.	City of Inglewood	X		4011026022	PVS074
Peter & Grace Grande	917 La Brea Dr.	City of Inglewood	X	X	4024019028	PVS079
University of West Los Angeles	750 Isis Ave.	City of Inglewood		X	4126016020	PBS114
Subtotal: 8						
Schools, Public						
Boulah Beulah Payne Elementary School	214 W. Arbor Vitae St.	City of Inglewood	X	X	4023039901	PBS017
Buford Elementary School	Unknown	County of Los Angeles		X	4039023901	PBS019
Clyde Woodworth Elementary/						
Albert Monroe Middle School	Unknown	City of Inglewood	X		4030033900	PBS026
Inglewood High School	Unknown	City of Inglewood	X		4020016900	PBS050
Kelso Elementary School	Unknown	City of Inglewood		X	4021037900	PBS059
Lennox Middle School	Unknown	County of Los Angeles	X		4039009902	PBS091
Morningside High School	Unknown	City of Inglewood	X		4030033901	PBS140
Oak Street Elementary School	Unknown	City of Inglewood		X	4022002900	PBS105
University of West Los Angeles	750 Isis Ave.	City of Inglewood		X	4126016020	PBS114
Subtotal: 9 8						
Churches						
Church of God Pentecostal Inc.	733 S. Grevillea Ave.	City of Inglewood		X	4022028026	CH082
Council of Rehoboth Christian	226 E. Spruce Ave.	City of Inglewood		X	4021030006	CH100
First Apostolic Church of Inglewood	317 S. La Brea Ave.	City of Inglewood	X		4021015002	CH150
Good Shepherd Lutheran Church	902 Maple St.	City of Inglewood	X	X	4024019029	CH193
Hart Evangelistic Musical	3141 W. Manchester Blvd.	City of Inglewood	X		4011025011	CH221
Holy Pilgrim Temple Church	8459 S. Western Ave.	City of Los Angeles	X	X	6035025001	CH239
Inglewood Church of Christ	324 Nectarine St.	City of Inglewood	X		4020011006	CH251
Inglewood Friends Church	800 S. Oak St.	City of Inglewood		X	4022006027	CH255
International Church of Foursquare Gospel	310 E. Arbor Vitae St.	City of Inglewood	X	X	4024017014	CH256
Jamat-E-Masjidul Islam Inc.	311 E. Arbor Vitae St.	City of Inglewood	X	X	4024003024	CH266
Morningside Congregation	8471 S. Van Ness Ave.	City of Inglewood	X	X	4010029002	CH321
Morningside United Church of Christ	8722 Crenshaw Blvd.	City of Inglewood		X	4026001010	CH322
Prairie Congregation	3406 W. Manchester Blvd.	City of Inglewood		X	4025005029	CH383
Southside Church of Christ	1655 W. Manchester Ave.	City of Los Angeles	X	X	6034030041	CH453
Subtotal: 14						
Hospitals						
Desco Health Care Inc.	812 S. Osage Ave.	City of Inglewood	X	X	4024007025	HOS10
Subtotal: 1						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	City of Inglewood	X		4011025007	NH012
Urban Healthcare Project Inc.	3425 W. Manchester Blvd.	City of Inglewood	X		4011024026	NH040
Subtotal: 2						
Parks						
Ashwood Park	Unknown	City of Inglewood	X	X	4018017900	PRK01

Table 36

**Alternative A 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Carl E. Nielson Youth Park	Unknown	City of Los Angeles	X	X	4123018926	PRK02
Inglewood City Darby Park	3400 W. Arbor Vitae St.	City of Inglewood	X	X	4025011900	PRK43
Inglewood City Grevillea Park	231 S. Grevillea Ave.	City of Inglewood	X		4021015901	PRK41
LA City St. Andrews Recreation Park	8701 St. Andrews Pl.	City of Los Angeles	X	X	6036009900	PRK45
LA County Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	X		4037005900	PRK52
State of California Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	X	X	4131028901	PRK65
Vista Del Mar Park	Unknown	City of Los Angeles		X	Unknown	PRK67
Westchester Municipal Golf Course	Unknown	City of Los Angeles	X		4122022930	PRK68
Subtotal: 9 8						
Libraries						
Inglewood City Library	3202 W. 85th St.	City of Inglewood	X		4011025900	LIB04
Subtotal: 1						
Total: 44– 42						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

30. The first sentence of the first paragraph under the heading, City of Los Angeles, in Section 6.2.3, *Incompatible Land Uses*, on page 138 is revised as follows:

Under Alternative A, the total area within the City of Los Angeles exposed to 65 dB CNEL noise levels would increase by 525 acres in 2005 and by ~~32~~ 30 acres in 2015.

31. The fourth sentence of the paragraph under the heading, City of Inglewood, in Section 6.2.3, *Incompatible Land Uses*, on page 139 is revised as follows:

Within the City of Inglewood, there would be 351 units, 1,094 residents, and 6 noise-sensitive use newly exposed to 65 dB CNEL or higher noise levels in 2005; and 2,133 units, 5,616 residents, and ~~22~~ 21 noise-sensitive use newly exposed in 2015. In addition, there would be no areas within the City of Inglewood exposed to an increase of 1.5 dB in 2005; however 4,154 units, 11,216 residents, and ~~25~~ 20 noise-sensitive uses would experience such an increase in 2015.

32. Table 41, Alternative B CNEL Noise Contours Total Area Within Each Jurisdiction, in Section 6.3.3, *Incompatible Land Uses*, on page 148 is revised as follows:

Table 41								
Alternative B CNEL Noise Contours Total Area Within Each Jurisdiction								
	65-70 dB Acres		70-75 dB Acres		>75 dB Acres		Total	
	2005	2015	2005	2015	2005	2015	2005	2015
LA City	1,591.52	1,678.41	3,108.83	2,659.62	3,995.23	4,573.36	8,695.58	8,911.09
	997.54	1,197.41	1,621.11	1,551.09	2,023.94	2,310.86	4,642.59	5,059.36
	(593.98)	(480.70)	(1,487.72)	(1,108.53)	(1,971.29)	(2,262.50)	(4052.99)	(3,851.73)
LA County	205.18	398.29	220.91	252.18	7.07	9.43	433.16	659.90
	(4.06)	(4.06)	(1.92)	(2.70)		(0.06)	(5.98)	(6.82)
El Segundo	243.68	260.40	90.95	42.85	0.00	0.00	334.63	303.25
Inglewood	1,148.16	1,693.44	173.09	336.83	0.00	7.61	1,321.25	2,037.88
	(0.01)		(7.32)	(6.95)		(0.44)	(7.33)	(7.39)
Hawthorne	0.00	3.07	0.00	0.00	0.00	0.00	0.00	3.07
Total Area	3,188.54	4,033.34	3,593.78	3,291.48	4,002.30	4,590.40	10,784.62	11,915.19
	2,590.49	3,548.55	2,096.82	2,173.30	2,031.01	2,327.40	6,718.32	8,049.25
	(598.05)	(484.76)	(1,496.96)	(1,118.18)	(1,971.29)	(2,263.00)	(4066.30)	(3,865.94)

() indicates on-airport

Source: Landrum & Brown; Psomas, 2000.

33. The first sentence of the paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.3.3, *Incompatible Land Uses*, on page 150 is revised as follows:

Under Alternative B, the total area exposed to 65 dB CNEL noise levels would be reduced by 65 acres in 2005, and *would increase* by 4,065,818 acres with full plan implementation in 2015 (based on a comparison of **Table 41** against **Table 12**).

34. The fourth sentence of the second paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.3.3, *Incompatible Land Uses*, on page 151 is revised as follows:

As shown in this table, 2,082 units, 6,188 residents, and 16 noise-sensitive uses would be newly exposed under this alternative in 2005; and 7,810 units, 24,368 residents, and 49,48 noise-sensitive uses would be newly exposed in 2015.

35. The fourth sentence of the fifth paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.3.3, *Incompatible Land Uses*, on page 152 is revised as follows:

As shown in this table, 2,168 units, 7,049 residents, and 7 noise-sensitive uses would be newly exposed under this alternative in 2005; and 11,837 units, 37,312 residents, and 75,73 noise-sensitive uses would be newly exposed in 2015.

36. Table 46, Alternative B 2005 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.3.3, *Incompatible Land Uses*, on page 159 has been revised. Please see the revised table.

Table 46

**Alternative B 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Michael Hale-Wit Child Center	121 W. Arbor Vitae St.	Inglewood	x	x	4022029013	PVS070
Morningside United Church of Christ	8721 S. 8th St.	Inglewood	x		4026001022	PVS073
Brady & Margaret Johnson						
Anthony's Preschool	8708 Crenshaw Blvd.	Inglewood	x		4026001024	PVS028
Paul & Willa Devan Training						
Research Foundation Head Start	4949 W. 104th St.	County of Los Angeles		x	4038014006	PVS077
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
Escuela de Montessori	8740 La Tijera	City of Los Angeles	x		4123006025	PVS107
University of West Los Angeles	750 Isis Ave.	Inglewood		x	4126016020	PBS114
Subtotal: 6 7						
Schools, Public						
Hillcrest Continuation	Unknown	Inglewood	x		4018021902	PBS047
Inglewood High	Unknown	Inglewood	x		4020016900	PBS050
Boulah <i>Beulah</i> Payne Elementary	214 W. Arbor Vitae St.	Inglewood	x	x	4023039901	PBS017
Felton Elementary	Unknown	County of Los Angeles		x	4038029905	PBS035
University of West Los Angeles	750 Isis Ave.	Inglewood		x	4126016020	PBS114
Subtotal: 5						
Churches						
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x		4021018028	CH470
Inglewood Friends Church	800 S. Oak St.	Inglewood		x	4022006027	CH255
Church of God Pentecostal	733 S. Grevillea Ave.	Inglewood		x	4022028026	CH082
Prairie Congregation	3406 W. Manchester Blvd.	Inglewood	x		4025005029	CH383
Morningside United Church of Christ	8722 Crenshaw Blvd.	Inglewood	x		4026001010	CH322
Alfredo Figueroa	4060 W. Century Blvd.	Inglewood	x		4034004023	CH006
Subtotal: 7						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	x		4011024026	NH040
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x		4011025007	NH012
Subtotal: 2						
Parks						
LA County	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
Subtotal: 1						
Libraries						
Subtotal: 0						
Total: 21						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

37. Table 47, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.3.3, *Incompatible Land Uses*, on pages 160-161 has been revised. Please see the revised table.

Table 47

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Calvary Christian School	2225 W. Manchester Blvd.	Inglewood	x	x	4010035011	PVS106
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church School	3300 W. 85th St.	Inglewood	x	x	4011024024	PVS108
Brady & Margaret Johnson Anthony's Preschool	8708 Crenshaw Blvd.	Inglewood	x	x	4026001024	PVS028
Brady & Margaret Johnson Jr. K. Anthony Elementary School	8420 Crenshaw Blvd.	Inglewood	x	x	4011027004	PVS029
Gerald & Cathleen McAlevy Inglewood Christian School	4656 W. Century Blvd. 215 E. Hillcrest Blvd.	Inglewood Inglewood	*	* x	4036006017 4021017008	PVS045 PVS051
Jeff D. & Baahsa K Johnson Jr. Debbie's Child Development Center	521 S. Osage Ave.	Inglewood		x	4021037039	PVS055
Juan and Irma Aguilar	9630 S. Western Ave.	City of Los Angeles	x		6055022032	PVS058
Michael Hale Wit Child Center Morningside United Church of Christ	121 W. Arbor Vitae St.	Inglewood	x	x	4022029013	PVS070
	8721 S. 8th Ave.	Inglewood	x	x	4026001022	PVS073
Musical Hart Evangelistic Association	8451 Crenshaw Blvd.	Inglewood	x	x	4011026022	PVS074
Paul & Wila Devan Research Foundation Head Start	4949 W. 104th St.	Inglewood		x	4038014006	PVS077
Providence Missionary Baptist	9600 S. Western Ave.	City of Los Angeles	x	x	6055022028	PVS081
Raymond & Carolyn Wilder Tender Care Child Development Center	336 E. Spruce Ave.	Inglewood		x	4021029009	PVS083
University of West Los Angeles	750 Isis Ave.	Inglewood		x	4126016020	PBS114
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 15						
Schools, Public						
Albert Monroe Middle	Unknown	Inglewood	x	x	4030033902	Unknown
Boulah Beulah Payne Elementary	214 W. Arbor Vitae St.	Inglewood	x	x	4023039901	PBS017
Buford Elementary	Unknown	County of Los Angeles		x	4039023901	PBS019
Clyde Woodworth Elementary	Unknown	Inglewood	x	x	4030033900	PBS026
Felton Elementary	Unknown	County of Los Angeles		x	4038029905	PBS035
Hillcrest Continuation	Unknown	Inglewood	x	x	4018021902	PBS047
Inglewood High	Unknown	Inglewood	x	x	4020016900	PBS050
Jefferson Elementary	Unknown	County of Los Angeles		x	4036007900	PBS055
Kelso Elementary	Unknown	Inglewood		x	4021037900	PBS059
Lennox Middle	Unknown	County of Los Angeles	x	x	4039009902	PBS091
Loyola Village Elementary	Unknown	City of Los Angeles	x		4119029900	PBS099
Manhattan Place Elementary	Unknown	City of Los Angeles	x	x	6057010900	PBS101
Moffet Elementary	Unknown	County of Los Angeles	x	x	4035008902	PBS102
Oak Street Elementary	Unknown	Inglewood		x	4022002900	PBS105
University of West Los Angeles	750 Isis Ave.	Inglewood		*	4126016020	PBS144
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		*	4126019009	PBS146
Morningside High	Unknown	Inglewood	x	x	4030033901	PBS140
Subtotal: 47 15						
Churches						
Alfredo Figueroa	4060 W. Century Blvd.	Inglewood	x	x	4034004023	CH006
Central Baptist Church	3120 W. 108th St.	Inglewood	x	x	4031004014	CH069
Church of God Pentecostal	733 S. Grevillea Ave.	Inglewood		x	4022028026	CH082
Council of Rehoboth Christian	226 E. Spruce Ave.	Inglewood		x	4021030006	CH100
Ernesto & Elsa Ballesteros	442 S. Grevillea Ave.	Inglewood		x	4021018018	CH132

Table 47

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
First Apostolic Church of Inglewood	425 S. La Brea Ave.	Inglewood		x	4021019011	CH151
First Baptist Church of Westchester	6069 W. Manchester Ave.	City of Los Angeles	x	x	4107023012	CH157
First Methodist Church of Inglewood	411 E. Kelso St.	Inglewood		x	4021029069	CH164
Greater New Bethel Baptist Church	601 E. 99th St.	Inglewood	x	x	4024043029	CH213
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x	x	4011025011	CH221
Holy Pilgrim Temple Church	8459 S. Western Ave.	Los Angeles	x	x	6035025001	CH239
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251
Inglewood Friends Church	800 S. Oak St.	Inglewood		x	4022006027	CH255
LA Baptist Cy Mission Society	11044 S. Freeman Ave.	County of Los Angeles	x	x	4035010024	CH282
Lennox Blvd. Community Methodist Church	4548 Lennox Blvd.	County of Los Angeles		x	4037009032	CH289
Lennox Congregation	10928 Hawthorne Blvd.	County of Los Angeles	x	x	4035002019	CH290
Morningside Congregation	8471 Van Ness Ave.	Inglewood	x	x	4010029002	CH321
Morningside United Church of Christ	8722 Crenshaw Blvd.	Inglewood	x	x	4026001010	CH322
New Mount Pleasant Baptist Church	429 Grevillea Ave.	Inglewood		x	4020027038	CH343
Prairie Congregation	3406 W. Manchester Blvd.	Inglewood	x	x	4025005029	CH383
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x	x	4021018028	CH470
Tikvah Congregation Bnai	8620 Belford Ave.	City of Los Angeles	x	x	4125013021	CH481
Westchester Assembly of God	8606 Wiley Post Ave.	City of Los Angeles	x	x	4123014032	CH518
<i>Juan and Irma Aguilar</i>	<i>9630 S. Western Ave.</i>	<i>City of Los Angeles</i>	<i>x</i>		<i>6055022032</i>	<i>CH533</i>
Subtotal: -24 25						
Hospitals						
Robert & Richard Binkert	416 E. 99th St.	Inglewood	x	x	4024038040	HOS15
Subtotal: 1						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	X	x	4011025007	NH012
Klokke Corp.	220 W. Manchester Blvd.	Inglewood	X	x	4020017028	NH019
Ollie Miller	9617 S. Van Ness Ave.	Inglewood	X	x	4027029022	NH026
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	X	x	4011024026	NH040
Subtotal: 4						
Parks						
Ashwood Park	Unknown	Inglewood	X	x	4018017900	PRK01
Inglewood City Grevillea Park	231 S. Grevillea	Inglewood	X	x	4021015901	PRK41
Los Angeles City						
St. Andrews Recreation Park	8701 St. Andrews Pl.	City of Los Angeles	X	x	6036009900	PRK45
Los Angeles County Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	X	x	4037005900	PRK52
Los Angeles County						
Jesse Owens County Park	9637 S. Western Ave.	City of Los Angeles	X	x	6057010901	PRK56
Westchester Recreation Center	Unknown	City of Los Angeles	X	x	4122022928	Unknown
Subtotal: 6						
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	X	X	4011025900	LIB04
Subtotal: 1						
Total: 68 67						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Table 47

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
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Source: Landrum & Brown; Psomas; PCR, 2000.

38. The first sentence of the first paragraph under the heading, City of Los Angeles, in Section 6.3.3, *Incompatible Land Uses*, on page 162 is revised as follows:

Under Alternative B, the total area within the City of Los Angeles exposed to 65 dB CNEL noise levels would increase by 241 acres in 2005 and by ~~330~~ 97 acres in 2015.
39. The last sentence of the second paragraph under the heading, County of Los Angeles, in Section 6.3.3, *Incompatible Land Uses*, on page 162 is revised as follows:

In addition, there would be 730 units, 3,118 residents, and 2 noise-sensitive uses exposed to an increase of 1.5 dB in 2005; and 2,547 units, 10,663 residents, and ~~42~~ 10 noise-sensitive uses exposed in 2015.
40. The fourth and fifth sentences of the paragraph under the heading, City of Inglewood, in Section 6.3.3, *Incompatible Land Uses*, on page 167 are revised as follows:

Within the City of Inglewood, there would be 1,244 units, 3,551 residents, and 14 noise-sensitive use newly exposed to 65 dB CNEL or higher noise levels in 2005; and 4,572 units, 13,403 residents, and ~~32~~ 31 noise-sensitive use newly exposed in 2015. In addition, there would be 1,114 units, 3,261 residents, and 5 noise-sensitive use exposed to an increase of 1.5 dB CNEL in 2005; and 7,656 units, 22,633 residents, and ~~54~~ 45 noise-sensitive uses exposed in 2015.
41. The first sentence of the first paragraph under the heading, Noise (Compared to No Action/No Project Alternative), in Section 6.3.3, *Incompatible Land Uses*, on page 167 is revised as follows:

Under Alternative B, the total area exposed to 65 dB CNEL noise levels would increase by 661 acres in 2005, and by ~~4,237~~ 1,336 acres with full plan implementation in 2015 (based on a comparison of **Table 41** against **Table 16**).
42. The third and fourth sentences of the second paragraph under the heading, Noise (Compared to No Action/No Project Alternative), in Section 6.3.3, *Incompatible Land Uses*, on page 167 are revised as follows:

As shown in this table, 1,290 units, 3,530 residents, and 13 noise-sensitive uses would be newly exposed under this alternative in 2005; and 7,751 units, 23,365 residents, and ~~44~~ 42 noise-sensitive uses would be newly exposed in 2015. Impacts on noise-sensitive uses within these areas are considered potentially significant.
43. The fourth and fifth sentences of the first paragraph under the heading, Noise (Compared to No Action/No Project Alternative), in Section 6.3.3, *Incompatible Land Uses*, on page 168 are revised as follows:

As shown in this table, 447 units, 942 residents, and 2 noise-sensitive uses would be newly exposed under this alternative in 2005; and 11,468 units, 35,780 residents, and ~~74~~ 69 noise-sensitive uses would be newly exposed in 2015. For these uses, impacts would also be considered potentially significant.
44. Table 51, Alternative B 2005 Listing of Significantly Impacted Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.3.3, *Incompatible Land Uses*, on page 172 has been revised. Please see the revised table.

Table 51

**Alternative B 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Archdiocese of Los Angeles						
Education and Welfare						
<i>St. Bernard High School</i>	9100 Falmouth Ave.	City of Los Angeles	x		4118012001	PVS007
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
Subtotal: 3						
Schools, Public						
Boulay <i>Beulah</i> Payne Elementary	214 W Arbor Vitae	Inglewood	x		4023039901	PBS017
Hillcrest Continuation	Unknown	Inglewood	x		4018021902	PBS047
Inglewood High	Unknown	Inglewood	x		4020016900	PBS050
Lennox Middle	Unknown	County of Los Angeles	x		4039009902	PBS091
Subtotal: 4						
Churches						
Hart Evangelistic Musical Church	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x		4021018028	CH470
Subtotal: 2						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x		4011025007	NH012
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	x		4011024026	NH040
Subtotal: 2						
Parks						
Los Angeles County						
<i>Jesse Owens County Park</i>	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
State of California						
<i>Dockweiler Beach State Park</i>	Vista Del Mar	City of Los Angeles	x		4131028901	PRK65
Subtotal: 2						
Libraries						
Subtotal: 0						
Total: 13						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

F-C. Errata

45. Table 52, Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.3.3, *Incompatible Land Uses*, on page 172 has been revised. Please see the revised table.

Table 52

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Calvary Christian	2225 W. Manchester Blvd.	Inglewood	x	x	4010035011	PVS106
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x	x	4011024024	PVS108
Archdiocese of Los Angeles Education and Welfare						
St. Bernard High School	9100 Falmouth Ave.	City of Los Angeles	x	x	4118012001	PVS007
Brady & Margaret Johnson Jr.						
K Anthony Elementary School	8420 Crenshaw Blvd.	Inglewood	x	x	4011027004	PVS029
Gerald & Kathleen McAlevy	4656 W. Century Blvd.	Inglewood	*	*	4036005017	PVS045
Inglewood Christian	215 E. Hillcrest Blvd.	Inglewood		x	4021017008	PVS051
Jeff D. & Baasha K. Johnson Jr.						
Debbie's Child Development Center	521 Osage Ave.	Inglewood		x	4021037039	PVS055
Juan & Irma Aguilar	9630 S. Western Ave.	City of Los Angeles	*		6055022032	PVS058
Musical Hart Evangelistic Assn.	8451 Crenshaw Blvd.	Inglewood	x	x	4011026022	PVS074
Paula & Willa Devan						
Training Research Foundation Head Start	4949 W. 104th St.	County of Los Angeles		x	4038014006	PVS077
Providence Missionary Baptist	9600 S. Western Ave.	City of Los Angeles	x		6055022028	PVS081
Raymond & Carol Wilder						
Tender Care Child Development Center	336 E. Spruce Ave.	Inglewood		x	4021029009	PVS083
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 43 12						
Schools, Public						
Albert Monroe Middle	Unknown	Inglewood	x	x	4030033902	Unknown
Buford Elementary	Unknown	County of Los Angeles		x	4039023901	PBS019
Clyde Woodworth Elementary	Unknown	Inglewood	x	x	4030033900	PBS026
Felton Elementary	Unknown	County of Los Angeles		x	4038029905	PBS035
Hillcrest Continuation	Unknown	Inglewood		x	4018021902	PBS047
Inglewood High	Unknown	Inglewood	x	x	4020016900	PBS050
Jefferson Elementary	Unknown	County of Los Angeles		x	4036007900	PBS055
Kelso Elementary	Unknown	Inglewood		x	4021037900	PBS059
Lennox Middle	Unknown	County of Los Angeles	x	x	4039009902	PBS091
Loyola Village Elementary	Unknown	City of Los Angeles	x	x	4119029900	PBS099
Manhattan Place Elementary	Unknown	City of Los Angeles	x		6057010900	PBS101
Moffet Elementary	Unknown	County of Los Angeles	x	x	4035008902	PBS102
Oak St. Elementary	Unknown	Inglewood		x	4022002900	PBS105
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		*	4126019009	PBS116
Westchester High & Magnet Center	Unknown	City of Los Angeles	x	x	4119001904	PBS121
Morningside High	Unknown	Inglewood	x	x	4030033901	PBS140
Subtotal: 46 15						
Churches						
Alfredo Figueroa	4060 W. Century Blvd.	Inglewood		x	4034004023	CH006
Central Baptist Church	3129 W. 108th St.	Inglewood	x	x	4031004014	CH069
Council of Rehoboth Christian	226 E. Spruce St.	Inglewood		x	4021030003	CH100
Ernesto & Elsa Ballesteros	422 S. Grevillea Ave.	Inglewood		x	4021018018	CH132
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
First Apostolic Church of Inglewood	425 S. La Brea Ave.	Inglewood		x	4021019011	CH151
First Baptist Church of Westchester	6069 W. Manchester Ave.	City of Los Angeles	x	x	4107023012	CH157
First Methodist Church of Inglewood	411 E. Kelso St.	Inglewood		x	4021029069	CH164
Good Shepherd Church Assembly of God	4454 Lennox Blvd.	County of Los Angeles		x	4037013025	CH190
Greater New Bethel Baptist Church	601 E. 99th St.	Inglewood	x	x	4024043029	CH213
Hart Evangelistic Musical	3141 W. Manchester Ave.	Inglewood	x	x	4011025011	CH221
Holy Pilgrim Temple Church	8459 Western Ave.	City of Los Angeles	x	x	6035025001	CH239
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251

Table 52

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
<i>Juan & Irma Aguilar</i>	9630 S. Western Ave.	City of Los Angeles	x		6055022032	PVS058 CH533
Los Angeles Baptist CY Mission Society	11044 S. Freeman Ave.	County of Los Angeles	x	x	4035010024	CH282
Lennox Blvd. Community Methodist Church	4548 Lennox Blvd.	County of Los Angeles		x	4037009032	CH289
Lennox Congregation	10928 Hawthorne Blvd.	County of Los Angeles	x	x	4035002019	CH290
Morningside Congregation	8471 S. Van Ness Ave.	Inglewood	x	x	4010029002	CH321
New Mount Pleasant Baptist Church	429 Grevillea Ave.	Inglewood		x	4020027038	CH343
Prairie Congregation	3406 W. Manchester Blvd.	Inglewood		x	4025005029	CH383
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood		x	4021018028	CH470
Tikvah Congregation Bnai	8620 Belford Ave.	City of Los Angeles	x	x	4125013021	CH481
Westchester Assembly of God	8606 Wiley Post Ave.	City of Los Angeles	x	x	4123014032	CH581
Subtotal: 22 23						
Hospitals						
Robert & Richard Binkert	416 E. 99th St.	Inglewood	x	x	4010035011	HOS15
Subtotal: 1						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x	x	4011025007	NH012
Klokke Corp.	220 W. Manchester Blvd.	Inglewood	x	x	4020017028	NH019
Ollie Miller	9617 S. Van Ness Ave.	Inglewood	x	x	4027029022	NH026
Urban Healthcare Project	3425 W. Manchester	Inglewood	x	x	4011024026	NH040
Subtotal: 4						
Parks						
Ashwood Park	Unknown	Inglewood	x	x	4018017900	PRK01
Inglewood City Grevillea Park	231 S. Grevillea Ave.	Inglewood	x	x	4021015901	PRK41
Los Angeles City St. Andrews Recreation Park	8701 St. Andrews Pl.	City of Los Angeles	x		6036009900	PRK45
Los Angeles County Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	x	x	4037005900	PRK52
Los Angeles County Jesse Owens County Park	9637 S. Western Ave.	City of Los Angeles	x	x	6057010901	PRK56
State of California Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	x	x	4131028901	PRK65
Westchester Recreation Center	Unknown	City of Los Angeles	x	x	4122022928	Unknown
Subtotal: 7						
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	x	x	4011025900	LIB04
Subtotal: 1						
Total: 64- 63						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

46. The first sentence of the first paragraph under the heading, City of Los Angeles, in Section 6.3.3, *Incompatible Land Uses*, on page 175 is revised as follows:

Under Alternative B, the total area within the City of Los Angeles exposed to 65 dB CNEL noise levels would increase by 731 acres in 2005 and by ~~365~~ 477 acres in 2015.

47. The last sentence of the second paragraph under the heading, City of Los Angeles, in Section 6.3.3, *Incompatible Land Uses*, on page 175 is revised as follows:
- In addition, there would be 447 units, 942 residents, and 2 noise-sensitive uses exposed to an increase of 1.5 dB CNEL in 2005; and 2,831 units, 6,065 residents, and 44 11 noise-sensitive uses exposed in 2015.
48. The last sentence of the paragraph under the heading, County of Los Angeles, in Section 6.3.3, *Incompatible Land Uses*, on page 175 is revised as follows:
- In addition, there would be no new residential or noise-sensitive uses exposed to 1.5 dB CNEL increases in 2005, and 2,845 units, 11,955 residents, and 43 11 noise-sensitive uses would be exposed to a 1.5 dB CNEL increase in 2015.
49. The fourth and fifth sentences of the paragraph under the heading, City of Inglewood, in Section 6.3.3, *Incompatible Land Uses*, on page 175 are revised as follows:
- Within the City of Inglewood, there would be 383 units, 1,178 residents, and 8 noise-sensitive use newly exposed to 65 dB CNEL or higher noise levels in 2005; and 3,654 units, 10,930 residents, and 24 22 noise-sensitive use newly exposed in 2015. In addition, there would be no areas within the City of Inglewood exposed to an increase of 1.5 dB in 2005; however 5,786 units, 17,826 residents, and 44- 37 noise-sensitive uses would experience such an increase in 2015.
50. Table 55, Alternative C (2005, 2015) CNEL Noise Contours Total Area Within Each Jurisdiction, in Section 6.4.3, *Incompatible Land Uses*, on page 180 has been revised. Please see the revised table.

Table 55

**Alternative C (2005, 2015) CNEL Noise Contours
Total Area Within Each Jurisdiction**

	65-70 dB Acres		70-75 dB Acres		>75 dB Acres		Total	
	2005	2015	2005	2015	2005	2015	2005	2015
LA City	1,875.57	1,888.64	2,835.34	3,133.92	3,910.27	3,999.84	8,624.18	9,022.37
	1,202.64	1,193.90	1,508.61	1,622.44	1,964.89	2,007.96	4,676.14	4,824.30
	(672.93)	(694.74)	(1,326.73)	(1,511.48)	(1,945.38)	(1,991.85)	(3,945.04)	(4,198.07)
LA County	199.22	219.76	218.52	222.03	6.95	13.13	424.69	454.92
El Segundo	240.42	236.60	90.99	84.43	0.00	0.00	331.41	321.03
Inglewood	1,191.73	1,265.13	162.04	218.66	0.00	0.00	1,353.77	1,483.79
	(3.26)	(0.55)	(12.05)	(12.94)			(15.31)	(13.49)
Hawthorne	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Area	3,506.94	3,610.13	3,306.89	3,659.04	3,917.22	4,012.94	10,731.05	11,282.11
	2,830.75	2,914.84	1,968.11	2,134.62	1,971.84	2,021.09	6,770.70	7,070.55
	(676.19)	(695.29)	(1,338.78)	(1,524.42)	(1,945.38)	(1,991.85)	(3,960.35)	(4,211.56)

() indicates on-airport

Note: LA City and Inglewood acres include on-airport acres.

Acres totals may not add due to rounding.

Source: Landrum & Brown; Psomas, 2000.

51. The first sentence of the paragraph under the heading, Noise (Compared to 1996 Baseline Conditions), in Section 6.4.3, *Incompatible Land Uses*, on page 182 is revised as follows:
- Under Alternative C, the total area exposed to 65 dB CNEL noise levels would be reduced by 119.49 acres in 2005, and ~~increase by 431.56~~ *would be reduced by 160.51* acres with full plan implementation in 2015 (based on a comparison of **Table 55** against **Table 12**).

52. Table 60, Alternative C 2005 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.4.3, *Incompatible Land Uses*, on page 191 has been revised. Please see the revised table.

Table 60

**Alternative C 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Michael Hale <i>Wit Child Center</i>	121 W. Arbor Vitae St.	Inglewood	x		4022029013	PVS070
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
<i>University of West Los Angeles</i>	<i>8911 Aviation Blvd.</i>	<i>Inglewood</i>		x	<i>4126019009</i>	<i>PBS116</i>
Subtotal: 3 4						
Schools, Public						
Hillcrest Continuation	Unknown	Inglewood	x	x	4018021902	PBS047
Inglewood High School	Unknown	Inglewood	x	x	4020016900	PBS050
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 3 2						
Churches						
Alfredo Figueroa	4060 W. Century Blvd.	Inglewood	x		4034004023	CH006
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251
Prairie Congregation	3406 W. Manchester Blvd.	Inglewood	x		4025005029	CH383
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x	x	4021018028	CH470
Subtotal: 6						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x		4011025007	NH012
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	x		4011024026	NH040
Subtotal: 2						
Parks						
Ashwood Park	Unknown	Inglewood	x	x	4018017900	PRK01
Inglewood City <i>Grevillea Park</i>	231 S. Grevillea Ave.	Inglewood	x	x	4021015901	PRK41
Los Angeles County						
<i>Jesse Owens County Park</i>	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
State of California						
<i>Dockweiler Beach State Park</i>	Vista Del Mar	City of Los Angeles		x	4131028901	PRK65
Subtotal: 4						
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	x		4131028901	LIB04
Subtotal: 1						
Total: 19						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

53. Table 61, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared to 1996 Baseline Conditions), in Section 6.4.3, *Incompatible Land Uses*, on page 192 has been revised. Please see the revised table.

Table 61

**Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Musical Hart Evangelistic Assn.	8451 Crenshaw Blvd.	Inglewood	x		4011026022	PVS074
Inglewood Christian	215 E. Hillcrest	Inglewood		x	4021017008	PVS051
Raymond & Carolyn Wilder Tender						
Care Child Development Center	336 E. Spruce Ave.	Inglewood		x	4021029009	PVS083
Michael Hale Wit Child Center	121 W. Arbor Vitae St.	Inglewood	x		4022029013	PVS070
Brady & Margaret Johnson						
Anthony's Preschool	8708 Crenshaw Blvd.	Inglewood	x		4026001024	PVS028
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 7 8						
Schools, Public						
Hillcrest Continuation	Unknown	Inglewood	x	x	4018021902	PBS047
Inglewood High School	Unknown	Inglewood	x	x	4020016900	PBS050
Boula Beulah Payne Elementary	214 W. Arbor Vitae St.	Inglewood	x		4023039901	PBS017
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 4 3						
Churches						
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251
New Mount Pleasant Baptist Church	429 S. Grevillea Ave.	Inglewood		x	4020027038	CH343
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
First Apostolic Church of Inglewood	425 S. La Brea Ave.	Inglewood		x	4021019011	CH151
Ernesto and Elsa Ballesteros	422 S. Grevillea Ave.	Inglewood		x	4021015002	CH132
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x	x	4021018028	CH470
Prairie Congregation	425 S. La Brea Ave.	Inglewood	x		4025005029	CH383
Morningside United Church of Christ	3406 W. Manchester Blvd.	Inglewood	x		4026001010	CH322
Alfredo Figueroa	4060 W. Century Blvd.	Inglewood	x		4034004023	CH006
Subtotal: 10						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	x		4011024026	NH040
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x		4011025007	NH012
Klokke Corp.	220 W. Manchester Blvd.	Inglewood	x	x	4020017028	NH019
Subtotal: 3						
Parks						
Ashwood Park	Unknown	Inglewood	x	x	4018017900	PRK01
Inglewood City Grevillea Park	231 S. Grevillea Ave.	Inglewood	x	x	4021015901	PRK41
Los Angeles County						
Jesse Owens County Park	9637 S. Western Ave.	Inglewood	x		6057010901	PRK56
Westchester Recreation Center	Unknown	City of Los Angeles	x	x	4122022928	Unknown
Subtotal: 4						

Table 61

**Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to 1996 Baseline Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	x		4011025900	LIB04
Subtotal: 1						
Total: 29						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2000.

54. The paragraph under the heading, City of Los Angeles, in Section 6.4.3, *Incompatible Land Uses*, on page 193 is revised as follows:

Under Alternative C, the total area within the City of Los Angeles exposed to 65 dB CNEL noise levels would increase by 136 acres in 2005 and would decrease by ~~441~~ 138 acres in 2015. In large part due to the No Action/No Project Alternative's acquisition of Manchester Square and Belford, the number of incompatible uses exposed to high noise levels would be reduced by 2,849 dwelling units, 5,368 residents, and 7 noise-sensitive uses in 2005, and by 2,215 units, 4,126 residents, and 5 noise-sensitive uses in 2015. Potentially significant impacts would occur where sensitive uses are newly exposed to 65 dB CNEL noise levels, or to increases of 1.5 dB within the 65 dB contour. Within the City of Los Angeles, there would be 458 units, 992 residents, and 2 noise-sensitive use newly exposed to 65 dB CNEL or higher noise levels in 2005, and 616 units, 1,343 residents, and 3 noise-sensitive use newly exposed in 2015. In addition, there would be 642 units, 1,371 residents, and 4 noise-sensitive uses exposed to an increase of 1.5 dB in 2005; and 958 units, 2,029 residents, and ~~3~~ 2 noise-sensitive uses exposed in 2015.

55. The last sentence of the first paragraph under the heading, City of Inglewood, in Section 6.4.3, *Incompatible Land Uses*, on page 194 is revised as follows:

In addition, there would be 689 units, 1,952 residents, and 9 noise-sensitive use exposed to an increase of 1.5 dB in 2005; and 1,122 units, 3,062 residents, and ~~45~~ 14 noise-sensitive uses exposed in 2015.

56. The first sentence of the first paragraph under the heading, Noise (Compared to No Action/No Project Alternative), in Section 6.4.3, *Incompatible Land Uses*, on page 194 is revised as follows:

Under Alternative C, the total area exposed to 65 dB CNEL noise levels would increase by 702 acres in 2005, and by ~~604~~ 357 acres with full plan implementation in 2015 (based on a comparison of **Table 55** against **Table 16**).

F-C. Errata

57. Table 65, Alternative C 2005 Listing of Significantly Impacted Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.4.3, *Incompatible Land Uses*, on page 203 has been revised. Please see the revised table.

Table 65

**Alternative C 2005 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Archdiocese of Los Angeles Education and Welfare Corp.						
St. Bernard High School	9100 Falmouth Ave.	City of Los Angeles	x		4118012001	PVS007
Inglewood Christian	215 E. Hillcrest Blvd.	Inglewood		x	4021017008	PVS051
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
University of West Los Angeles	8911 Aviation Blvd.	City of Inglewood		x	4126019009	PBS116
Subtotal: 4- 5						
Schools, Public						
Hillcrest Continuation	Unknown	Inglewood	x	x	4018021902	PBS047
Inglewood High	Unknown	Inglewood	x	x	4020016900	PBS050
Lennox Middle	Unknown	County of Los Angeles	x		4039009902	PBS091
University of West Los Angeles	8911 Aviation Blvd.	City of Inglewood		x	4126019009	PBS116
Westchester High & Magnet Center	Unknown	City of Los Angeles	x		4119001904	PBS121
Subtotal: 5 4						
Churches						
Ernesto & Elsa Ballesteros	422 S. Grevillea	Inglewood		x	4021018018	CH132
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251
Strait-Way Apostolic Church	102 E. Kelso St.	Inglewood	x	x	4021018028	CH470
Subtotal: 5						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Edward Gauthier Sr.	3201 W. Manchester St.	Inglewood	x		4011025007	NH012
Urban Healthcare Project	3425 W. Manchester St.	Inglewood	x		4011024026	NH040
Subtotal: 2						
Parks						
Ashwood Park	Unknown	Inglewood	x	x	4018017900	PRK01
Inglewood City Grevillea Park	231 S. Grevillea Ave.	Inglewood	x	x	4021015901	PRK41
Jesse Owens County Park	9637 S. Western Ave.	City of Los Angeles	x		6057010901	PRK56
Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	x		4131028901	PRK65
Subtotal: 4						
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	x		4011025900	LIB04
Subtotal: 1						
Total: 21						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Source: Landrum & Brown; Psomas; PCR, 2000.

58. Table 66, Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses (Compared No Action/No Project Alternative), in Section 6.4.3, *Incompatible Land Uses*, on page 204 has been revised. Please see the revised table.

Table 66

**Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Schools, Private						
Faith Lutheran Church	3300 W. 85th St.	Inglewood	x		4011024024	PVS108
Escuela de Montessori	8740 La Tijera Blvd.	City of Los Angeles	x	x	4123006025	PVS107
Musical Hart Evangelical Assn.	8451 Crenshaw Blvd.	Inglewood	x		4011026022	PVS074
Inglewood Christian	215 E. Hillcrest Blvd.	Inglewood		x	4021017008	PVS051
Raymond & Carolyn Wilder						
Tender Care Child Development Center	336 E. Spruce St.	Inglewood		x	4021029009	PVS083
Archdiocese of Los Angeles Education and Welfare						
St. Bernard High School	9100 Falmouth Rd.	City of Los Angeles	x		4118012001	PVS007
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 6 7						
Schools, Public						
Hillcrest Continuation	Unknown	Inglewood		x	4018021902	PBS047
Inglewood High	Unknown	Inglewood	x	x	4020016900	PBS050
Clyde Woodworth Elementary/Albert						
Monroe Middle	Unknown	Inglewood	x		4030033900	PBS026
Morningside High	Unknown	Inglewood	x		4030033901	PBS140
Lennox Middle	Unknown	County of Los Angeles	x		4039009902	PBS091
Westchester High & Magnet Center	Unknown	City of Los Angeles	x		4119001904	PBS121
University of West Los Angeles	8911 Aviation Blvd.	Inglewood		x	4126019009	PBS116
Subtotal: 7 6						
Churches						
Hart Evangelistic Musical	3141 W. Manchester Blvd.	Inglewood	x		4011025011	CH221
Inglewood Church of Christ	324 Nectarine St.	Inglewood	x	x	4020011006	CH251
New Mount Pleasant Baptist	429 S. Grevillea Ave.	Inglewood		x	4020027038	CH343
First Apostolic Church of Inglewood	317 S. La Brea Ave.	Inglewood	x	x	4021015002	CH150
Ernesto & Elsa Ballesteros	422 S. Grevillea	Inglewood		x	4021018018	CH132
Strait-Way Apostolic Church of Inglewood	102 E. Kelso	Inglewood		x	4021018028	CH470
First Apostolic Church of Inglewood	435 S. La Brea Ave.	Inglewood		x	4021019011	CH151
Subtotal: 7						
Hospitals						
Subtotal: 0						
Hospitals, Convalescent						
Urban Healthcare Project	3425 W. Manchester Blvd.	Inglewood	x	x	4011024026	NH040
Edward Gauthier Sr.	3201 W. Manchester Blvd.	Inglewood	x		4011025007	NH012
Klokke Corp.	220 W. Manchester Blvd.	Inglewood	x		4020017028	NH019
Subtotal: 3						
Parks						
Ashwood Park	Unknown	Inglewood	x	x	4018017900	PRK01
Inglewood City Grevillea Park	231 S. Grevillea Ave.,	Inglewood	x	x	4021015901	PRK41
Los Angeles County Lennox Park	Lennox Blvd./Condon Ave.	County of Los Angeles	x		4037005900	PRK52
State of California Dockweiler Beach State Park						
Westchester Recreation Center	Vista Del Mar	City of Los Angeles	x		4131028901	PRK65
	Unknown	City of Los Angeles	x	x	4122022928	Unknown
Subtotal: 4						

Table 66

**Alternative C 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to No Action/No Project Alternative)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Libraries						
Inglewood City Library	3202 W. 85th St.	Inglewood	x		4011025900	LIB04
Subtotal: 1						
Total: 28						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Source: Landrum & Brown; Psomas; PCR, 2000.

59. The paragraph under the heading, City of Los Angeles, in Section 6.4.3, *Incompatible Land Uses*, on page 205 is revised as follows:

Under Alternative C, the total area within the City of Los Angeles exposed to 65 dB CNEL noise levels would increase by 625 acres in 2005 and by ~~476~~ 242 acres in 2015. However, although acreage exposed would increase due to residential acquisition, the number of incompatible uses exposed to high noise levels would be reduced by 815 dwelling units and 1,626 residents in 2005, and by 429 units and 966 residents in 2015. Potentially significant impacts would occur where sensitive uses are newly exposed to 65 dB CNEL noise levels, or to increases of 1.5 dB within the 65 dB CNEL contour. Within the City of Los Angeles, there would be 735 units, 1,515 residents, and 5 noise-sensitive uses newly exposed to 65 dB CNEL or higher noise levels in 2005; and 1,204 units, 2,332 residents, and 5 noise-sensitive uses newly exposed in 2015. In addition, there would be 905 units, 1,935 residents, and 2 noise-sensitive uses exposed to an increase of 1.5 dB in 2005; and 1,161 units, 2,503 residents, and ~~3~~ 2 noise-sensitive uses exposed in 2015.

60. The last sentence of the first paragraph under the heading, City of Inglewood, in Section 6.4.3, *Incompatible Land Uses*, on page 206 is revised as follows:

In addition, there would be 830 units, 2,357 residents, and 11 noise-sensitive uses within the City of Inglewood exposed to an increase of 1.5 dB in 2005, and 1,172 units, 2,097 residents, and ~~45–14~~ noise-sensitive uses would experience such an increase in 2015.

Technical Report 5: Economic Impacts of Los Angeles International Airport and the LAX Master Plan Alternatives on the Los Angeles Regional Economy

1. The third paragraph in Section 5, *Economic Impacts of LAX and the LAX Master Plan EIS/EIR Alternatives*, on page 80 is revised as follows:

Construction-related economic impacts in Los Angeles County are also presented for each Alternative. These impacts were estimated ~~from the REMI~~ using the IMPLAN input-output model and are based on construction cost estimates prepared by the LAX Master Plan project team. The cost estimate line items, excluding land acquisition, were linked with their corresponding industry sectors in the ~~REMI~~ IMPLAN model. The model was then used to produce ~~year-by-year and cumulative~~ estimates of total economic output and employment for the expenditures associated with each Alternative.

2. Table 28, Direct LAX-Related Jobs in the 5-County So. California Region, No-Project Alternative, by REMI Model Sector, 1996, 2005 and 2015, in Section 5.1.3, *Employment Impacts*, on page 81 is revised as follows:

Table 28			
Direct LAX-Related Jobs in the 5-County So. California Region, No-Project Alternative, by REMI Model Sector, 1996, 2005 and 2015			
REMI Model Sector	Base Year 1996	No Action/No Project	
		2005	2015
Furniture Mfg.	5,688	5,275	5,037
Primary Metals Mfg.	3,438	3,043	2,431
Fabricated Metals Mfg.	10,889	9,672	7,984
Industrial Machinery Mfg.	38,992	36,840	24,348
Electronic Equipment. Mfg.	28,280	23,741	15,565
Transportation Equipment. Mfg.	53,278	52,578	49,463
Instruments Mfg.	51,340	44,585	32,327
Miscellaneous Mfg.	5,020	4,752	3,528
Food & Kindred Products Mfg.	1,559	1,552	1,284
Tobacco Products Mfg.	8	5	5
Textile Mill Products Mfg.	743	672	488
Apparel Mfg.	24,086	19,431	12,220
Paper Products Mfg.	1,597	1,626	1,293
Printing And Publishing	6,463	6,884	6,232
Chemical And Allied Prods. Mfg.	3,385	3,375	2,617
Rubber & Plastics Mfg.	6,653	7,347	6,006
Leather Mfg.	495	425	157
Local Interurban Passenger Transportation	7,476	8,582	7,479
Air Transportation	48,711	53,535	42,863
Eating/Drinking Establishments	33,990	43,601	41,876
Other Retail Trade	12,432	13,538	11,617
Hotels	31,369	46,680	43,213
Auto Repair Rental	5,345	6,584	6,041
Amusement & Recreation	26,436	30,549	26,035
Regional Total	407,670	424,968	350,110
Los Angeles County Total	327,683	347,710	294,237
City of Los Angeles Total	157,657	167,050	138,548
Total Annual Passengers (millions)	57.97	71.2	78.7
Total Annual Cargo Tons (millions)	1.9	3.1	3.1
Source: HR&A, Inc.			

3. Table 31, Order of Magnitude Cost Estimate for LAX Master Plan Alternative A (North Runway) (in millions of 1997\$), in Section 5.2.2, *Construction Impacts*, on page 83 is revised as follows:

Table 31

Order of Magnitude Cost Estimate for LAX Master Plan Alternative A (North Runway)
(in millions of 1997\$)

Cost Category	Amount
Airfield Facilities	
North Airfield	548
South Airfield	543
Subtotal	1,091
Terminal Facilities/Systems	
Central Terminal Area	734
West Terminal Area	4,104
Subtotal	4,838
Parking Facilities	852
Cargo Facilities	513
Ancillary Facilities	970
Land Acquisition/Relocation	856
Regional Transportation	
Roadways	2,071
Automatic People Mover	1,013
Transit	575
Subtotal	3,659
Total	\$12,779
<i>Total not including land acquisition and relocation</i>	<i>\$11,923</i>

Source: Landrum & Brown

4. The second paragraph in Section 5.2.2, *Construction Impacts*, on page 83 is revised as follows:

This expenditure translates into an estimated ~~97,836~~ 91,337 jobs¹ directly involved in construction of the improvements in Los Angeles County over the 16-year duration of the construction process. When the “multiplier” effect of these direct jobs is taken into account, the total employment impact in the County from the expenditure to construct LAX Master Plan Alternative A is ~~211,507~~ 191,465 jobs². The direct expenditure of \$11.9 billion (1997 \$) to construct Alternative A would also yield a total of ~~\$21.8~~ 21.2 billion (~~1996~~ 1997 \$) in total output in Los Angeles County. These results are summarized in **Table 32**.

5. Table 32, Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative A (individual jobs and millions of 1997 \$), in Section 5.2.2, *Construction Impacts*, on page 84 is revised as follows:

Table 32		
Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative A (individual jobs and millions of 1997 \$)		
Industry Sectors	Employment	Economic Output
All Sectors (includes Industrial/Commercial Buildings, Roads/Highways, etc.)	211,507 191,465	\$21,836 \$21,209
Source: HR&A, Inc.		

6. Table 33, LAX-Related Jobs in the 5-County So. California Region, Alternative A, by REMI Model Sector, 1996, 2005 and 2015, in Section 5.2.3, *Employment Impacts*, on page 84 is revised as follows:

Table 33			
LAX-Related Jobs in the 5-County So. California Region, Alternative A, by REMI Model Sector, 1996, 2005 and 2015			
REMI Model Sector	Base Year	Alternative A	
	1996	2005	2015
Furniture Mfg.	5,688	5,275	5,342
Primary Metals Mfg.	3,438	3,043	2,578
Fabricated Metals Mfg.	10,889	9,672	8,466
Industrial Machinery Mfg.	38,992	36,840	25,822
Electronic Equipment Mfg.	28,280	23,741	16,506
Transportation Equipment Mfg.	53,278	52,578	52,457
Instruments Mfg.	51,340	44,585	34,283
Miscellaneous Mfg.	5,020	4,752	3,742
Food & Kindred Products Mfg.	1,559	1,552	1,363
Tobacco Products Mfg.	8	5	5
Textile Mill Products Mfg.	743	672	517
Apparel Mfg.	24,086	19,431	12,961
Paper Products Mfg.	1,597	1,626	1,371
Printing And Publishing	6,463	6,884	6,609
Chemical And Allied Prods. Mfg.	3,385	3,375	2,775
Rubber & Plastics Mfg.	6,653	7,347	6,370
Leather Mfg.	495	425	167
Local Interurban Passenger Transportation	7,476	8,582	11,019
Air Transportation	48,711	53,535	61,658
Eating/Drinking Establishments	33,990	43,601	61,472
Other Retail Trade	12,432	13,538	16,509
Hotels	31,369	46,680	66,752
Auto Repair Rental	5,345	6,584	9,107
Amusement & Recreation	26,436	30,549	40,230
Total	407,670	424,968	448,083
Total Annual Passengers (millions)	57.97	71.2	97.9
Total Annual Cargo Tons (millions)	1.9	3.1	4.2
Source: HR&A, Inc.			

7. Table 36, Order of Magnitude Cost Estimate for LAX Master Plan Alternative B (in millions of 1997 \$), in Section 5.3.2, *Construction Impacts*, on page 86 is revised as follows:

Table 36	
Order of Magnitude Cost Estimate for LAX Master Plan Alternative B (in millions of 1997 \$)	
Cost Category	Amount
Airfield Facilities	
North Airfield	414
South Airfield	688
Subtotal	1,102
Terminal Facilities/Systems	
Central Terminal Area	600
West Terminal Area	4,382
Subtotal	4,982
Parking Facilities	925
Cargo Facilities	900
Ancillary Facilities	999
Land Acquisition/Relocation	1,358
Regional Transportation	
Roadways	2,130
Automatic People Mover	1,782
Transit	575
Subtotal	4,487
Total	\$14,753
<i>Total not including land acquisition & relocation</i>	<i>\$13,395</i>
Source: Landrum & Brown	

8. The second paragraph in Section 5.3.2, *Construction Impacts*, on page 86 is revised as follows:

Construction on this scale will yield an estimated ~~409,944~~ 102,614 jobs directly involved in construction of the Alternative B LAX improvements in Los Angeles County over the 16-year duration of the construction process. When the “multiplier” effect of these direct jobs is taken into account, the total employment impact in the County from the expenditure to construct LAX Master Plan Alternative B is ~~237,334~~ 215,103 jobs. The direct expenditure of \$13.4 billion (1997 \$) to construct Alternative B would also yield a total of ~~\$24.5~~ 23.8 billion (1997 \$) in total output in Los Angeles County. These results are summarized in **Table 37**.

9. Table 37, Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative B (individual jobs and millions of 1997 \$), in Section 5.3.2, *Construction Impacts*, on page 87 is revised as follows:

Table 37		
Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative B (individual jobs and millions of 1997 \$)		
Industry Sector	Employment	Economic Output
All Sectors (includes Industrial/Commercial Buildings, Roads/Highways, etc.)	237,334	\$24,524
	215,103	\$23,828
Source: HR&A, Inc.		

10. Table 38, Order of Magnitude Cost Estimate for LAX Master Plan Alternative C (in millions of 1997\$), in Section 5.4.2, *Construction Impacts*, on page 88 is revised as follows:

Table 38	
Order of Magnitude Cost Estimate for LAX Master Plan Alternative C (in millions of 1997\$)	
Cost Category	Amount
Airfield Facilities	
North Airfield	594
South Airfield	289
Subtotal	883
Terminal Facilities/Systems	
Central Terminal Area	395
West Terminal Area	3,533
Subtotal	3,928
Parking Facilities	1,008
Cargo Facilities	756
Ancillary Facilities	483
Land Acquisition/Relocation	828
Regional Transportation	
Roadways	1,473
Automatic People Mover	1,436
Transit	643
Subtotal	3,552
Total	\$11,438
<i>Total not including land acquisition & relocation</i>	<i>\$10,610</i>
Source: Landrum & Brown	

11. The second paragraph in Section 5.4.2, *Construction Impacts*, on page 88 is revised as follows:

This expenditure is associated with an estimated ~~87,123~~ 81,279 jobs directly involved in construction of the Alternative C LAX improvements in Los Angeles County over the 16-year duration of the construction process. When the “multiplier” effect of these direct jobs is taken into account, the total employment impact in the County from the expenditure to construct LAX Master Plan Alternative C is ~~487,624~~ 170,380 jobs. The direct expenditure of \$10.6 billion to construct Alternative C would also yield a total of

~~\$19.4~~ 18.9 billion (1997 \$) in total economic output in Los Angeles County. These results are summarized in **Table 39**.

12. Table 39, Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative C (individual jobs and millions of 1997 \$), in Section 5.4.2, *Construction Impacts*, on page 88 is revised as follows:

Table 39		
Summary of Employment and Economic Output Impacts in Los Angeles County from Construction of LAX Master Plan EIS/EIR Alternative C (individual jobs and millions of 1997 \$)		
Industry Sector	Employment	Economic Output
All Sectors (includes Industrial/Commercial Buildings, Roads/Highways, etc.)	187,621 170,380	\$19,414 \$18,873

Source: HR&A, Inc.

13. Table 40, Alternative C LAX-Related Jobs in the 5-County So. California Region, by REMI Model Sector, 1996, 2005 and 2015, in Section 5.4.3, *Employment Impacts*, on page 89 is revised as follows:

Table 40			
Alternative C LAX-Related Jobs in the 5-County So. California Region, by REMI Model Sector, 1996, 2005 and 2015			
REMI Model Sector	Base Year 1996	Alternative C	
		2005	2015
Furniture Mfg.	5,688	5,275	5,662
Primary Metals Mfg.	3,438	3,043	2,737
Fabricated Metals Mfg.	10,889	9,672	8,989
Industrial Machinery Mfg.	38,992	36,840	27,418
Electronic Equipment Mfg.	28,280	23,741	17,526
Transportation Equipment Mfg.	53,278	52,578	55,699
Instruments Mfg.	51,340	44,585	36,402
Miscellaneous Mfg.	5,020	4,752	3,973
Food & Kindred Products Mfg.	1,559	1,552	1,447
Tobacco Products Mfg.	8	5	5
Textile Mill Products Mfg.	743	672	549
Apparel Mfg.	24,086	19,431	13,762
Paper Products Mfg.	1,597	1,626	1,456
Printing And Publishing	6,463	6,884	7,017
Chemical And Allied Prods. Mfg.	3,385	3,375	2,946
Rubber & Plastics Mfg.	6,653	7,347	6,764
Leather Mfg.	495	425	177
Local Interurban Passenger Transportation	7,476	8,582	10,151
Air Transportation	48,711	53,535	56,122
Eating/Drinking Establishments	33,990	43,601	56,654
Other Retail Trade	12,432	13,538	16,391
Hotels	31,369	46,680	49,797
Auto Repair Rental	5,345	6,584	8,318
Amusement & Recreation	26,436	30,549	36,406
Total	407,670	424,968	425,369
Total Annual Passengers (millions)	57.97	71.2	97.9
Total Annual Cargo Tons (millions)	1.9	3.1	4.2

Source: HR&A, Inc.

14. Table 52, Passenger and Cargo Factor Details for the LAX Demand Forecast, in Appendix A on page 119 is revised as follows:

Table 52				
Passenger and Cargo Factor Details for the LAX Demand Forecast				
Area	1996	2005	2015	
So. Calif. Region				
Total Economic Output	\$ 60,439	\$ 74,107	\$ 83,742	
Total Output/MAP	\$ 1,043	\$999	\$855	
Passenger Output	\$ 11,639	\$ 14,621	\$ 18,670	
Pax Output/MAP	\$ 201	\$ 197	\$ 191	
Cargo Output	\$ 48,800	\$ 59,486	\$ 65,072	
Cargo Output/Ton	\$ 25,684	\$ 9,189	\$ 15,597	
Los Angeles County				
Total Economic Output	\$ 8,603 48,603	\$ 4,342 61,289	\$ 72,917	
Total Output/MAP	\$ 838	\$ 826	\$ 744	
Passenger Output	\$ 360 9,360	\$ 2,007 12,097	\$ 16,257	
Pax Output/MAP	\$ 161	\$ 163	\$ 166	
Cargo Output	\$ 9,243 39,243	\$ 9,245 49,215	\$ 56,660	
Cargo Output/Ton	\$ 20,654	\$ 5,876	\$ 13,581	
City of Los Angeles				
Total Economic Output	\$ 0,868 20,868	\$ 26,370	\$ 31,842	
Total Output/MAP	\$ 360	\$ 355	\$ 325	
Passenger Output	\$,019 4,019	\$ 5,203	\$ 7,099	
Pax Output/MAP	\$ 69	\$ 70	\$ 72	
Cargo Output	\$,849 16,849	\$ 21,168	\$ 24,743	
Cargo Output/Ton	\$ 8,868	\$ 6,828	\$ 5,931	
Total Output/MAP	\$ 360	\$ 355	\$ 325	
LAX MAP	57.970	74.200	97.960 ¹	
LAX Cargo Tons	1.900	3.100	4.172 ¹	
LAX Direct Jobs	407,670	437,958	448,316	
Region Jobs				
LAX Passenger Jobs	165,760	216,059	266,980	
LAX Cargo Jobs	<u>241,910</u>	<u>221,899</u>	<u>181,336</u>	
Region Total	407,670	437,958	448,316	
LA County Jobs				
LAX Passenger Jobs	133,237	181,057	223,729	
LAX Cargo Jobs	<u>194,446</u>	<u>185,951</u>	<u>151,960</u>	
LA County Total	327,683	367,009	375,689	
LA City Jobs				
LAX Passenger Jobs	64,104	89,664	110,797	
LAX Cargo Jobs	<u>93,553</u>	<u>92,088</u>	<u>75,254</u>	
LA City Total	157,657	181,753	186,051	

¹ 2005 and 2015 MAP and cargo tons are based on the Demand Forecast, per Landrum & Brown.

Sources: HR&A, Inc.

Revisions to Supplement to the Draft EIS/EIR Text

Chapter 7: Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index

1. The list of City of Los Angeles Libraries under the heading, City of Los Angeles Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-25 is revised to include the following library:

Arroyo Seco Regional Branch Library
6145 N. Figueroa Street
Los Angeles, CA 90042
2. The following library under the heading, City of Los Angeles Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-25 is revised as follows:

Frances Howard Goldwyn Library
Attn: Dan Strehl, Senior Librarian
1623 N. Ivar Avenue
~~Los Angeles~~ Hollywood, California 90028
3. The following libraries were incorrectly listed under the heading, Surrounding City/County Libraries, in Section 7.3, *List of Parties to Whom Sent*, beginning on page 7-28 and are revised to be listed under the heading, City of Los Angeles Libraries, beginning on page 7-25:

Alma Reaves Woods-Watts Branch Library
10205 Compton Avenue
Los Angeles, CA 90002

Venice-Abbott Kinney Memorial Branch Library
501 South Venice Boulevard
Venice, CA 90291

Revisions to Supplement to the Draft EIS/EIR Appendices

Appendix S-A: Agency Consultation Letters

1. A copy of the Letter of Map Revision (LOMR) received from FEMA is provided in Appendix S-A, *Agency Consultation Letters*. Attachment 2, *Application for Letter of Map Revision*, of this errata contains the application for the Letter of Map Revision.

Appendix S-B: Existing Baseline Comparison Issues - 1996 to 2000

- Table S1, Passenger and Operations Comparison, 1996 vs. 2000, on page 3 is revised as follows:

Table S1					
Passenger and Operations Comparison, 1996 vs. 2000					
	Passengers (000s)			Market Share	
	1996	2000	AAG ¹	1996	2000
Primary					
LAX	57,975	67,303	3.8%	74.3%	76.0%
Secondary					
SNA	7,308	7,773	1.6%	9.4%	8.8%
ONT	6,253	6,756	2.0%	8.0%	7.6%
BUR	4,838	4,749	-0.5%	6.2%	5.4%
PSP	1,115	1,281	3.5%	1.4%	1.4%
LGB	435	638	10.0%	0.6%	0.7%
Commuter					
Other ²	140	111	-5.6%	0.2%	0.1%
Total Region	78,064	88,611	3.2%	100.0%	100.0%
	Aircraft Operations			Market Share	
	1996	2000	AAG	1996	2000
Primary					
LAX	763,866	767,473	0.6% 0.1%	32.1% 32.3%	35.6%
Secondary					
	468,814				
SNA	452,955	387,862	-4.6% -3.8%	19.7%	18.0%
ONT	154,314	155,501	0.2%	6.5%	7.2%
BUR	184,803	160,769	-3.4%	7.8%	7.5%
PSP	90,585	96,103	1.5%	3.8%	4.5%
LGB	477,364	379,399	-5.6%	20.0% 20.2%	17.6%
Commuter					
Other ²	242,699	206,319	-4.0%	40.2% 10.3%	9.6%
Total Region	2,382,442	2,153,426	-2.3%	100.0%	100.0%

¹ AAG = average annual compound growth rate from 1996 to 2000.

² Other = Imperial County, Oxnard, and Palmdale. Van Nuys is not included.

Source: Landrum & Brown, 2002.

- The first sentence of the first paragraph in Section 3.2, *Airfield*, on page 42 is revised as follows:
Since 1997, no changes were made on the north airfield and ~~seven~~ six modest modifications were made to the taxiways on the south airfield:
- Figure S9, *Changes in Existing Conditions - 1997 to 2000*, on page 42 has been revised. Please see the revised figure.
- The first bullet under the heading, Changes in Run-Up Activity and Location, in Section 4.1, *Noise Abatement*, on page 49 has been revised as follows:
 - ♦ Ground noise for the baseline location was estimated based on the assumptions of the future ~~No Project/No Action~~ *No Action/No Project* conditions. Because LAWA no longer maintains records of the ground-run-up activity at the airport, ground noise can no longer be based on records of actual activity. *LAWA does not maintain daily operational run-up logs. Each individual airline maintains its own maintenance records. The only ground-up records maintained by LAWA are those where potential violators during nighttime hours are logged.*

Appendix S-C1: Supplemental Aircraft Noise Technical Report

1. The last sentence of the second paragraph in Section 2.1.6, *Aircraft Ground Activity*, on page 15 is revised as follows:

~~Table S6, Alternative D 2015 (with Part 161 Mitigation) vs. Alternative D 2015 Without Mitigation, provides the number of operations by aircraft type assumed for future run-up conditions of the No Action/No Project Alternative. Run-up Operations Summary - Year 2000, provides an interpolated summary of forecasted ground run-up operations for Year 2000 conditions.~~

2. The title of Table S6 in Section 2.1.6, *Aircraft Ground Activity*, on page 15 is revised as follows:

Table S6
~~Alternative D 2015 (with Part 161 Mitigation) vs. Alternative D 2015 Without Mitigation~~
Run-up Operations Summary - Year 2000

3. The first sentence of the second paragraph in Section 2.1.7, *Relationship of 2000 Contours to 4th Quarter 2000 Report Contours*, on page 15 is revised as follows:

On the other hand, the FAA prohibits the *direct* adjustment of noise contours to reflect measured noise levels in environmental documents sponsored by the agency⁷.

4. The second paragraph in Section 3.1.1, *Alternative D Aircraft Operations and Fleet Mix*, on page 18 is revised as follows:

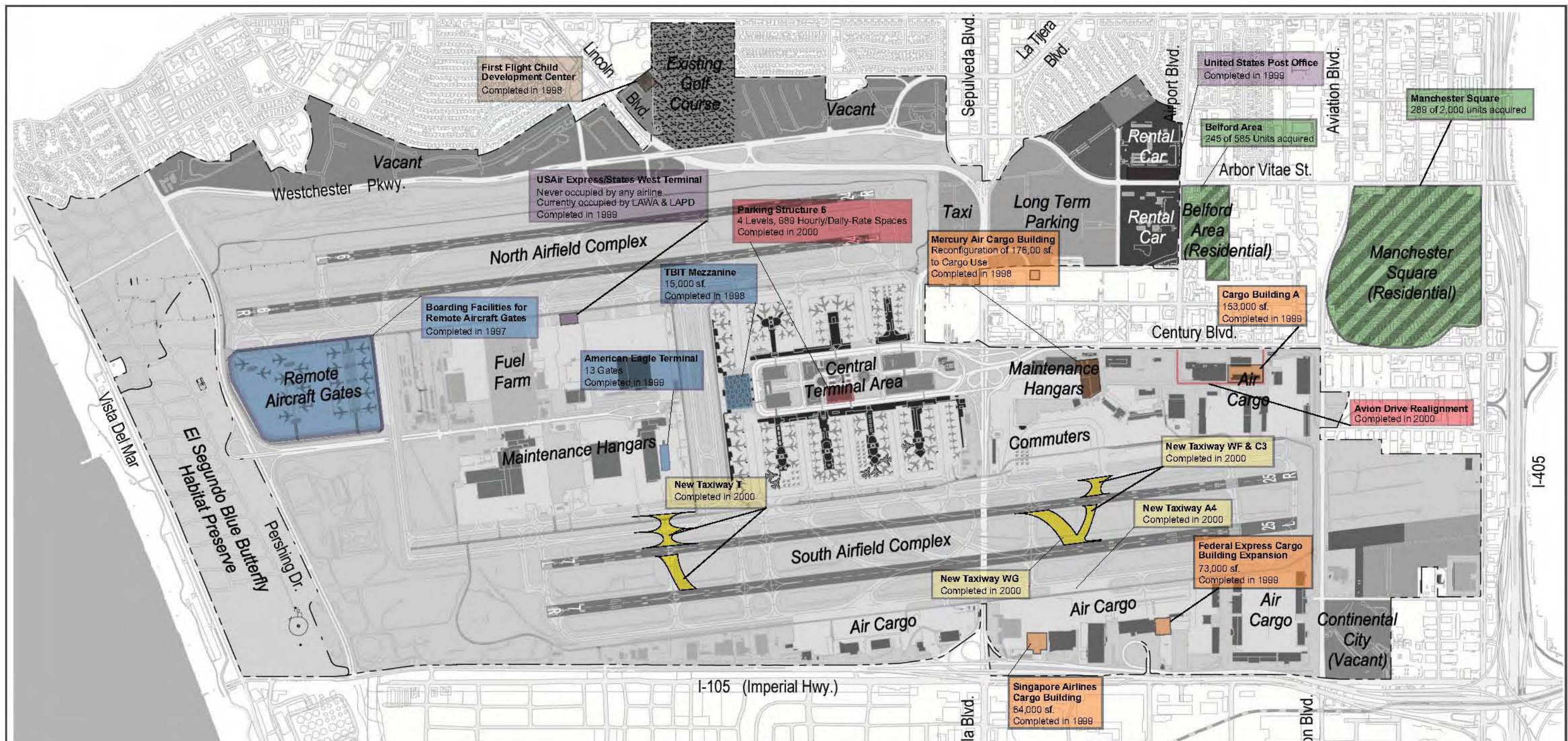
The aircraft fleet mix is forecast to include less heavy aircraft than the No Action/No Project Alternative case. By 2015, the proportion of heavy jet operations will decline to 34 32 percent (643 672 of 2,121 total operations), compared to the No Action/No Project Alternative case which forecasts heavy jets to comprise 33 percent of the mix (706 of 2,119 operations). This reduction in the projected number of heavy jet aircraft operations is a function of the fewer number of wide-body gates available in the Alternative D terminal complex. Although the 643 672 heavy jet operations under Alternative D are less than are projected for the future No Action/No Project Alternative condition, they are nearly double the number of such flights present in the 1996 baseline (353) and Year 2000 (352 operations) conditions. The propeller aircraft category of Alternative D (519 operations) is forecast to continue to shrink from 1996 baseline (706 operations) and Year 2000 conditions (557 operations), but not to the level anticipated by the No Action/No Project Alternative for 2015 (468 operations). The absolute growth in the numbers of wide-body aircraft operations would more greatly affect the CNEL contours than the growth in propeller aircraft operations, relative to the No Action/No Project Alternative because each approach by a wide-body aircraft is, with some exceptions, is louder than an approach by a propeller aircraft.

5. The last sentence of the third paragraph in Section 3.1.5, *Alternative D, Aircraft Noise Pattern During Reconstruction of Runway 7R/25L*, on page 26 is revised as follows:

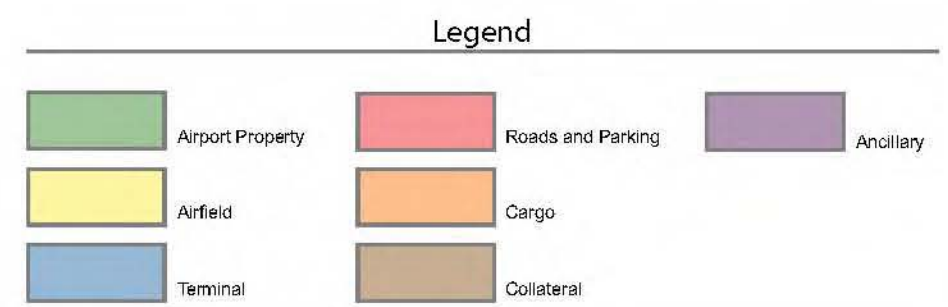
The runway utilization proportions anticipated during relocation of ~~7R/24L~~ 7R/25L is provided in Table S11, ~~Alternative D 2015 94 dBA SEL Part 161 Mitigation Contour vs. Unmitigation Alternative D 2015 94 dBA SEL~~ *Runway Utilization Percentages Alternative D During Reconstruction of Runway 7R/25L*.

6. The title of Table S11 in Section 3.1.5, *Alternative D, Aircraft Noise Pattern During Reconstruction of Runway 7R/25L*, on page 27 is revised as follows:

Table S11
~~Alternative D 2015 94 dBA SEL Part 161 Mitigation Contour vs. Unmitigation Alternative D 2015 94 dBA SEL~~
Runway Utilization Percentages Alternative D During Reconstruction of Runway 7R/25L



Prepared by: Landrum & Brown, March 2004



7. The following footnote has been added to the fourth bullet point in Section 5, *Location Impact Analysis*, on page 33:

- ◆ 180 sites^{10a} located on a regular grid of points having spacing intervals of 3,000 feet along both north-south and east-west axes, generally patterned to include more than the land area within the anticipated 60 CNEL exposure level of the combined alternatives. These are used to assist estimation of various supplemental noise metrics throughout the study area. While noise was computed at all locations on the regular grid, only those sites that are located over land and off the airport are reported.

^{10a} During the period between the preparation of the Draft and Supplemental Draft EIS/EIR, field work was conducted by PCR in conjunction with Psomas to evaluate the locations of grid point centroids used in the DEIS/EIR noise assessments and confirm the names and uses of the noise sensitive receptors. During that process, points that represented multiple locations at the same receptor site, such as a school, were consolidated and those that were found to represent properties that were not noise sensitive public uses were dropped. Further, those regularly spaced grid points that fell in the ocean or on airport property were also eliminated to improve the efficient reporting of the grid point data. This consolidation and edit process resulted in the reduction of regular grid locations from 234 used in the Draft EIS/EIR to 180 used in the Supplement to the Draft EIS/EIR. The number of grid point centroids representing public uses was reduced from 928 to 409. The noise levels at each Supplement to the Draft EIS/EIR grid point were computed for the 1996 environmental baseline, Year 2000 comparative condition, and all projected alternatives for the year 2015. Appendix D, Aircraft Noise Technical Report, Section 5, Location Impact Analysis, of the Draft EIS/EIR presented information for unconsolidated grid points, while Appendix SC-1, Supplemental Aircraft Noise Technical Report, Section 5, Location Impact Analysis, of the Supplement to the Draft EIS/EIR presented information only for the consolidated and edited points. It is notable that grid point noise levels are calculated solely for the point that they represent, while other portions of the parcel within which they are located may be exposed to noise levels above or below the noise level indicated in the associated grid point tables.

8. The following note has been added on page 66 of Table S13, LAX Master Plan Supplement to the Draft EIS/EIR Regular and Special Grid Point Assessment-Aircraft CNEL Comparison of Build Alternatives to 1996 Baseline, Year 2000 Conditions, and 2015 No Action/No Project Alternative, in Section 5, *Location Impact Analysis*.

Determinations of land use incompatibility include evaluation of whether any part of a noise sensitive parcel is within the 65 CNEL contour, among other factors. The data in this table reflect the noise levels projected as single points within each noise sensitive parcel and may not be fully consistent with determinations of compatibility based on 65 CNEL contour modeling.

9. The title of Table S17 on pages 100-110 is revised as follows:

Table S17

**LAX Master Plan Supplement to the Draft EIS/EIR Regular and
Special Grid Point Assessment-Aircraft Time in Minutes Above
75 dBA Comparison of Build Alternatives to
1996 Baseline, Year 2000 Conditions, and
2015 No Action/No Project Alternatives**

10. The title of Table S18 on pages 111-121 is revised as follows:

Table S18

**LAX Master Plan Supplement to the Draft EIS/EIR Regular and
Special Grid Point Assessment-Aircraft Time in Minutes Above
85 dBA Comparison of Build Alternatives to
1996 Baseline, Year 2000 Conditions, and
2015 No Action/No Project Alternatives**

11. The title of Table S19 on pages 122-132 is revised as follows:

Table S19
LAX Master Plan Supplement to the Draft EIS/EIR Regular and
Special Grid Point Assessment-Aircraft Time in Minutes Above
95 dBA Comparison of Build Alternatives to
1996 Baseline, Year 2000 Conditions, and
2015 No Action/No Project Alternatives

12. The title of Table S20 on pages 133-137 is revised as follows:

Table S20
LAX Master Plan Supplement to the Draft EIS/EIR Grid Points
Within Future Alternatives That Experience Significant or
Other Reportable Increases in CNEL-Comparison of
Future Alternatives to 1996 Baseline, Year 2000 Conditions,
and 2015 No Action/No Project Alternative

13. The fifth sentence of the first paragraph in Section 6.1.2, *SEL Noise Contours*, on page 141 is revised as follows:

This equates to a probability of 1% that a person living on the contour line would be awakened on ~~any given~~ *an average* night and that people within the line would be exposed to a higher probability depending on the numbers of loud flights to which they are exposed.

14. Table S31, Average Daily Minutes Above Threshold, Average Number of Daily Events and Average Event Duration (in Seconds) Above 55 Interior dBA Speech Interference Levels During the Average School Day (8:00am-4:00pm), on page 152 has been revised. Please see the revised table.
15. Table S32, Average Daily Minutes Above Threshold of 65 dBA Interior Speech Communication Levels During the Average School Day (8:00am-4:00pm), on page 153 is revised as follows:

Table S32

**Average Daily Minutes Above Threshold of 65 dBA Interior Speech Communication Levels
During the Average School Day (8:00 a.m. - 4:00 p.m.)**

Grid ID	School	X Coord	Y Coord	Latitude	Longitude	Current Conditions		Year 2015 Alternative Conditions				
						1996	2000	NA/NP	Alt A	Alt B	Alt C	Alt D
						TA-94	TA-94	TA-94	TA-94	TA-94	TA-94	TA-94
PBS035	Public Schools											
	Felton Elementary School	1.9826	-0.0963	-0.001613	0.032984	0.1	0.1	0.1	0.0	0.6	0.1	0.2
PVS074	Private Schools											
	Iglesia De Crist Ministerios Llamada Final[adult]	3.9650	1.1107	0.018603	0.065965	0.0	0.0	0.0	0.0	0.5	0.0	0.0
PVS077	Training Research Foundation											
PVS084	Headstart	2.0740	-0.0372	-0.000623	0.034505	0.1	0.1	0.0	0.0	0.0	0.0	0.1
	Jefferson Felto Headstart	2.6763	-0.1450	-0.002429	0.044525	0.0	0.1	0.0	0.0	0.0	0.0	0.0
PVS104	Westchester Neighborhood School	4.5207	0.5804	0.009716	0.025300	0.0	0.0	0.0	0.1	0.0	0.1	0.1
PBS114	University of West Los Angeles[adult]	1.6029	0.6544	0.010960	0.026667	0.0	0.0	0.0	1.0	0.0	0.0	0.0
PBS116	University of West Los Angeles[adult]	1.4113	0.7799	0.013062	0.023479	0.0	0.0	0.0	0.0	0.1	0.8	0.0

TA-94 = Total number of minutes per school day that exceed ~~84~~ 94 decibels at indicated school.

~~Events = number of events to which the site is exposed on an average annual school day that exceed 94 dBA~~

~~Avg. D = average duration of each event during the average annual school day that exceeds 94 dBA~~

N/A = Not applicable

Source: Landrum & Brown, 2002

16. Table S33, Hourly Equivalent Noise Level at LAX Area Schools With Exceedance of ANSI 35 $L_{eq(h)}$ Thresholds During the Average School Day (8:00am-4:00pm), on page 155 has been revised. Please see the revised table.

Appendix S-F: Supplemental Department of Transportation Act Section 4(f) Report

1. The first, second and third paragraphs in Section 3.1, *Parks and Recreation Areas*, on page 12 are revised as follows:

Vista del Mar Park (Site No. 29) is a small, 1.8-acre, passive recreation park located immediately west of the North Runway Complex on the west-facing slope of the Los Angeles/El Segundo Dunes. Its primary feature is a grassy knoll, with a few picnic tables and playground equipment. The park has ocean views and is a prime location for viewing aircraft arriving and departing LAX. Normal use of Vista del Mar Park has not been affected by security improvements including roadway closures that have been implemented subsequent to the events of September 11, 2001. The park has a noise level of 79 dB CNEL under 1996 baseline conditions and a noise level of 75.8 dB CNEL under Year 2000 conditions. Despite its high noise levels, the park is frequently used. *Under No Action/No Project conditions in 2015, the park will have a projected noise level of 76.5 dB CNEL. It is reasonable to expect that in the future, as in the past, the park will be frequently used despite the anticipated noise levels.*

Under Alternative D, the park would experience a ~~0.4~~ 2.6 dB CNEL increase compared to the ~~1996 baseline~~ future No Action/No Project conditions, for a total CNEL noise level of 79.1 dB CNEL by 2015. ~~Compared to Year 2000 conditions the~~

~~park would experience a 3.3 dB CNEL increase under Alternative D. Although this noise level increase compared to Year 2000 conditions represents a substantial increase in noise to a currently non-compatible Section 4(f) resource, the resulting noise level would represent a minor increase (0.1 dB CNEL under Alternative D) over the 1996 baseline noise level, which did not interfere with normal use of the park in the past. Furthermore, as~~ *Given that* Vista del Mar Park has been and is currently exposed to high noise levels from both aircraft and vehicular traffic and is a prime location for viewing aircraft overhead, this increase in noise would not substantially interfere with the normal use of the park. Therefore, if Alternative D were adopted, the increase in noise at the park would not constitute a constructive use.

Just west of Vista del Mark Park lies Dockweiler Beach State Park (Site No. 9) and the South Bay Bicycle Trail (Site No. 25). Dockweiler Beach State Park is 4 miles long and 500 feet wide, and encompasses a total of 288 acres between Vista Del Mar and the Pacific Ocean. The South Bay Bicycle Trail traverses Dockweiler Beach State Park and extends from Torrance County Beach to Will Rogers State Beach. In areas nearest LAX, these two sites have noise levels ranging from 64 dB CNEL to 79 dB CNEL under 1996 baseline conditions and noise levels ranging from 62 dB CNEL to 75.8 dB CNEL under Year 2000 conditions. Despite their high noise levels, the beach and bicycle trail are frequently used. *Under No Action/No Project conditions in 2015, these sites will have projected noise levels ranging from 59.5 to 76.5 dB CNEL. It is reasonable to expect that in the future, as in the past, the beach and bicycle trail will continue to be frequently used despite anticipated noise levels. Under A comparison of Alternative D with No Action/No Project conditions reveals little difference between the aircraft noise exposure patterns affecting , both* Dockweiler Beach State Park and the South Bay Bicycle Trail ~~would experience an overall decrease in the area exposed to high noise levels.~~ However, with implementation of Alternative D certain portions of these two sites would experience noise level increases greater than 1.5 dB CNEL (i.e., the threshold used to identify a substantial increase in noise exposure) as compared to *future No Action/No Project* ~~Year 2000~~ conditions, with total CNEL noise levels ranging from 59.2 dB CNEL to 79.1 dB CNEL. The higher noise level of 79.1 dB CNEL at these sites would represent a ~~3.3~~ 2.6 dB CNEL increase over the maximum

Table S31

Average Daily Minutes Above Threshold, Average Number of Daily Events and Average Event Duration (in Seconds) Above 55 Interior dBA Speech Interference Levels During the Average School Day (8:00 a.m. - 4:00 p.m.)

		Current Conditions									Year 2015 Alternative Conditions													
GRID ID	Schools	X Coord	Y Coord	1996			2000			NA/NP			ALT A			ALT B			ALT C			ALT D		
				TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D
	Public																							
PBS011	Arena High School	-0.4140	-1.0211	0.1	3.2	1.9	0.1	0.7	8.8	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PBS017	Beulah Payne Elementary School	2.4387	0.5426	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.0	5.8	0.4	6.2	3.9	0.0	N/A	N/A	0.2	2.0	6.0	0.8	10.3	4.6
PBS019	Buford Elementary School	2.0098	-0.3166	1.6	36.2	2.7	2.0	42.8	2.8	1.9	26.9	4.2	4.0	64.9	3.7	0.3	3.3	5.4	2.0	42.0	2.9	3.9	41.3	5.7
PBS024	Century Park Elementary School	4.3279	-0.3809	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.5	4.0	0.0	N/A	N/A	0.0	N/A	N/A
PBS026	Clyde Woodworth Elementary School/Monroe Middle School	3.8911	-0.1237	0.1	2.2	2.7	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.2	1.7	7.2
PBS028	Crozier Middle School	2.5151	1.2608	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	0.8	7.1	0.1	0.8	7.6	0.0	N/A	N/A	0.0	N/A	N/A
PBS032	El Segundo Middle School	-0.5964	-1.0878	0.2	3.2	3.8	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PBS035	Felton Elementary School	1.9826	-0.0963	2.4	45.4	3.2	2.1	36.7	3.4	3.3	53.2	3.7	1.5	32.7	2.7	8.8	139.4	3.8	3.6	60.3	3.6	6.8	49.7	8.2
PBS047	Hillcrest Continuation School	2.1881	0.8972	1.1	21.1	3.1	1.1	16.6	4.0	0.7	9.5	4.4	0.1	2.2	2.8	4.6	101.0	2.7	4.5	83.6	3.2	3.0	30.6	5.9
PBS048	Hudnall Elementary School	2.2961	1.1044	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.8	3.4	0.1	0.9	6.4	0.0	N/A	N/A	0.0	N/A	N/A
PBS049	Imperial Avenue School Special Education Facility	-0.1757	-0.7573	2.1	14.4	8.7	0.7	5.8	7.2	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.9	11.0	4.9	0.5	5.0	6.0
PBS055	Jefferson Elementary School	2.4215	0.0005	0.4	14.3	1.7	0.2	6.8	1.7	1.0	25.2	2.4	0.1	2.6	2.3	3.1	72.4	2.6	1.2	39.6	1.8	1.0	28.4	2.1
PBS050	Inglewood High School	2.4450	1.0065	0.0	N/A	N/A	0.1	2.4	2.5	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	1.4	33.9	2.5	0.0	N/A	N/A
PBS062	Westchester-Washington Community Adult School	0.1593	0.8439	2.3	10.2	13.6	0.1	0.4	16.0	0.1	0.9	6.8	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PBS091	Lennox Middle School	1.9591	-0.4398	0.1	0.4	15.8	0.1	0.6	10.1	0.1	0.6	9.8	0.1	1.1	5.3	8.7	165.5	3.2	0.0	N/A	N/A	0.0	N/A	N/A
PBS102	Moffet Elementary School	2.8620	-0.4326	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.2	5.0	0.3	6.8	2.7	0.0	N/A	N/A	0.0	N/A	N/A
PBS105	Oak Street Elementary School	1.9486	0.7616	2.7	45.9	3.5	3.8	108.7	2.1	4.7	106.5	2.6	6.9	118.3	3.5	8.1	133.8	3.6	4.6	82.5	3.3	8.6	98.3	5.3
PBS107	Paseo del Rey Magnet School	-1.3659	0.8760	0.5	3.9	7.7	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PBS117	Warren Lane Elementary School	4.1029	0.5374	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.6	3.7	0.0	N/A	N/A
PBS121	Westchester High School and Magnet Center	-1.0362	0.9393	0.2	3.0	4.0	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PBS123	Whelan Elementary School	2.9695	-0.0868	3.4	58.0	3.5	4.5	81.0	3.3	4.1	65.4	3.8	4.1	67.4	3.7	1.9	37.6	3.0	3.1	52.4	3.5	6.1	50.9	7.2
PBS127	Worthington Elementary School	3.5315	-0.5039	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	0.9	6.6	0.1	1.2	4.9	0.0	N/A	N/A	0.0	N/A	N/A
	Private																							
PVS007	St. Bernard High School	-1.2802	0.7614	1.4	10.9	7.7	0.2	3.4	3.6	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.4	4.3	0.0	N/A	N/A
PVS011	Visitation Elementary School	0.1361	0.9348	0.1	1.5	4.1	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PVS028	Anthony's Preschool	4.0123	0.9481	0.0	N/A	N/A	0.1	2.4	2.5	0.0	N/A	N/A	0.8	29.4	1.6	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PVS044	Inglewood Avenue Preschool	2.2228	1.1075	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.9	3.1	0.1	0.9	6.4	0.0	N/A	N/A	0.0	N/A	N/A
PVS051	Ingelwood Christian School	2.6824	0.9529	0.8	13.4	3.6	1.0	13.6	4.4	0.5	9.4	3.2	0.0	N/A	N/A	3.0	44.1	4.1	2.7	44.5	3.6	2.3	29.0	4.8
PVS055	Debbie's Child Development Center	3.0308	0.9011	1.0	16.4	3.7	1.1	17.1	3.9	0.7	10.7	3.9	2.0	29.4	4.1	2.8	43.6	3.9	2.0	36.4	3.3	2.7	29.3	5.5
PVS062	L.A. Southside Christian Church School	3.1754	-0.0324	2.6	55.4	2.8	3.3	58.6	3.4	3.2	60.6	3.2	2.7	52.0	3.1	2.3	45.0	3.1	2.2	41.6	3.2	4.4	43.2	6.1
PVS064	Learning Christian Academy	2.1906	1.1646	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	2.0	3.1	0.1	0.8	7.2	0.0	N/A	N/A	0.0	N/A	N/A
PVS069	First Steps to Learning Christian Academy	2.1733	1.1280	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	2.3	2.6	0.1	0.9	6.8	0.0	N/A	N/A	0.0	N/A	N/A
PVS070	Wiz Child Center	2.5295	0.6125	0.3	5.8	3.1	0.1	2.0	2.9	0.9	21.7	2.5	1.0	20.0	3.0	0.0	N/A	N/A	0.5	10.3	2.9	1.2	10.3	7.0
PVS073	Morningside United Church of Christ School	4.0328	0.9216	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.5	29.7	1.0	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PVS074	Iglesia De Cristo Ministerios Llamada Final	3.9650	1.1107	0.0	N/A	N/A	0.1	2.1	2.8	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.8	3.3	0.0	N/A	N/A
PVS077	Training Research Foundation Headstart	2.0740	-0.0372	1.0	18.2	3.3	0.8	18.3	2.6	1.5	26.9	3.3	0.3	4.0	4.5	4.7	87.3	3.2	2.1	40.8	3.1	3.9	28.8	8.1
PVS083	Tender Care Child Development Center	2.8765	0.9825	0.6	13.4	2.7	0.8	12.7	3.8	0.4	8.7	2.8	0.0	N/A	N/A	2.6	43.6	1.9	2.3	35.8	3.9	1.7	29.0	3.5
PVS084	Jefferson Felton Headstart	2.6763	-0.1450	5.4	119.9	2.7	7.0	142.4	2.9	6.9	142.4	2.9	6.6	122.8	3.2	1.4	18.7	1.0	5.6	122.0	2.8	12.2	135.5	5.4
PVS104	Westchester Neighborhood School ¹	1.5207	0.5801	1.5	30.8	2.9	1.2	20.7	3.5	3.9	57.4	4.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PVS106	Calvary Christian School	4.3882	1.0564	0.0	N/A	N/A	0.1	2.0	3.0	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PVS107	Escuela de Montessori	0.6021	0.8374	0.1	0.3	19.4	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.4	4.4	0.0	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A
PVS108	Faith Lutheran Preschool	3.8444	1.0696	0.1	3.0	2.0	0.2	11.2	1.1	0.0	N/A	N/A	0.0	N/A	N/A	0.1	2.1	2.9	0.1	1.8	3.3	0.0	N/A	N/A
PVS109	Celeste Scott Christian School	3.0677	0.5293	0.0	N/A	N/A	0.0	N/A	N/A	0.1	0.7	8.1	0.0	N/A	N/A	0.0	N/A	N/A	0.1	1.7	3.6	0.1	1.4	4.2
PBS114 ²	University of West Los Angeles	1.6029	0.6544	2.8	46.8	3.6	2.6	41.3	3.8	5.3	102.1	3.1	11.0	156.1	4.2	0.0	N/A	N/A	3.2	65.1	2.9	7.4	80.2	5.5
PBS116 ²	University of West Los Angeles	1.4113	0.7799	2.2	35.4	3.7	2.6	42.3	3.7	3.1	57.5	3.2	4.4	100.8	2.6	11.4	181.4	3.8	10.6	166.1	3.8	7.8	73.5	6.4

Table S31																								
Average Daily Minutes Above Threshold, Average Number of Daily Events and Average Event Duration (in Seconds) Above 55 Interior dBA Speech Interference Levels During the Average School Day (8:00 a.m. - 4:00 p.m.)																								
GRID ID	Schools	X Coord	Y Coord	Current Conditions									Year 2015 Alternative Conditions											
				1996			2000			NA/NP			ALT A			ALT B			ALT C			ALT D		
				TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D	TA-84	Events	Avg.D
N/A = Not applicable																								
TA-84 = Total number of minutes per school day that exceed 84 decibels at indicated school.																								
Events = number of events to which the site is exposed on an average annual school day that exceed 84 dBA.																								
Avg. D = average duration of each event during the average annual school day that exceeds 84 dBA.																								
¹ The Westchester Neighborhood School would be acquired under Alternatives A, B, C, and D																								
^{1 2} Modified since publication of the Draft EIS/EIR to correct an error in the Draft EIS/EIR. This modification does not alter the conclusions of the Draft EIS/EIR.																								
Source: Landrum & Brown, 2002, with locational assistance from PCR.																								

Table S33

Hourly Equivalent Noise Level at LAX Area Schools With Exceedance of ANSI 35 L_{eq(h)} Thresholds
During the Average School Day (8:00 a.m. – 4:00 p.m.)

Grid ID	School	X Coord	Y Coord	8 Hour Leq Values							Changes from 1996 Baseline						Changes from Year 2000				
				1996	2000	NANP	Alt. A	Alt. B	Alt. C	Alt. D	2000	NANP	Alt. A	Alt. B	Alt. C	Alt. D	NANP	Alt. A	Alt. B	Alt. C	Alt. D
Public Schools																					
PBS017	Beulah Payne Elementary School	2.4378	0.5427	31.7	31.1	34.2	35.9	31.8	32.9	34.5	-0.6	2.5	4.2	0.1	1.2	2.8	3.1	4.8	0.7	1.8	3.4
PBS019	Buford Elementary School	2.0088	-0.3165	38.8	39.6	39.6	41.4	37.0	39.5	39.6	0.8	0.8	2.6	-1.8	0.7	0.8	0.0	1.8	-2.6	-0.1	0.0
PBS026	Clyde Woodworth Elementary School	3.8911	-0.1237	35.2	35.7	36.1	36.8	35.1	35.8	35.9	0.5	0.9	1.6	-0.1	0.6	0.7	0.4	1.1	-0.6	0.1	0.2
PBS035	Felton Elementary School	1.9817	-0.0962	40.3	40.3	40.9	37.8	44.6	40.9	40.4	0.0	0.6	-2.5	4.3	0.6	0.1	0.6	-2.5	4.3	0.6	0.1
PBS047	Hillcrest Continuation School	2.1871	0.8972	37.3	37.9	38.4	38.8	41.3	41.2	38.8	0.6	1.1	1.5	4.0	3.9	1.5	0.5	0.9	3.4	3.3	0.9
PBS049	Imperial Avenue School Special Education Facility	-0.1767	-0.7571	39.0	37.6	37.0	37.4	35.8	38.1	36.5	-1.4	-2.0	-1.6	-3.2	-0.9	-2.5	-0.6	-0.2	-1.8	0.5	-1.1
PBS050	Inglewood High School	2.4441	1.0066	33.9	34.3	34.8	35.8	37.4	37.9	35.1	0.4	0.9	1.9	3.5	4.0	1.2	0.5	1.5	3.1	3.6	0.8
PBS055	Jefferson Elementary School	2.4205	0.0006	37.5	37.5	38.0	35.2	40.9	38.0	37.5	0.0	0.5	-2.3	3.4	0.5	0.0	0.5	-2.3	3.4	0.5	0.0
PBS059	Kelso Elementary School	3.0733	0.8726	37.0	37.4	38.8	40.3	39.3	38.4	38.6	0.4	1.8	3.3	2.3	1.4	1.6	1.4	2.9	1.9	1.0	1.2
PBS062	Westchester-Washington Community Adult School	0.1583	0.8440	39.2	36.0	37.5	34.9	35.7	37.0	35.1	-3.2	-1.7	-4.3	-3.5	-2.2	-4.1	1.5	-1.1	-0.3	1.0	-0.9
PBS091	Lennox Middle School	1.9581	-0.4397	33.7	33.9	33.0	34.2	44.1	32.9	32.7	0.2	-0.7	0.5	10.4	-0.8	-1.0	-0.9	0.3	10.2	-1.0	-1.2
PBS102	Moffet Elementary School	2.8611	-0.4324	29.2	29.3	29.5	31.0	37.5	29.3	29.2	0.1	0.3	1.8	8.3	0.1	0.0	0.2	1.7	8.2	0.0	-0.1
PBS105	Oak Street Elementary School	1.9476	0.7617	40.5	41.1	41.9	43.2	43.1	41.4	42.0	0.6	1.4	2.7	2.6	0.9	1.5	0.8	2.1	2.0	0.3	0.9
PBS107	Paseo del Rey Magnet School	-1.3659	0.8760	35.4	33.3	32.5	31.6	32.6	32.4	30.5	-2.1	-2.9	-3.8	-2.8	-3.0	-4.9	-0.8	-1.7	-0.7	-0.9	-2.8
PBS123	Whelan Elementary School	2.9685	-0.0867	40.9	41.8	41.9	41.3	38.9	41.2	41.3	0.9	1.0	0.4	-2.0	0.3	0.4	0.1	-0.5	-2.9	-0.6	-0.5
PBS140	Morningside High School	3.7000	-0.1697	34.5	35.0	35.4	36.2	35.6	35.2	35.2	0.5	0.9	1.7	1.1	0.7	0.7	0.4	1.2	0.6	0.2	0.2
PBS201	Monroe Middle School	3.8920	-0.2296	31.5	31.9	32.3	33.1	35.8	32.1	32.1	0.4	0.8	1.6	4.3	0.6	0.6	0.4	1.2	3.9	0.2	0.2
Private Schools																					
PVS007	St. Bernard High School	-1.2811	0.7614	37.7	35.7	35.1	34.1	35.1	35.2	32.9	-2.0	-2.6	-3.6	-2.6	-2.5	-4.8	-0.6	-1.6	-0.6	-0.5	-2.8
PVS011	Visitation Elementary School	0.1361	0.9348	36.5	33.4	34.7	32.5	33.0	33.7	32.5	-3.1	-1.8	-4.0	-3.5	-2.8	-4.0	1.3	-0.9	-0.4	0.3	-0.9
PVS012	Visitation Elementary School	0.1259	0.9857	35.4	32.4	33.5	31.5	31.9	32.4	31.4	-3.0	-1.9	-3.9	-3.5	-3.0	-4.0	1.1	-0.9	-0.5	0.0	-1.0
PVS028	Anthony's Preschool	4.0114	0.9482	34.3	34.5	36.2	37.9	36.4	35.6	35.9	0.2	1.9	3.6	2.1	1.3	1.6	1.7	3.4	1.9	1.1	1.4
PVS029	K. Anthony Elementary School	3.9460	1.1813	32.0	32.7	33.2	33.8	35.3	35.3	33.4	0.7	1.2	1.8	3.3	3.3	1.4	0.5	1.1	2.6	2.6	0.7
PVS051	Ingelwood Christian School	2.6815	0.9530	36.5	37.2	37.7	38.0	40.1	39.8	38.0	0.7	1.2	1.5	3.6	3.3	1.5	0.5	0.8	2.9	2.6	0.8
PVS055	Debbie's Child Development Center	3.0299	0.9012	37.1	37.7	38.7	40.0	39.9	38.9	38.7	0.6	1.6	2.9	2.8	1.8	1.6	1.0	2.3	2.2	1.2	1.0
PVS062	L.A. Southside Christian Church School	3.1745	-0.0323	39.8	40.8	40.8	39.9	39.3	40.2	40.2	1.0	1.0	0.1	-0.5	0.4	0.4	0.0	-0.9	-1.5	-0.6	-0.6
PVS070	Wiz Child Center	2.5286	0.6126	33.4	32.9	36.2	38.1	33.4	34.7	36.2	-0.5	2.8	4.7	0.0	1.3	2.8	3.3	5.2	0.5	1.8	3.3
PVS073	Morningside United Church of Christ School	4.0318	0.9217	34.0	34.1	36.0	37.7	35.8	35.1	35.7	0.1	2.0	3.7	1.8	1.1	1.7	1.9	3.6	1.7	1.0	1.6
PVS074	Iglesia De Cristo Ministerios Llamada Final	3.9641	1.1108	33.6	34.2	34.9	35.6	36.8	36.3	35.1	0.6	1.3	2.0	3.2	2.7	1.5	0.7	1.4	2.6	2.1	0.9
PVS077	Training Research Foundation Headstart	2.0730	-0.0371	38.0	37.7	38.4	35.3	41.6	38.6	38.0	-0.3	0.4	-2.7	3.6	0.6	0.0	0.7	-2.4	3.9	0.9	0.3
PVS083	Tender Care Child Development Center	2.8756	0.9825	35.9	36.6	37.1	37.5	39.5	39.2	37.4	0.7	1.2	1.6	3.6	3.3	1.5	0.5	0.9	2.9	2.6	0.8
PVS084	Jefferson Felton Headstart	2.6753	-0.1449	41.9	42.8	42.9	42.8	38.5	42.3	42.5	0.9	1.0	0.9	-3.4	0.4	0.6	0.1	0.0	-4.3	-0.5	-0.3
PVS104	Westchester Neighborhood School ¹	1.5197	0.5802	39.1	38.1	41.7	N/A	N/A	N/A	N/A	-1.0	2.6	N/A	N/A	N/A	N/A	3.6	N/A	N/A	N/A	N/A
PVS106	Calvary Christian School	4.3872	1.0565	33.5	34.0	35.2	36.6	36.1	35.4	35.1	0.5	1.7	3.1	2.6	1.9	1.6	1.2	2.6	2.1	1.4	1.1
PVS107	Escuela de Montessori	0.6011	0.8375	36.0	35.2	34.5	38.8	40.0	39.9	35.8	-0.8	-1.5	2.8	4.0	3.9	-0.2	-0.7	3.6	4.8	4.7	0.6
PVS108	Faith Lutheran Preschool	3.8435	1.0697	34.3	34.9	35.6	36.5	37.4	36.8	35.8	0.6	1.3	2.2	3.1	2.5	1.5	0.7	1.6	2.5	1.9	0.9
PBS114 ¹	University of West Los Angeles ²	1.6020	0.6545	40.5	40.5	42.6	46.1	40.9	40.5	41.5	0.0	2.1	5.6	0.4	0.0	1.0	2.1	5.6	0.4	0.0	1.0
PBS116 ¹	University of West Los Angeles ²	1.4104	0.7800	40.5	40.7	41.2	41.6	44.9	44.8	41.7	0.2	0.7	1.1	4.4	4.3	1.2	0.5	0.9	4.2	4.1	1.0

Noise levels are computed by converting 24-hour exterior Leq data to 8-hour exterior Leq data by adding 4.8 Leq to the computed 24-hour level, and then subtracting 28.8 decibels for exterior to interior attenuation produced by average construction techniques at area schools (as measured by LAWA), to result in interior Hourly Leq values interior attenuation produced by average construction techniques at area schools (as measured by LAWA), to result in interior Hourly L_{eq} values.

¹ The Westchester Neighborhood School would be acquired under Alternatives A, B, C, and D.

^{±2} Modified since publication of the Draft EIS/EIR to correct an error in the Draft EIS/EIR. This modification does not alter the conclusions of the Draft EIS/EIR.

N/A = Not Applicable

Source: Landrum & Brown, 2002, with locational assistance from PCR.

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Year 2000 *No Action/No Project* noise level; however, as applies to Vista del Mar Park, this would only equate to a 0.1 dB CNEL increase over the 1996 baseline noise level. *However, the lower noise level of 59.2 dB CNEL under Alternative D represents a net decrease of 0.3 dB CNEL as compared with future No Action/No Project conditions.* Similar to Vista del Mar Park, the projected noise level increase would not substantially interfere with the normal use of the beach or the bicycle trail, as these sites have experienced high noise levels in the past and continue to experience high noise levels under current conditions. Therefore, if Alternative D were adopted, the noise level increases in a portion of Dockweiler Beach State Park and the South Bay Bicycle Trail would not constitute a constructive use.

2. The following note has been added to Table S4, Section 4(f) Effects--Alternative D, in Section 3, *Impacts to Section 4(f) Resources*, on page 13:

All conclusions presented in this table would remain the same when compared to the No Action/No Project Alternative with the following exceptions: Imperial Strip (No. 14) would not be exposed to noise levels of 75 CNEL or greater under the No Action/No Project Alternative.

3. The sixth paragraph in Section 3.3.2, *Potential Wildlife Refuge Impacts*, on page 19 is revised as follows:

The installation of replacement navigational aids under Alternative D¹, if adopted, would result in development of ~~27,354~~ 33,334 square feet (~~0.63~~ 0.77 acre) of the Habitat Restoration Area (see **Figure S3**, Alternative D Navigational Aids). Of the ~~27,354~~ 33,334 square feet (~~0.63~~ 0.77 acre), 10,597 square feet (0.24 acre) of the affected area contains habitat occupied by the El Segundo blue butterfly (see **Figure S4**, Alternative D Affected Areas). Implementation of Mitigation Measure MM-BC-13, Replacement of State-Designated Sensitive Habitats (Alternative D), would provide for replacement of the lost habitat at a 1:1 ratio by improving existing habitat within the Los Angeles/El Segundo Dunes. Although there would be no net loss of habitat, if Alternative D were adopted, the development of ~~27,354~~ 33,334 square feet (~~0.63~~ 0.77 acre) of area in the Habitat Restoration Area with navigational aids could potentially represent a use under Section 4(f).

4. The second sentence of the first paragraph in Section 3.4, *Findings*, on page 19 is revised as follows:

The installation of the replacement navigational aids, occupying ~~27,354~~ 33,334 square feet (~~0.63~~ 0.77 acre) of area, could reduce the overall restoration potential of the Habitat Restoration Area.

5. Table S5, Habitat Restoration Area Avoidance Alternatives, on page 25 is revised as follows:

Table S5

Habitat Restoration Area Avoidance Alternatives

Alternative	Effects in the Habitat Restoration Area	Effects Outside of the Habitat Restoration Area	Section 4(f) Use
A	30,261 SF ¹ (8,514 SF occupied habitat)	Aircraft noise effects on residential uses (14,690 dwelling units), property acquisition (273 acres)	Yes
B	16,811 SF (2,316 SF occupied habitat)]	Aircraft noise effects on residential uses (19,690 dwelling units), property acquisition (345 acres)	Yes
C	No direct effects in Habitat Restoration Area, but continuation of existing use	Aircraft noise effects on residential uses (14,640 dwelling units), property acquisition (216 acres)	No
D	27,354 33,334 SF (10,597 SF occupied habitat)	Aircraft noise effects on residential uses (13,520 dwelling units), property acquisition (77 acres)	Yes
Option 1	Substantial grading and construction effects	Aircraft noise effects on residential uses and acquisition (roughly equivalent to Alternative D)	Yes
Option 2	Similar to Alternative D	Surface transportation disruption, aircraft noise effects on residential uses (more dwelling units than Alternative D)	Yes
Option 3	Bridge construction in Habitat Restoration Area, substantial grading	Aircraft noise effects on residential uses (equal to, or greater than, Alternative D)	Yes

¹ SF = square feet

Source: Sapphos Environmental and PCR Services Corporation, 2003 2004.

Appendix S-G: Supplemental Section 106 Report

- The fourth sentence of the first paragraph under the heading, Theme Building, in Section 2.1.3, *Findings and Conclusions*, on page 40 is revised as follows:
The arresting design of parabolic arches with a flying saucer restaurant suspended between them was conceived by joint venture architects William L. ~~Peirera~~ Pereira, Charles Luckman, Welton Becket, and Paul R. Williams.
- The fourth sentence in the last paragraph under the heading, Archaeological Setting, in Section 2.2.1, *Archaeological/Cultural Setting*, on page 46 is revised as follows:
In 1925, A.L. Kroeber observed that at some point in prehistory, the ~~Shoshonean~~ Shoshonean-speaking people of the Great Basin migrated westward into what are now Los Angeles and Orange Counties.
- The second sentence in the in the first paragraph under the heading, Archaeological Site CA-LAN-1118, in Section 2.2.2, *Findings and Conclusions*, on page 54 is revised as follows:
The site was described as quite large, covering an area of 250 by 100 meters (~~76~~ 820 feet by ~~39~~ 328 feet).

Appendix S-H: Updated Biological Assessment Technical Report

- The first paragraph in Section 1.1, *Purpose and Need of the Updated Biological Assessment*, on Page 1 is revised as follows:
To account for the evaluation of a new alternative, Alternative D, included in the Draft LAX Master Plan Addendum, and ongoing consultation with the U.S. Fish and Wildlife Service (USFWS), the FAA has prepared this Updated Biological Assessment in partial fulfillment of its responsibilities under Section 7(a)(2) of the Federal Endangered Species Act (16 USC 1536[c]); this document ~~is intended to be~~ has been used by the FAA to complete consultation with the USFWS.
- The following sentence has been added to the end of the first paragraph under the heading, Riverside Fairy Shrimp, in Section 3.3, *Directed Wildlife Surveys*, on page 12:
No adult Riverside fairy shrimp were observed as a result of wet season protocol surveys undertaken during the rainy season of 1997 and 1998.

3. The paragraph under the heading, Alternative D, in Section 5.2, *Fauna*, on page 25 is revised as follows:

~~As with Alternatives A, B and C, implementation of Alternative D would affect the 1.3 acres of 0.04 acre (1,853 square feet) of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp in areas EW001, EW002, and EW006. Effects would result from direct (e.g., wetlands are filled) or indirect (e.g., wetland hydrology is altered) habitat modification associated with construction staging activities and development of the new west employee parking garage. construction staging, airfield operations and maintenance activities, and/or airfield improvements. In addition, EW009, EW012, EW013, EW014, EW015, and EW016, comprising the remaining 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp, have the potential to be indirectly affected as a result of construction staging, airfield operations and maintenance, and/or airfield improvements within or adjacent to these six areas. Specifically, EW009, EW012, EW013, and EW014 would potentially be affected by construction staging and development of the proposed employee parking garage. EW015 and EW016 would potentially be affected by construction staging in support of development of the Taxiway/Aircraft Apron and the proposed employee parking garage. The potential indirect effects to EW009, EW012, EW013, EW014, EW015, and EW016 would be avoided through implementation of construction avoidance measures, including BMPs required pursuant to the Standard Urban Stormwater Mitigation Plan and the LAX Stormwater Pollution Prevention Plan, and establishment of a buffer area around the six occupied areas retained on the LAX airfield. Should avoidance measures be implemented such that the 1.3 acres of degraded wetland habitat would not be affected by construction and development, all 1.3 acres would continue to be subject to long-term operations and maintenance activities as described in the No Action/No Project Alternative. These activities would result in the loss of habitat values for the Riverside fairy shrimp. However, with implementation of the Master Plan mitigation measures, soils containing cysts of Riverside fairy shrimp shall be moved to a suitable alternate location in coordination with the USFWS, thus providing an opportunity for the species' recovery. Recommendations to avoid or reduce the effects to the Riverside fairy shrimp are discussed in Section 6.0, *Conclusions and Recommendations*.~~

4. The last sentence under the heading, Alternative D, in Section 5.2, *Fauna*, on page 26 is revised as follows:

FAA and LAWA ~~will~~ have incorporated the ~~Service's~~ USFWS Biological Opinion as Appendix F-E into the Final EIS/EIR.

5. The last three sentences of the first paragraph in Section 6, *Conclusion and Recommendations*, on page 28 are revised as follows:

As described below, the potential effects of proposed Alternatives A, B, C, and D on the Riverside Fairy Shrimp and El Segundo blue butterfly would be avoided or reduced through implementation of the recommended mitigation measures. *Mitigation measures include the results of extensive coordination and consultation undertaken between the USFWS, FAA, and LAWA, and have incorporated the conservation measures from the Biological Opinion issued by the USFWS.* Implementation of these recommendations would fulfill the responsibilities of the FAA pursuant to the Fish and Wildlife Coordination Act and the federal Endangered Species Act.

6. The second and third sentences in the first paragraph under Section 6.2, *Fauna*, on page 28 are revised as follows:

These effects result from the modification of ~~1.3 acres of soil degraded wetland habitat~~ containing embedded cysts of the Riverside fairy shrimp. Restoration of suitable habitat for the Riverside fairy shrimp ~~must be compatible with FAA Wildlife Hazard Management~~

~~guideline for insuring aviation safety, pursuant to 14 CFR Part 139, will be undertaken in conformance with the Biological Opinion issued by the USFWS.~~

7. The first and second paragraphs under the heading, Alternatives A, B, C and D, in Section 6.2, Fauna, on page 29 are revised as follows:

~~Implementation of Alternatives A, B, and C or D would result in the modification of 1.3 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp located within the AOA. Implementation of Alternative D would result in the modification of 0.04 acre (1,853 square feet) of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp. Potential indirect effects to 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp would be avoided through implementation of construction avoidance measures, including Best Management Practices (BMPs), and establishment of a buffer area around the occupied areas retained on the LAX airfield. On-site conservation of Riverside fairy shrimp within the AOA would be incompatible with FAA guidelines pursuant to 14 CFR, Section 139.337. Hazard management activities performed under these guideline with respect to vegetation management include mowing, discing, and grading activities to ensure safety, which is in direct conflict with habitat improvements for the Riverside fairy shrimp.~~

~~The following mitigation measure has been modified since publication of the Draft EIS/EIR to reflect the results of ongoing formal Section 7 consultation among LAWA, FAA, and USFWS. regarding the mitigation ratio and potential sites for the relocation of soils containing cysts of the Riverside fairy shrimp.~~

8. The text of Mitigation Measure MM-ET-1, Riverside Fairy Shrimp Habitat Restoration (Alternatives A, B, C, and D) on page 29 is revised as follows:

♦ **MM-ET-1. Riverside Fairy Shrimp Habitat Restoration (Alternatives A, B, C, and D)**

~~LAWA or its designee shall undertake mitigation for impacts to 1.3 acres of degraded wetland habitat containing embedded cysts of Riverside fairy shrimp under Alternatives A, B, and C. Mitigation shall include the creation of vernal pool habitat at a mitigation ratio of not more than 3:1 at a suitable alternate location(s).~~

~~Under Alternative D, LAWA or its designee shall undertake mitigation for direct impacts to 0.04 acre (1,853 square feet) of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp and potential indirect impacts to 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp. As specified in the Biological Opinion, soils containing embedded cysts of the Riverside fairy shrimp in 0.04 acre (1,853 square feet) shall be salvaged and relocated to property owned by the FAA and designated a habitat preserve at the former Marine Corps Air Station at El Toro, or comparable site(s) approved by the USFWS. Habitat occupied by embedded cysts of Riverside fairy shrimp shall be replaced at no less than two suitable alternate locations at a ratio of not more than 3:1. The 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp retained on the LAX airfield shall be avoided through the implementation of construction avoidance measures, including BMPs, and the creation of a buffer area around the occupied, degraded areas. The FAA shall oversee the development of a Riverside Fairy Shrimp Wetland Habitat Restoration Program for the embedded cysts to ensure that the selected development alternative Alternative D would be consistent with the recommendations provided in the Recovery Plan for Vernal Pools of Southern California¹ and with the conservation measures provided in the Biological Opinion. LAWA or its designee, in conjunction with the USFWS, shall identify the suitable locations for the creation of high-quality habitat to which soils containing embedded cysts can be relocated.~~

¹ United States Fish and Wildlife Service, Vernal Pools of Southern California Recovery Plan, U.S. Department of the Interior, Fish and Wildlife Service, Region One, Portland, Oregon, 1998.

Ongoing Section 7 consultation among LAWA, FAA, and USFWS ~~is~~ *has been* necessary to identify suitable mitigation sites pursuant to Section 7 of the Endangered Species Act. As a result, extensive research has been conducted to identify sites that historically or currently support vernal pools or vernal pool-associated species in southern California. Information was gathered from the *Recovery Plan for Vernal Pools of Southern California*, the California Natural Diversity Database (CNDDDB), and coordination with recognized experts in the field. This information was augmented through a review of geologic maps of the coastal portions of Los Angeles and topographic quadrangles for locations known to have historically supported vernal pools. A total of 35 potential relocation sites were identified for further site characterization (**Figure S6, Vernal Pool Restoration Opportunities Considered**).

Each of the 35 sites was visited and inspected by teams of biologists and environmental analysts. Analysis of site topography, historic or extant vernal pools, historic or extant vernal pool species, drainage features, climate, and parent material (from regional geologic maps) was conducted. Hazardous materials databases were consulted for information on known potential sources of contamination for those sites. In-field soil texture analysis was conducted, followed by laboratory analysis of collected soil samples. Land use at the site and surrounding the site was characterized, plant communities were characterized, and the presence or absence of suitable hydrology was determined.

Prioritization of the potential sites for the relocation of soils containing cysts of the Riverside fairy shrimp was based solely on the presence of physical and biological characteristics provided in the *Recovery Plan for Vernal Pools of Southern California* and did not reflect planning constraints indicated by current land uses. LAWA and FAA, in consultation with the USFWS, have recommended the relocation of cysts to alternate locations within the Los Angeles County portion of the Los Angeles Basin-Orange Management Area for vernal pools (**Figure S6**). ~~Potential sites within the Los Angeles County portion of the Los Angeles-Orange Management Area are depicted in **Figure S6, Vernal Pool Restoration Opportunities Considered**. Should~~ The use of these sites within Los Angeles County ~~be~~ was determined infeasible, ~~and LAWA undertook~~ *shall* ~~evaluation of~~ the feasibility of vernal pools or vernal pool complexes located in the Orange County portion of the Los Angeles Basin-Orange Management Area and the Ventura County portion of the Transverse Management Area. *As a result of consultation with the USFWS, property owned by the FAA and designated a habitat preserve at the former Marine Corps Air Station at El Toro was identified as a mitigation site for the receipt of soils containing embedded cysts of the Riverside fairy shrimp, or an alternate comparable site(s).*

Once a suitable mitigation site(s) ~~are identified and~~ *is* secured, vernal pool creation shall be undertaken by LAWA or its designee, in consultation with the USFWS. Methods of vernal pool creation may vary depending on the physical and biological characteristics of the selected sites. LAWA or its designee, in conjunction with the USFWS and a qualified wildlife biologist, shall develop a program to monitor the progress of vernal pool creation. LAWA or its designee shall undertake the relocation of soils containing embedded cysts of Riverside fairy shrimp from the western portion of the airfield to the vernal pool mitigation sites. *Soils containing embedded cysts of the Riverside fairy shrimp shall not be salvaged and translocated until the created vernal pool(s) is established and has met certain success criteria as described in detail below and included in the 12 conservation measures within the Biological Opinion. Soil salvage shall be undertaken from all sites containing embedded cysts of the Riverside fairy shrimp.*

*Under Alternative D, soils containing embedded cysts of the Riverside fairy shrimp from EW001 and EW002 (**Figure S7, North Area Ephemeral Wetted Pools and Buffer Areas**) shall be salvaged and translocated to created vernal pool habitat on property owned by the FAA and designated as a habitat preserve at the former*

Marine Corps Air Station at El Toro (El Toro), or another site as approved by the USFWS. The created vernal pool(s) shall contain a minimum of 5,559 square feet of vernal pool surface area (as determined by a 3:1 mitigation ratio). Soils containing embedded cysts of the Riverside fairy shrimp from EW001 and EW002 will not be salvaged and translocated from LAX until the created vernal pool(s) is established and has met certain success criteria specified in the Biological Opinion. Soils containing embedded cysts of the Riverside fairy shrimp from EW006 (**Figure S8**, South Area Ephemeraally Wetted Pools and Buffer Areas) shall be salvaged and stored prior to implementation of Alternative D and shall be translocated to the created vernal pool(s) with EW001 and EW002 once the success criteria are met. Soils containing embedded cysts of the Riverside fairy shrimp from EW006 shall be placed in appropriate storage at the San Diego Zoological Society's Center for the Reproduction of Endangered Species. Until soils containing embedded cysts of the Riverside fairy shrimp have been appropriately salvaged and stored, or vernal pool creation has been completed and embedded cysts have been appropriately salvaged and translocated to the created vernal pool(s), habitat-altering activities associated with Alternative D in these areas shall be avoided.

Under Alternative D, LAWA shall be responsible for implementing construction avoidance measures for the six areas (EW009, EW012, EW013, EW014, EW015 and EW016) that would not be directly affected, as indicated in the Biological Opinion. Construction avoidance measures shall include implementation of construction avoidance measures, including BMPs required pursuant to the Standard Urban Stormwater Mitigation Plan and the LAX Stormwater Pollution Prevention Plan, and establishment of a buffer area around the six occupied areas retained on the LAX airfield. In addition, LAX operations personnel with vehicular access to the airfield operations area shall be apprised of these off-limit buffer areas annually. The construction avoidance measures shall be periodically inspected by LAWA, or its designee throughout construction to ensure the efficacy of the BMPs, and corrective action shall be undertaken as necessary to ensure that construction and operation of airport facilities do not result in adverse impacts to surface water quality.

Soils containing embedded cysts of the Riverside fairy shrimp will not be translocated to the created vernal pool(s) until the vernal pool(s) is established and has met certain success criteria specified in the Biological Opinion. Success criteria for the created vernal pool(s) includes holding water for a minimum of 60 days, having less than 10 percent absolute cover exotic herbaceous species in the pool(s), having less than 20 percent absolute cover of exotic herbaceous species within 300 feet of the area from limits of the pool, and provide suitable water quality for Riverside fairy shrimp. Duration of inundation, exotic species removal, and water quality analyses may be undertaken within the first year after vernal pool creation. Upon meeting success criteria and approval from the USFWS, soils containing embedded cysts of the Riverside fairy shrimp may be brought to the pool(s).

~~The top 6 to 12 inches of soil~~ Soil containing the cysts shall be ~~transplanted~~ salvaged and translocated during the dry season to minimize damage to the cysts during transport. The soil shall be collected using a hand trowel, removed in chucks, and kept out of direct sunlight to ensure viability. Soil shall be stored in properly labeled boxes or bags with adequate ventilation. The soils shall then be deposited and spread out in small basins or pool-like areas of similar size without active mechanical compaction to minimize potential damage to the cysts. Any potential indirect environmental effects resulting from vernal pool construction activities shall be compliant with ~~best management practices~~ BMPs and terms and conditions stipulated by the permitting agencies.

LAWA or its designee, in conjunction with the USFWS and a qualified wildlife biologist, shall also develop a program to monitor created habitat for the presence

of Riverside fairy shrimp ~~annually for a period of not more than five years~~. As specified in the Biological Opinion, LAWA shall be responsible for implementing a monitoring and reporting program to demonstrate successful achievement of the performance standards for off-site relocation over a 25-year period:

- Monthly during the first year, following relocation of soils containing embedded cysts of the Riverside fairy shrimp
- Quarterly in the second, third, and fourth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp
- Biannually in the fifth, seventh, and ninth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp
- Annually in the tenth, fifteenth, twentieth, and twenty-fifth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp

LAWA shall provide the USFWS with annual monitoring reports as specified in the monitoring and reporting program. The monitoring report, due on September 1 of each specified monitoring year, shall provide information regarding the implementation of the vernal pool creation, restoration, and maintenance activities. The yearly report shall also discuss the effectiveness of the project as it pertains to the existing condition of the created vernal pool(s) and Riverside fairy shrimp population. To measure the effectiveness of the created vernal pool(s), the FAA and LAWA shall work with the USFWS to develop long-term goals and objectives as part of their habitat creation plan.

Implementation of Mitigation Measure MM-ET-1 would provide for replacement of ~~4.3 acres~~ 0.04 acre (1,853 square feet) of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp, with estimated habitat value of 0.15, with ~~3.9 acres~~ 0.12 acres (5,559 square feet) of created vernal pool habitat with an estimated habitat value of 0.75 (see **Table S1**, Mitigation Land Evaluation Procedure for the Mitigation Site). By relocating embedded cysts to habitat restoration sites that are managed for the existence of the species, the opportunity for embedded cysts to complete the adult phase of their life cycle would be enhanced.

9. Figure S7, North Area Ephemeral Wetted Pools and Buffer Areas, has been added to the discussion of Mitigation Measure MM-ET-1, Riverside Fairy Shrimp Habitat Restoration (Alternatives A, B, C, and D), beginning on page 29. Please see the new figure.
10. Figure S8, South Area Ephemeral Wetted Pools and Buffer Areas, has been added to the discussion of Mitigation Measure MM-ET-1, Riverside Fairy Shrimp Habitat Restoration (Alternatives A, B, C, and D), beginning on page 29. Please see the new figure.
11. The text of Mitigation Measure MM-ET-3, El Segundo Blue Butterfly Conservation: Dust Control (Alternatives A, B, C, and D), on page 34 is revised as follows:

♦ **MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control (Alternatives A, B, C, and D)**

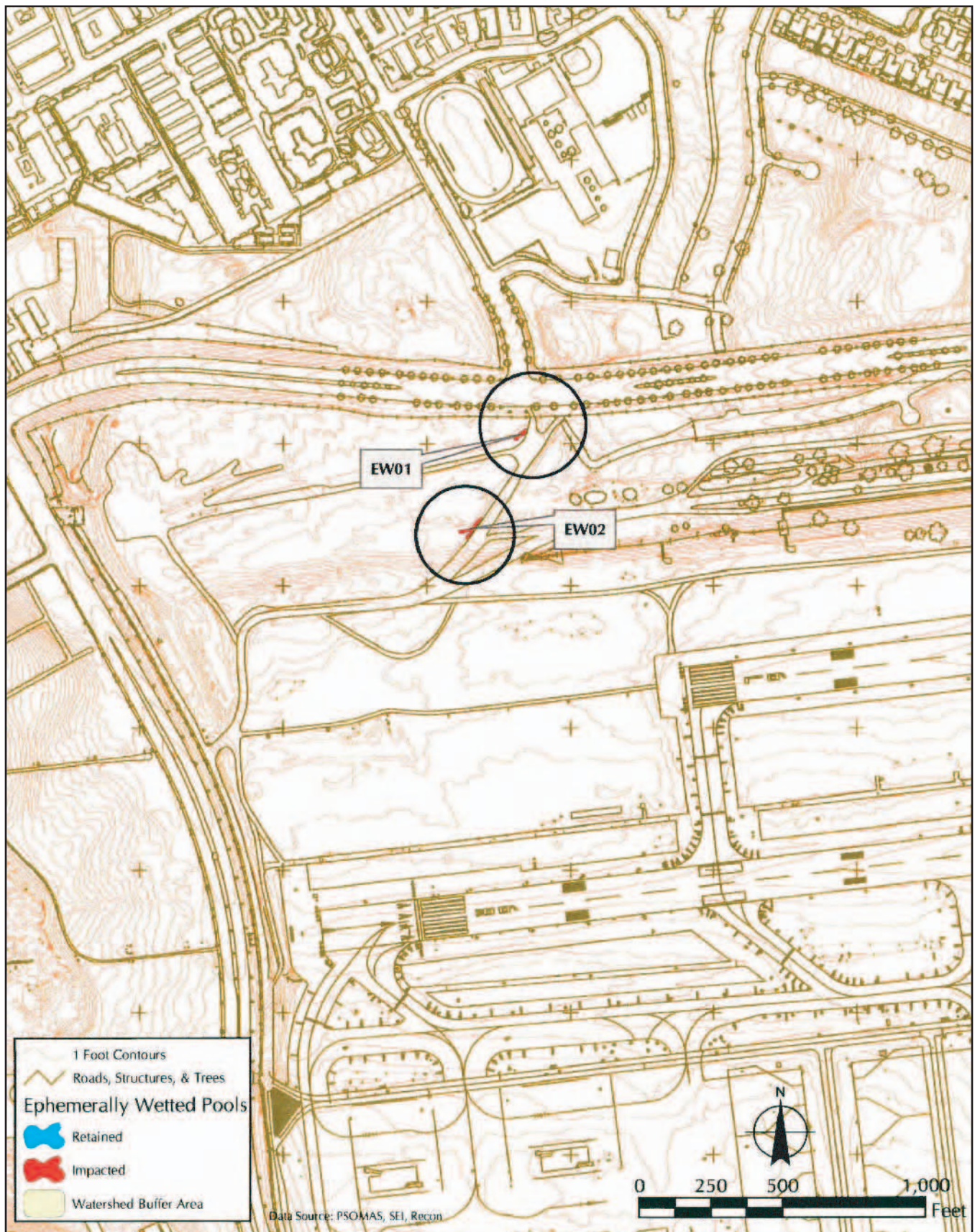
To reduce the transport of fugitive dust particles related to construction activities, soil stabilization and/or watering to reduce fugitive dust emissions during construction shall be implemented *with a goal* to reduce particulate matter emissions by 90 to 95 percent (~~Table S4.6-20, Recommended Mitigation Measures, in Section 4.6, Air Quality (subsection 4.6.8) of the Supplement to the Draft EIS/EIR~~). In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly.

12. The text of Mitigation Measure MM-ET-4, El Segundo Blue Butterfly Conservation: Habitat Restoration (Alternative D), on page 34 is revised as follows:

♦ **MM-ET-4 El Segundo Blue Butterfly Conservation: Habitat Restoration Alternative D**

LAWA or its designee shall take all necessary steps to avoid the flight season of the El Segundo blue butterfly (June 14 - September 30) when undertaking installation of navigational aids and

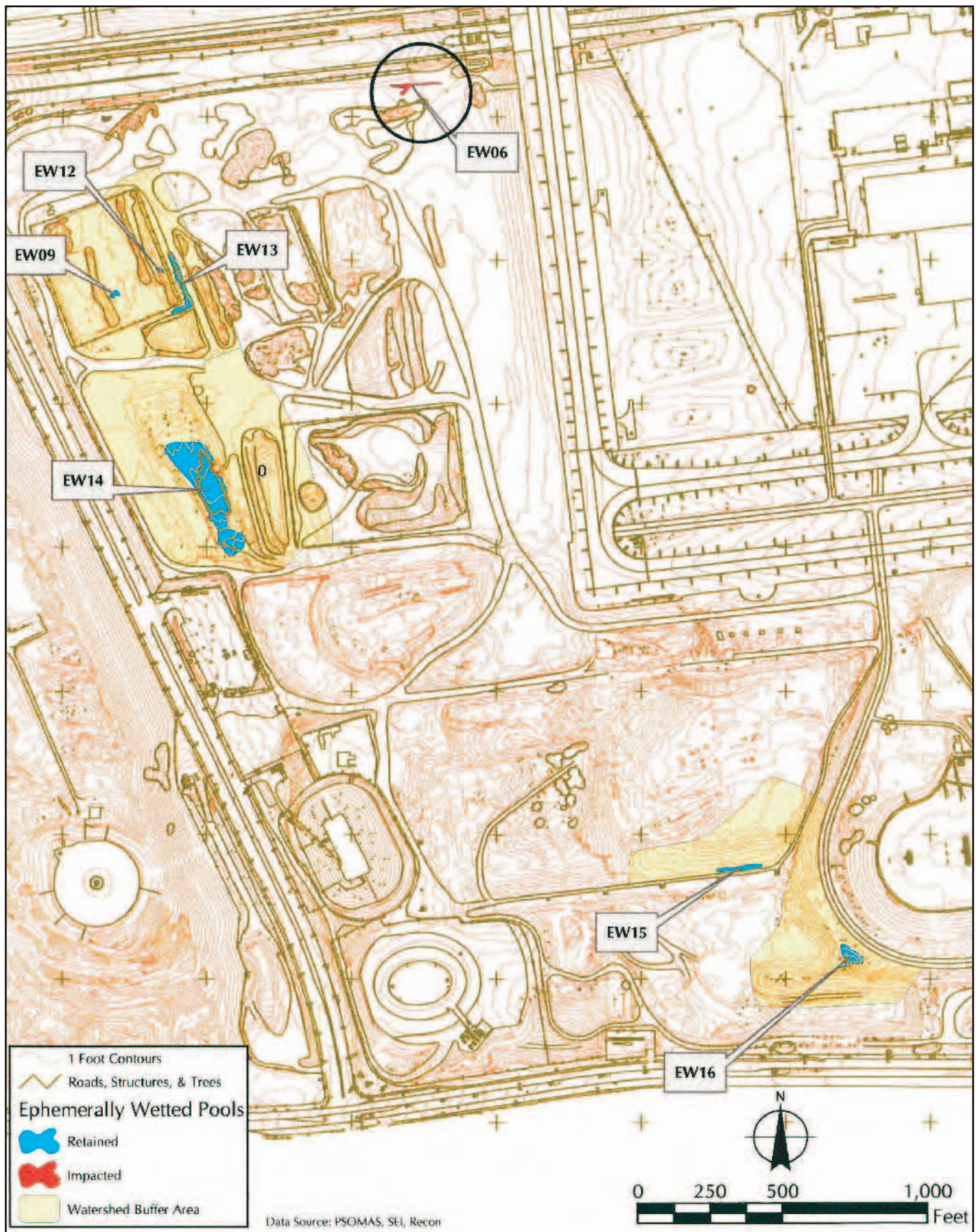
associated service roads proposed under Master Plan Alternative D within habitat occupied by the El Segundo blue butterfly. Installation of navigational aids within the Habitat Restoration Area should be required to take place between October 1st and May 31st. *In conformance with the Biological Opinion, activities associated with navigational aid development shall also be limited to the existing roads and proposed impacts areas. The number of coast buckwheat plants impacted shall be mitigated at a ratio of 1:1, or as otherwise determined through Section 7 consultation with the USFWS.* Coast buckwheat shall be planted a minimum of three years prior to the impact, or *as dictated by the USFWS*, not only to allow for establishment of the plants, but also to ensure that the plants are mature enough to bloom.² The plantings of coast buckwheat shall be located within the southwest corner of subsite 23 of the Habitat Restoration Area and shall encompass ~~10,597 square feet (0.24 acre)~~ *1.25 acres in conformance with the Biological Opinion. Coast buckwheat plants will be planted at an initial density of 200 plants per acre to ensure the long-term planting density target (130 plants per acre). Coast buckwheat plants will be placed in clusters or groupings based on microtopographic features present within subsite 23 to better support the ESB, which is known to prefer large clusters of plants for nectaring and shelter. As possible, depending on the location and condition of individual plants, FAA and LAWA would salvage existing coast buckwheat plants and any larvae on the plant or pupae in the soil below the plant that would be removed to accommodate the replacement* ~~navaids~~ *navigational aids* to further conserve this species. These plants would be salvaged immediately prior to the installation of the replacement ~~navaids~~ *navigational aids* outside of the butterfly flight season. These salvaged plants would be *transported in a suitable container and replanted in subsite 23 after the onset of winter rains. near what would be the previously established mitigation measure actions.* This area shall be the designated mitigation site for planting coast buckwheat and the site to which El Segundo blue butterfly pupae shall be relocated. *Gathering of coast buckwheat seed shall take place from September 15 through June 1. Propagation and planting methodologies successfully employed by LAWA during 1984 through 1994 restoration efforts shall be employed for propagation of additional coast buckwheat plants. An existing irrigation system proximal to subsite 23 will be used to increase the success of the restoration effort. Prior to navigational aid installation, a permitted and qualified biologist shall salvage El Segundo blue butterfly larvae in coordination with the USFWS in order to minimize impacts to the butterfly. Based on LAWA's restoration experience within the Habitat Restoration Area, occupation of restored habitat can occur within two to three years of restoration efforts. Therefore, there would be no net loss in acres or value of occupied habitat.*



Los Angeles International Airport Master Plan Updated Biological Assessment

North Area Ephemeral Wet Pools and Buffer Areas

Figure S7



Revisions to Supplement to the Draft EIS/EIR Technical Reports

Technical Report S-1: Supplemental Land Use Technical Report

1. The following revision has been made to text and tables throughout this technical report:

The references to "Westchester-Washington Community Adult School" (located at 8810 Emerson Avenue) in tables included in Technical Report S-1, Supplemental Land Use Technical Report, are hereby revised to "Westchester-Emerson Community Adult School".
2. The first three sentences of the fifth paragraph in Section 2.1.3, *Caltrans Airport Land Use Planning Handbook*, on page 7 are revised as follows:

FICAN has identified a strong relationship between noise and children's reading ability. In addition, the FAA Order ~~51000.38A~~ 5100.38A, Section 712.c establishes a design objective of L_{eq} 45 dB during normal school hours for school sound insulation projects for noise resulting from aircraft operations.¹ The standards established in Section 4.1, *Noise* (subsection 4.1.4.1.1), of the Supplement to the Draft EIS/EIR for single event noise analysis in the LAX environs are independent of, and more restrictive than, the referenced design objective established under SAA Order ~~51000.38A~~ 5100.38A.
3. The first bullet point in Section 2.2.2.2, *Memorandum of Understanding*, on page 11 is revised as follows:
 - ♦ Suspension of Avigation Easement Requirements. In order to promote the cooperation between LAWA and Inglewood, LAWA has agreed to suspend its requirement that such avigation easements (that waive the right of a homeowner to sue LAWA) be executed by homeowners receiving LAWA-provided noise insulation benefits for Inglewood residences. ~~This suspension of avigation easement requirements has been granted by Caltrans. LAWA is currently in the process of requesting approval of this suspension of avigation easement requirement from Caltrans.~~ In lieu of requiring avigation easements, existing and future homeowners within the 65 dB CNEL noise contour will be notified regarding the existence and significance of such noise impacts. This notification process is currently in effect.

4. Table S9, Listing of Schools Exposed to High Single Event Noise Levels, in Section 2.3.3.2, *School Disruption*, on page 23 is revised as follows:

Table S9							
Listing of Schools Exposed to High Single Event Noise Levels							
Name	Location	Jurisdiction	55 dB L _{MAX}	65 dB L _{MAX}	35 dB (L _{eq(h)})	APN	Grid ID
1996 Baseline Schools, Public							
98th Street Elementary	5431 W. 98th St.	City of Los Angeles	X		X	4128012900	PBS010
Arena High School	630 Arena St.	City of El Segundo	X			4132026900	PBS011
Buford Elementary School	4919 W. 109th St.	County of Los Angeles	X		X	4039023901	PBS019
Clyde Woodworth Elementary School	3200 W. 104th St.	City of Inglewood	X		X	4030033900	PBS026
El Segundo Middle School	332 Center St.	City of El Segundo	X			4136003901	PBS032
Felton Elementary School	10417 S. Felton Ave.	County of Los Angeles	X	X	X	4038029905	PBS035
Hillcrest Continuation School	441 W. Hillcrest Blvd.	City of Inglewood	X		X	4018021902	PBS047
Imperial Avenue School Special Education Facility	540 E. Imperial Ave.	City of El Segundo	X		X	4133013900	PBS049
Jefferson Elementary School	10322 Condon Ave.	County of Los Angeles	X		X	4036007900	PBS055
Kelso Elementary School	809 E. Kelso St.	City of Inglewood			X	4021037900	PBS059
Lennox Middle School	11033 S. Buford Ave.	County of Los Angeles	X			4039009902	PBS091
Oak Street Elementary School	633 S. Oak St.	City of Inglewood	X		X	4022002900	PBS105
Paseo del Rey Magnet School	7751 Paseo del Rey	City of Los Angeles	X		X	4118009900	PBS107
Westchester High School and Magnet Center	7400 W. Manchester Ave.	City of Los Angeles	X			4119001904	PBS121
Westchester Washington Emerson Community Adult School	8810 Emerson Ave	City of Los Angeles	X		X	4122026900	PBS062
Whelan Elementary School	4125 W. 105th St.	County of Los Angeles	X		X	4034019900	PBS123
Subtotal: 16							
Schools, Private							
Debbie's Child Development Center	521 S Osage Ave	City of Inglewood	X		X	4021037039	PVS055
Escuela de Montessori	8740 La Tijera Blvd	City of Los Angeles	X		X	4123006025	PVS107
Faith Lutheran Preschool	3300 W 85th St	City of Inglewood	X			4011024024	PVS108
Inglewood Christian School	215 E Hillcrest Blvd	City of Inglewood	X		X	4021017008	PVS051
Jefferson Felton Headstart	10521 Hawthorne Blvd	City of Los Angeles	X		X	4036016021	PVS084
LA Southside Christian Church School	3947 W 104Th St	City of Inglewood	X		X	4032008032	PVS062
St. Bernard High School	9100 Falmouth Ave	City of Los Angeles	X		X	4118012001	PVS007
Tender Care Child Development Center	336 E Spruce Ave	City of Inglewood	X		X	4021029009	PVS083
Training Research Foundation Headstart	4949 W 104th St	City of Los Angeles	X	X	X	4038014006	PVS077
University of West Los Angeles	750 Isis Ave	City of Inglewood	X		X	4126016020	PBS114
University of West Los Angeles	8911 Aviation Blvd	City of Inglewood	X		X	4126019009	PBS116
Visitation Elementary School	8740 Emerson Ave	City of Los Angeles	X		X	4122013006	PVS011
Visitation Elementary School	6560 W 86th Pl	City of Los Angeles			X	4122013011	PVS012
Westchester Neighborhood School	5520 Arbor Vitae St	City of Los Angeles	X		X	4128002003	PVS104
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood	X			4022029013	PVS070
Subtotal: 15							

Table S9

Listing of Schools Exposed to High Single Event Noise Levels

Name	Location	Jurisdiction	55 dB L _{MAX}	65 dB L _{MAX}	35 dB (L _{eq(h)})	APN	Grid ID
Total: 31							
<u>Year 2000 Conditions</u>							
Schools, Public							
Arena High School	630 Arena St.	City of El Segundo	X			4132026900	PBS011
Buford Elementary School	4919 W. 109th St.	County of Los Angeles	X		X	4039023901	PBS019
Clyde Woodworth Elementary School	3200 W. 104th St.	City of Inglewood			X	4030033900	PBS026
Felton Elementary School	10417 S. Felton Ave.	County of Los Angeles	X	X	X	4038029905	PBS035
Hillcrest Continuation School	441 W. Hillcrest Blvd.	City of Inglewood	X		X	4018021902	PBS047
Imperial Avenue School Special Education Facility	540 E. Imperial Ave.	City of El Segundo	X		X	4133013900	PBS049
Inglewood High School	231 S. Grevillea Ave.	City of Inglewood	X			4020016900	PBS050
Jefferson Elementary School	10322 Condon Ave.	County of Los Angeles	X		X	4036007900	PBS055
Kelso Elementary School	809 E. Kelso St.	City of Inglewood			X	4021037900	PBS059
Lennox Middle School	11033 S. Buford Ave.	County of Los Angeles	X			4039009902	PBS091
Morningside High School	10500 S. Yukon Ave.	City of Inglewood			X	4030033901	PBS140
Oak Street Elementary School	633 S. Oak St.	City of Inglewood	X		X	4022002900	PBS105
Westchester Washington Emerson Community Adult School	8810 Emerson Ave	City of Los Angeles	X		X	4122026900	PBS062
Whelan Elementary School	Unknown	County of Los Angeles	X		X	4034019900	PBS123
Subtotal: 14							
Schools, Private							
Anthony's Preschool	8708 Crenshaw Blvd	City of Inglewood	X			4026001024	PVS028
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood	X			4010035011	PVS106
Debbie's Child Development Center	521 S Osage Ave	City of Inglewood	X		X	4021037039	PVS055
Escuela de Montessori	8740 La Tijera Blvd	City of Los Angeles			X	4123006025	PVS107
Faith Lutheran Preschool	3300 W 85th St	City of Inglewood	X			4011024024	PVS108
Inglewood Christian School	215 E Hillcrest Blvd	City of Inglewood	X		X	4021017008	PVS051
Inglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd.	City of Inglewood	X			4011026022	PVS074
Jefferson Felton Headstart	10521 Hawthorne Blvd	City of Los Angeles	X	X	X	4036016021	PVS084
LA Southside Christian Church School	3947 W 104Th St	City of Inglewood	X		X	4032008032	PVS062
St. Bernard High School	9100 Falmouth Ave	City of Los Angeles	X		X	4118012001	PVS007
Tender Care Child Development Center	336 E Spruce Ave	City of Inglewood	X		X	4021029009	PVS083
Training Research Foundation Headstart	4949 W 104th St	City of Los Angeles	X	X	X	4038014006	PVS077
University of West Los Angeles	750 Isis Ave	City of Inglewood	X		X	4126016020	PBS114
University of West Los Angeles	8911 Aviation Blvd	City of Inglewood	X		X	4126019009	PBS116
Westchester Neighborhood School	5520 Arbor Vitae St	City of Los Angeles	X		X	4128002003	PVS104
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood	X			4022029013	PVS070
Subtotal: 16							
Total: 30							

Table S9**Listing of Schools Exposed to High Single Event Noise Levels**

Name	Location	Jurisdiction	55 dB L_{MAX}	65 dB L_{MAX}	35 dB (L_{eq(h)})	APN	Grid ID
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Source: Landrum & Brown; Psomas; PCR, 2003.

5. Table S31, Alternative B 2015 Listing of Significantly Impacts Noise-Sensitive Uses (Compared to Year 2000 Conditions), in Section 3.3.3.1, *Newly Exposed Areas*, on pages 58 through 60 is revised as follows:

Table S31

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to Year 2000 Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
School, Public						
Albert Monroe Middle School	10711 10 th Ave.	City of Inglewood	X	X	4030033902	
Beulah Payne Elementary School	214 W Arbor Vitae St	City of Inglewood	X	X	4023039901	PBS017
Buford Elementary School	4919 W. 109 th St.	County of Los Angeles		X	4039023901	PBS019
Clyde Woodworth Elementary School	3200 W. 104 th St.	City of Inglewood	X	X	4030033900	PBS026
Felton Elementary School	10417 S. Felton Ave.	County of Los Angeles		X	4038029905	PBS035
Hillcrest Continuation School	441 W. Hillcrest Blvd.	City of Inglewood		X	4018021902	PBS047
Inglewood High School	231 S. Grevillea Ave.	City of Inglewood	X	X	4020016900	PBS050
Jefferson Elementary School	10322 Condon Ave.	County of Los Angeles		X	4036007900	PBS055
Kelso Elementary School	809 E. Kelso St.	City of Inglewood		X	4021037900	PBS059
Westchester - Emerson Community Adult School	8810 Emerson Ave	City of Los Angeles	X		4122026900	PBS062
Lennox Middle School	11033 S. Buford Ave.	County of Los Angeles	X	X	4039009902	PBS091
Loyola Village Elementary School	8821 Villanova Ave.	City of Los Angeles	X	X	4119029900	PBS099
Manhattan Place Elementary School	1850 W. 96 th St.	City of Los Angeles	X	X	6057010900	PBS101
Moffett Elementary School	11050 S. Larch Ave.	County of Los Angeles	X	X	4035008902	PBS102
Morningside High School	10500 S. Yukon Ave.	City of Inglewood	X	X	4030033901	PBS140
Oak Street Elementary School	* 633 S. Oak St.*	City of Inglewood		X	4022002900	PBS105
Westchester High School And Magnet Center	* 7400 W. Manchester Ave.*	City of Los Angeles	X		4119001904	PBS121
Subtotal: 48 17						
School, Private						
St. Bernard High School	9100 Falmouth Ave	City of Los Angeles	X		4118012001	PVS007
Visitation Elementary	8740 Emerson Ave	City of Los Angeles	X		4122013006	PVS011
K. Anthony Elementary	8420 Crenshaw Blvd	City of Inglewood	X	X	4011027004	PVS029
Calvary Christian School	2225 W Manchester Blvd	City of Inglewood	X	X	4010035011	PVS106
Escuela De Montessori	8740 La Tijera Blvd	City of Los Angeles	X	X	4123006025	PVS107
Faith Lutheran Church School	3300 W 85Th St	City of Inglewood		X	4011024024	PVS108
Debbie's Child Development Center	521 S. Osage Ave.	City of Inglewood		X	4021037039	PVS055
Inglewood Christian School	215 E Hillcrest Blvd	City of Inglewood		X	4021017008	PVS051
Wiz Child Center	121 W Arbor Vitae St	City of Inglewood	X	X	4022029013	PVS070
Morningside United Ch Of Christ	8721 S 8 th Ave	City of Inglewood	X		4026001022	PVS073
Iglesia De Cristo Ministerios Llamada Final	8451 Crenshaw Blvd	City of Inglewood	X	X	4011026022	PVS074
Training Research Foundation Headstart	4949 W 104 th St	County of Los Angeles		X	4038014006	PVS077
Providence Missionary Baptist	9600 S Western Ave	City of Los Angeles	X		6055022028	PVS081
Tender Care Child Development Center	336 E Spruce Ave	City of Inglewood		X	4021029009	PVS083
University Of West Los Angeles	750 Isis Ave	City of Inglewood		X	4126016020	PBS114
Subtotal: 15						

Table S31

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to Year 2000 Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Church						
Alfredo Figueroa	4060 W Century Blvd	City of Inglewood	X	X	4034004023	CH006
Central Baptist Church	3120 W 108Th St	City of Inglewood	X	X	4031004014	CH069
Council Of Rehoboth Christian	226 E Spruce Ave	City of Inglewood		X	4021030006	CH100
Ernesto & Elsa Ballesteros	422 S Grevillea Ave	City of Inglewood		X	4021018018	CH132
First Apostolic Church Of Inglewood	317 S La Brea Ave	City of Inglewood		X	4021015002	CH150
First Apostolic Church Of Inglewood	425 S La Brea Ave	City of Inglewood		X	4021019011	CH151
First Baptist Church Westchester	6069 W Manchester Ave	City of Los Angeles	X	X	4107023012	CH157
First Methodist Ch Of Inglewood	411 E Kelso St	City of Inglewood		X	4021029069	CH164
Greater New Bethel Baptist Church Inc	601 E 99Th St	City of Inglewood	X	X	4024043029	CH213
Hart Evangelistic Musical	3141 W Manchester Blvd	City of Inglewood		X	4011025011	CH221
Holy Pilgrim Temple Church Of	8459 S Western Ave	City of Los Angeles	X	X	6035025001	CH239
Inglewood Church Of Christ	324 Nectarine St	City of Inglewood	X		4020011006	CH251
Inglewood Church Of Christ	324 Nectarine St	City of Inglewood		X	4020011006	CH251
La Baptist Cy Mission Society	11044 S Freeman Ave	County of Los Angeles	X	X	4035010024	CH282
Lennox Blvd Community Methodist Church	4548 Lennox Blvd	County of Los Angeles		X	4037009032	CH289
Lennox Congregation Of	10928 Hawthorne Blvd	County of Los Angeles	X	X	4035002019	CH290
Morningside Congregation Of	8471 S Van Ness Ave	City of Inglewood	X	X	4010029002	CH321
Morningside United Ch Of Christ	8722 Crenshaw Blvd	City of Inglewood	X		4026001010	CH322
New Mount Pleasant Baptist Church	429 S Grevillea Ave	City of Inglewood		X	4020027038	CH343
Prairie Congregation Of	3406 W Manchester Blvd	City of Inglewood		X	4025005029	CH383
Roman Catholic Archbishop Of L A	6561 W 88Th St	City of Los Angeles	X		4122013007	CH413
Strait-Way Apostolic Church Inc	102 E Kelso St	City of Inglewood		X	4021018028	CH470
Tikvah Congregation Bnai	8620 Belford Ave	City of Los Angeles	X	X	4125013021	CH481
Westchester Assembly Of God	8606 Wiley Post Ave	City of Los Angeles	X	X	4123014032	CH518
Juan & Irma Aguilar	9630 S. Western Ave.	City of Los Angeles	X		6055022032	PVS058
Subtotal: 25						
Hospital						
Robert & Richard Binkert	416 E 99Th St	City of Inglewood	X	X	4024038040	HOS15
Subtotal: 1						
Hospital, Convalescent						
Edward Gauthier Sr.	3201 W Manchester Blvd	City of Inglewood		X	4011025007	NH012
Klokke Corp	220 W Manchester Blvd	City of Inglewood	X	X	4020017028	NH019
Ollie Miller	9617 S Van Ness Ave	City of Inglewood	X	X	4027029022	NH026
Urban Healthcare Project Inc	3425 W Manchester Blvd	City of Inglewood		X	4011024026	NH040
Subtotal: 4						

Table S31

**Alternative B 2015 Listing of Significantly Impacted Noise-Sensitive Uses
(Compared to Year 2000 Conditions)**

Name	Location	Jurisdiction	65 dB CNEL Contour ¹	1.5 dB Increase ²	APN	Grid ID
Park						
Ashwood Park	210 S. Ash Ave.	City of Inglewood	X	X	4018017900	PRK01
Dockweiler Beach State Park	Vista Del Mar	City of Los Angeles	X	X	4131028901	PRK65
Grevillea Park	231 S Grevillea Ave	City of Inglewood	X	X	4021015901	PRK41
Jesse Owens County Park	9637 S Western Ave	City of Los Angeles	X	X	6057010901	PRK56
Lennox Park	Lennox Blvd / Condon Ave	County of Los Angeles	X	X	4037005900	PRK52
St Andrews Recreation Park	8701 St. Andrews Pl	City of Los Angeles	X		6036009900	PRK45
Vista Del Mar Park	Sandpiper St.	City of Los Angeles		X	9999999999	PRK67
Westchester Recreation Center	7000 W. Manchester Ave.	City of Los Angeles	X	X	4122022928	PRK201
Subtotal: 8						
Library						
Morningside Park Branch	3202 W 85th St	City of Inglewood		X	4011025900	LIB04
Subtotal: 1						
Total: 72						

¹ Indicates newly exposed to 65 dB CNEL noise contour.

² Indicates increased noise level of 1.5 dB within 65 dB CNEL or greater noise contour.

Note: Noise levels of parks are considered potentially significant and are further evaluated for significant impacts based on criteria used in Department of Transportation Act, Section 4(f) [Recodified at 49 USC Section 303] as presented in the Draft EIS/EIR, Appendix H.

Source: Landrum & Brown; Psomas; PCR, 2003.

Technical Report S-2b: Supplemental Off-Airport Surface Transportation Technical Report

1. Some of the v/c and LOS data provided in Attachment D, *Alternative D Transportation Impacts (RTP Assumptions)*, have been superseded by information contained in Table F4.3.2-15, Year 2015 Alternative D Levels of Service (Adjusted Environmental Baseline Comparison), of the Final EIS/EIR.
2. Some of the v/c and LOS data provided in Attachment D, *Alternative D Transportation Impacts (RTP Assumptions)*, and Attachment E, *Proposed Transportation Improvements for Alternative D*, have been superseded by information contained in Table F4.3.2-15, Year 2015 Alternative D Levels of Service (Adjusted Environmental Baseline Comparison), of the Final EIS/EIR.
3. Some of the information associated with proposed transportation improvements for Alternative D provided in Attachment E, *Proposed Transportation Improvements for Alternative D*, has been superseded by information contained in Table F4.3.2-28, Year 2008 Alternative D Mitigation Plan (Adjusted Environmental Baseline Comparison), and Table F4.3.2-29, Year 2015 Alternative D Mitigation Plan (Adjusted Environmental Baseline Comparison), of the Final EIS/EIR.
4. The following table, titled Summary of Intersections With Fair-Share Contributions to Transit - 2008 and 2015 Proposed Final Mitigation Plan with Lennox Boulevard Interchange, is added to Attachment E, *Proposed Transportation Improvements for Alternative D*.

**Summary of Intersections With Fair-Share Contributions to Transit
2008 and 2015 Proposed Final Mitigation Plan with Lennox Boulevard Interchange**

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENNOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
REVISED 2008 RECOMMENDED MITIGATION PLAN								
96 Lincoln at Washington	0.905 E	0.845 D	---	1375	19	nbth / 3	nbth -57 / sbth -0	Transit enhancements fully mitigate impacts
	0.974 E	0.997 E	0.9835					
	0.566 A	0.572 A	---					

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENNOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
REVISED 2015 RECOMMENDED MITIGATION PLAN								
22 Centinela/ Sepulveda	1.211 F	1.227 F	1.2205	1375	9	sbth / 4	sbth -36 / nbth -0	Transit enhancements fully mitigate impacts
	1.254 F	1.205 F	---					
	0.953 E	0.904 E	---					
44 H. Hughes/ Sepulveda	0.641 B	0.574 A	---	1425	41	nbth / 4	nbth -164 / sbth -0	Transit enhancements fully mitigate impacts
	0.860 D	0.908 E	0.8795					
	0.616 C	0.574 A	---					
50 Imperial/ Sepulveda	1.032 F	0.854 D	---	1375	82	nbth / 3	nbth -246 / sbth -0	Transit enhancements fully mitigate impacts
	1.107 F	1.098 F	---					
	0.809 D	0.888 D	0.8285					
57 Jefferson/ Lincoln	1.158 F	1.048 F	---	1375	140	sbth / 4	sbth -560 / nbth -400	Reduction target too large to be met by transit enhancements
	1.035 F	1.146 F	1.0445					
	0.761 C	0.794 C	---					
83 Sepulveda/ La Tijera	0.902 E	0.849 D	---					No transit investment needed to mitigate impacts

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
	0.867 D 0.426 A	0.840 D 0.451 A	--- ---					
88 Lincoln/ Manchester	0.795 C 1.165 F 0.789 C	0.838 D 1.169 F 0.808 D	0.8145 --- ---	1375	33	sbth / 3	sbth -99	Transit enhancements fully mitigate impacts
94 Lincoln/ Teale	0.732 C 0.907 E 0.588 A	0.798 C 0.976 E 0.649 B	0.9165 0.9165 ---	1425 1425	38 85	nbth / 4 nbth / 4	nbth -152 / sbth -0 nbth -340 / sbth -0	Transit enhancements fully mitigate impacts
99 Manchester/ Sepulveda	0.871 D 1.031 F 0.774 C	0.911 E 1.141 F 0.680 B	0.8905 1.0405 ---	1375 1375	29 139	wbth / 2 ebth / 2	wbth -58 / ebth -0 ebth -278 / wbth -0	Transit enhancements fully mitigate impacts
100 Mariposa/ Sepulveda	0.772 C 1.132 F 1.193 F	0.836 D 0.977 E 1.087 F	0.7995 --- ---	1375	51	nbth / 4	nbth -204 / sbth -0	Transit enhancements fully mitigate impacts
105 Sepulveda/ I-105 WB Offramp	1.345 F 1.021 F 1.016 F	1.151 F 1.048 F 0.841 D	--- 1.0305 ---	1500	27	nbth / 3	nbth -81 / sbth -0	Transit enhancements fully mitigate impacts
106 Sepulveda/ 76th-77th	0.712 C 0.677 B 0.678 C	0.671 C 0.722 C 0.663 B	0.716 --- ---	1425	10	nbth / 3	nbth -30 / sbth -0	Transit enhancements fully mitigate impacts
39 Fiji/ Lincoln	0.661 B 0.770 C 0.621 B	0.678 B 0.732 C 0.457 A	--- --- ---					No transit investment needed to mitigate impacts
42 Hawthorne/ Imperial	0.668 B 0.889 D 0.916 E	0.613 B 0.772 C 0.896 D	--- --- ---					No transit investment needed to mitigate impacts
89 Lincoln/	1.165 F	1.011 F	---					No transit investment needed to mitigate

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENNOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
Marina Expwy	1.125 F 0.835 D	1.085 F 0.786 C	--- ---					impacts
136 Sepulveda/ 79th-80th	0.679 B 0.731 C 0.433 A	0.674 B 0.845 D 0.541 A	--- 0.7705 ---	1500	112	nbth / 3	nbth -335 / sbth -48	Transit enhancements fully mitigate impacts
137 Sepulveda/ 83rd	0.780 C 0.833 D 0.439 A	0.727 C 0.911 E 0.395 A	--- 0.8525 ---	1500	88	nbth / 3	nbth -264 / sbth -0	Transit enhancements fully mitigate impacts

5. The title page to Attachment F is revised as follows:

Attachment F
Alternative Mitigation Plan for Alternative D
(No Lennox Interchange ~~or I-105 Ramp~~)

6. The following table, titled Summary of Revisions to the Recommended Off-Airport Surface Transportation Mitigation Plan - 2015 Proposed Final Mitigation Plan without Lennox Boulevard Interchange, supercedes information provided in Attachment F, *Alternative Mitigation Plan for Alternative D (No Lennox Interchange)*, pertaining to proposed transportation improvements for selected intersections. Please see the revised table.

**Summary of Revisions to the Recommended Off-Airport Surface Transportation Mitigation Plan
2015 Proposed Final Mitigation Plan Without Lennox Boulevard Interchange**

2015 ALTERNATIVE MITIGATION PLAN (WITHOUT LENNOX BOULEVARD INTERCHANGE)								
FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV		IMPROVEMENTS	2015 ALT D MIT W/O LENNOX		COMMENTS
			V/C	LOS		V/C	LOS	
4	Airport Blvd and Century Blvd	AM	0.456	A	Mitigation for this impact involves restriping the WB approach from 4 THRU, 1RT to 3 THRU, 1 THRU/RT, 1 RT.	0.375	A	
		PM	0.656	B		0.570	A	
		AP	0.736	C		0.423	A	
12	Aviation Blvd and El Segundo Blvd	AM	1.031	F	Intersection analysis assumed proposed improvement by County of LA is completed as separate project. Mitigation for this impact involves 1) restriping the EB approach from 1 LT, 3 THRU, 1 RT to 1 LT, 3 THRU, 1 THRU/RT, and 2) upgrading the signal to ATSAC/ATCS equivalent.	0.973	E	
		PM	1.025	F		0.941	E	
		AP	1.009	F		0.993	E	
13	Aviation Blvd and Imperial Highway	AM	0.750	C	Project Component Improvements call for widening the east side of Aviation Boulevard north of Imperial Highway to achieve City of LA standard street widths. Mitigation of this impact involves 1) restriping the NB approach from 2 LT, 2 THRU, 1 RT to 2 LT, 3 THRU, 1 RT, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce SB through trips by 90 vehicles during the PM peak hour.	0.681	B	
		PM	1.131	F		1.173	F	
		AP	1.273	F		0.896	D	
22	Centinela Avenue and Sepulveda Blvd	AM	1.211	F	Mitigation for this impact involves 1) removing the median island on the east leg from the intersection to the underpass of the I-405 Freeway in order to restripe the WB approach from 2 LT, 1 THRU, 1 THRU/RT to 2 LT, 2 THRU, 1 RT, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce SB through trips by 75 vehicles during the AM peak hour.	1.238	F	
		PM	1.254	F		1.027	F	
		AP	0.953	E		0.897	D	
34	Douglas Street and Imperial Highway	AM	0.449	A	Mitigation for this impact involves changing the NB RTOR from Auto to Free. To accommodate this movement, one EB through lane will be removed from Imperial Highway between Nash Street and Douglas Street.	0.293	A	
		PM	0.638	B		0.611	A	
		AP	0.565	A		0.297	A	
35	El Segundo Blvd and Sepulveda Blvd	AM	1.209	F	Mitigation for this impact involves 1) changing the EB	1.132	F	

2015 ALTERNATIVE MITIGATION PLAN (WITHOUT LENNOX BOULEVARD INTERCHANGE)								
FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV		IMPROVEMENTS	2015 ALT D MIT W/O LENNOX		COMMENTS
			V/C	LOS		V/C	LOS	
		PM	1.222	F	RTOR from Auto to OLA; and 2) upgrading the signal to ATSAAC/ATCS equivalent.	1.136	F	
		AP	1.081	F		0.981	E	
44	Howard Hughes Pkwy and Sepulveda Blvd	AM	0.641	B	Mitigation for this impact involves providing a fair-share contribution to MTA's proposed Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce the NB through trips by 212 vehicles during the PM peak hour.	0.556	A	
		PM	0.860	D		0.916	E	
		AP	0.616	B		0.573	A	
45	I-105/Continental City and Imperial Hwy	AM	0.624	B	Project Component Improvements call for the installation of a north leg of this at-grade intersection. The SB approach will be planned as 2 LT, 1 LT/THRU, 2 RT. Project Component Improvements also call for widening the north side of Imperial Highway west of Continental City Drive in order to install a third WB through lane. Mitigation for this impact involves widening the north and south sides of Imperial Highway east of Continental City Drive in order to install two WB right-turn lanes, plus a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce EB through trips by 108 vehicles during the airport peak hour.	0.545	A	
		PM	0.647	B		0.665	B	
		AP	0.690	B		0.755	C	
47	Imperial Hwy and Main Street	AM	0.619	B	Mitigation for this impact involves reducing the width of the median on the east leg of the intersection in order to change the WB approach from 1 LT, 2 THRU to 2 LT, 2 THRU.	0.605	B	
		PM	1.035	F		0.827	D	
		AP	0.562	A		0.505	A	
50	Imperial Hwy and Sepulveda Blvd	AM	1.032	F	Mitigation for this impact involves 1) changing both the NB and WB RTOR from Auto to OLA, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 15 vehicles during the PM peak hour and reduce NB through trips by 45 vehicles in the airport peak hour.	0.827	D	
		PM	1.107	F		1.120	F	
		AP	0.809	D		0.839	D	
57	Jefferson Blvd and Lincoln Blvd	AM	1.158	F	Intersectional analysis assumed full build out of the intersection per Playa Vista mitigation plans. Mitigation of this impact involves 1) restriping the NB approach from 1 LT, 3 THRU, 1 THRU/RT, 1 RT to 1 LT, 4 THRU, 1 RT, and 2) providing a fair-share contribution to MTA's	1.032	F	
		PM	1.035	F		1.253	F	
		AP	0.761	C		0.783	C	

2015 ALTERNATIVE MITIGATION PLAN (WITHOUT LENNOX BOULEVARD INTERCHANGE)								
FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV		IMPROVEMENTS	2015 ALT D MIT W/O LENNOX		COMMENTS
			V/C	LOS		V/C	LOS	
					Metro Rapid Program or other transit enhancement. This intersection remains partially unmitigated during the PM peak hour.			
83	Sepulveda Blvd and La Tijera Blvd	AM	0.902	E	Mitigation for this impact involves restriping the WB lane configuration from 1 LT, 1 THRU, 1 THRU/RT to 2 LT, 1 THRU, 1 RT. This will require the removal of parking from the north side of La Tijera Boulevard east of Sepulveda Boulevard.	0.826	D	
		PM	0.868	D		0.742	C	
		AP	0.426	A		0.511	A	
88	Lincoln Blvd and Manchester Blvd	AM	0.795	C	Intersection analysis assumed Playa Vista development mitigation already in place. Mitigation of this impact involves widening all four legs of the intersection to allow the following: NB 1 LT, 4 THRU, 1 RT; SB 1 LT, 3 THRU, 1 RT; WB 2LT, 2 THRU, 1 RT; EB 2 LT, 2 THRU, 1 RT and providing a fair-share contribution to MTA's Metro Rapid Program or other enhancement to reduce NB through trips by 12 vehicles during the AM peak hour, 320 vehicles during the PM peak hour, and 16 vehicles during the airport peak hour.	0.816	D	
		PM	1.165	F		1.232	F	
		AP	0.789	C		0.811	D	
94	Lincoln Blvd and Teale Street	AM	0.732	C	Intersectional analysis assumed full build out of the intersection per Playa Vista mitigation plans. Mitigation for this impact involves 1) changing the NB RTOR from Auto to OLA, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. This enhancement would need to reduce NB through trips by 144 vehicles during the AM peak hour and reduce NB through trips by 292 vehicles during the PM peak hour.	0.797	C	
		PM	0.907	E		0.968	F	
		AP	0.588	A		0.654	B	
99	Manchester Ave and Sepulveda Blvd	AM	0.871	D	Mitigation for this impact involves 1) restricting parking on the north side of Manchester Avenue during PM and airport peak hours to allow the WB approach to be restriped as 2 LT, 2 THRU, 1 THRU/RT during all three peak hours, 2) changing the WB RTOR from AUTO to OLA, and 3) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce WB through trips by 69 vehicles AM peak hour.	0.907	E	
		PM	1.031	F		1.029	F	
		AP	0.774	C		0.670	B	
100	Mariposa Ave and Sepulveda Blvd	AM	0.772	C	Mitigation for this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) providing a fair-	0.846	D	

2015 ALTERNATIVE MITIGATION PLAN (WITHOUT LENNOX BOULEVARD INTERCHANGE)								
FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV		IMPROVEMENTS	2015 ALT D MIT W/O LENNOX		COMMENTS
			V/C	LOS		V/C	LOS	
		PM	1.132	F	share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 256 vehicles during the AM peak hour.	1.026	F	
		AP	1.193	F		1.099	F	
103	Sepulveda Blvd and Rosecrans Ave	AM	1.327	F	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	1.210	F	
		PM	1.623	F		1.574	F	
		AP	1.231	F		1.157	F	
105	Sepulveda Blvd and I-105 Ramp N/O Imperial	AM	1.345	F	Mitigation for this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 102 vehicles during the PM peak hour.	1.151	F	
		PM	1.021	F		1.053	F	
		AP	1.016	F		0.853	D	
106	Sepulveda Blvd and 76th/77th Streets	AM	0.712	C	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 30 vehicles during the PM peak hour.	0.664	C	
		PM	0.677	B		0.722	C	
		AP	0.678	B		0.666	B	
39	Fiji Way and Lincoln Blvd	AM	0.661	B	Mitigation for this impact involves 1) providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 24 vehicles during the AM peak hour.	0.705	C	
		PM	0.770	C		0.711	C	
		AP	0.621	B		0.461	A	
42	Hawthorne Blvd and Imperial Highway	AM	0.668	B	Mitigation for this intersection involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) changing the SB lane configuration from 1 LT, 2 THRU, 1 THRU/RT to 1 LT, 3 THRU, 1 RT. The removal of a short stretch of parking on the west side of Hawthorne Blvd north of Imperial Hwy is required.	0.615	B	
		PM	0.889	D		0.741	C	
		AP	0.916	E		0.878	D	
89	Lincoln Blvd and Marina Expressway	AM	1.165	F	Mitigation for this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty	1.019	F	
		PM	1.125	F		1.114	F	

2015 ALTERNATIVE MITIGATION PLAN (WITHOUT LENNOX BOULEVARD INTERCHANGE)								
FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV		IMPROVEMENTS	2015 ALT D MIT W/O LENNOX		COMMENTS
			V/C	LOS		V/C	LOS	
		AP	0.835	D	Way.	0.839	D	
136	Sepulveda Blvd and 79th/80th Streets	AM	0.679	B	Mitigation for this impact involves 1) widening the north side of 79th/80 th Street to allow the WB approach to be restriped with 1 LT, 1 THRU, 1 THRU/RT, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 369 vehicles during the PM peak hour.	0.657	B	
		PM	0.731	C		0.852	D	
		AP	0.433	A		0.547	A	
137	Sepulveda Blvd and 83rd Street	AM	0.780	C	Mitigation of this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other transit enhancement. To fully mitigate this intersection, these enhancements would need to reduce NB through trips by 246 vehicles during the PM peak hour.	0.721	C	
		PM	0.833	D		0.907	E	
		AP	0.439	A		0.405	A	

7. The following table, titled Summary of Intersections With Fair-Share Contributions to Transit - 2015 Proposed Final Mitigation Plan without Lennox Boulevard Interchange, is added to Attachment F, *Alternative Mitigation Plan for Alternative D (No Lennox Interchange)*.

**Summary of Intersections With Fair-Share Contributions to Transit
2015 Proposed Final Mitigation Plan without Lennox Boulevard Interchange**

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENNOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
REVISED 2015 ALTERNATIVE MITIGATION PLAN								
13 Aviation/ Imperial	0.750	0.681	---	1375	45	sbth / 2	sbth -90 / nbth -0	Transit enhancements fully mitigate impacts
	1.131	1.173	1.1405					
	1.273	0.896	---					
22 Centinela/ Sepulveda	1.211 F	1.238 F	1.2205	1375	25	sbth / 3	nbth - 0 / sbth - 75	Transit enhancements fully mitigate impacts
	1.254 F	1.027 F	---					
	0.953 E	0.897 D	---					
44 H Hughes/ Sepulveda	0.641 B	0.556 A	---	1425	53	nbth / 4	nbth -212 / sbth -0	Transit enhancements fully mitigate impacts
	0.860 D	0.916 E	0.8795					
	0.616 C	0.573 A	---					
45 Continental City Dr/Sepulveda	0.624 B	0.419 A	---	1375	36	ebth / 3	ebth -108 / wbth -0	Transit enhancements fully mitigate impacts
	0.647 B	0.665 B	---					
	0.690 B	0.755 C	0.7295					
50 Imperial/Sepulveda	1.032 F	0.827 D	---	1375	5	nbth / 3	nbth -15 / sbth -0	Transit enhancements fully mitigate impacts
	1.107 F	1.120 F	1.1165					
	0.809 D	0.839 D	0.8285	1375	15	nbth / 3	nbth -45 / sbth -0	
57 Jefferson/Lincoln	1.158 F	1.032 F	---	1375	287	sbth / 4	sbth -1148	Reduction target too large to be met by transit enhancements
	1.035 F	1.253 F	1.0445					
	0.761 C	0.783 C	---					
83 Sepulveda/ La Tijera	0.902 E	0.826 D	---					No transit investment needed to mitigate impacts
	0.868 D	0.742 C	---					
	0.426 A	0.511 A	---					
88 Lincoln/ Manchester	0.795 C	0.816 D	0.8145	1375	3	nbth / 4	nbth -12 / sbth -0	Transit enhancements fully mitigate impacts
	1.165 F	1.232 F	1.1745	1375	80	nbth / 4	nbth -320 / sbth -0	

F-C. Errata

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
	0.789 C	0.811 E	0.8085	1375	4	nbth / 4	nbth -16 / sbth -	
94 Lincoln/Teale	0.732 C 0.907 E 0.588 A	0.797 C 0.968 E 0.654 B	0.7715 0.9165 ---	1425 1425	36 73	nbth / 4 nbth / 4	nbth -144 / sbth -0 nbth - 292 / sbth -0	Transit enhancements fully mitigate impacts
99 Manchester/ Sepulveda	0.871 D 1.031 F 0.774 C	0.907 E 1.029 F 0.670 B	0.8905 --- ---	1375	23	wbth / 3	wbth - 69 / wbth -0	Transit enhancements fully mitigate impacts
100 Mariposa/ Sepulveda	0.772 C 1.132 F 1.193 F	0.846 D 1.026 F 1.099 F	0.7995 --- ---	1375	64	nbth / 4	nbth -256 / sbth -0	Transit enhancements fully mitigate impacts
105 Sepulveda/ I-105 W/B Offramp	1.345 F 1.021 F 1.016 F	1.151 F 1.053 F 0.853 D	--- 1.0305 ---	1500	34	nbth / 3	nbth -102 / sbth -0	Transit enhancements fully mitigate impacts
106 Sepulveda/ 76th-77th	0.712 C 0.677 B 0.678 C	0.664 B 0.722 C 0.666 B	--- 0.716 ---	1425	10	nbth / 3	nbth -30 / sbth -0	Transit enhancements fully mitigate impacts
39 Fiji/Lincoln	0.661 B 0.770 C 0.621 B	0.705 C 0.711 C 0.461 A	0.6995 --- ---	1425	8	nbth / 3	nbth -24 / sbth -0	Transit enhancements fully mitigate impacts
42 Hawthorne/ Imperial	0.668 B 0.889 D 0.916 E	0.615 B 0.741 C 0.878 D	--- --- ---					No transit investment needed to mitigate impacts
89 Lincoln/ Marina Expwy	1.165 F 1.125 F 0.835 D	1.019 F 1.114 F 0.839 D	--- --- ---					No transit investment needed to mitigate impacts

INTERSECTION	ADJ ENV BASE	MITIGATED W/LENNOX	TARGET LOS	INTERSECT. CAPACITY	CRIT MVT REDUCTION NEEDED PER LANE	CRITICAL MOVEMENT/ # LANES	TOTAL VEHICLES REDUCED BY DIRECTION	COMMENTS
136 Sepulveda/ 79th-80th	0.679 B	0.657 B	---	1500	123	nbth / 3	nbth -369 / sbth -0	Transit enhancements fully mitigate impacts
	0.731 C	0.852 D	0.7705					
	0.433 A	0.547 A	---					
137 Sepulveda/83rd	0.780 C	0.721 C	---	1500	82	nbth / 3	nbth -246 / sbth -0	Transit enhancements fully mitigate impacts
	0.833 D	0.907 E	0.8525					
	0.439 A	0.405 A	---					

8. Some of the v/c and LOS data provided in Attachment H, *Example of Interim Year Impact Analysis*, have been superseded by information contained in Table F4.3.2-20, Year 2008 Alternative D Levels of Service (Adjusted Environmental Baseline Comparison), of the Final EIS/EIR.
9. LOS calculation worksheets contained in Attachment I, *Intersection LOS Worksheets for Alternative D*, are replaced by worksheets provided in Attachment 3, *Revised Intersection LOS Worksheets for Alternative D*, of this errata for the same intersection, time period, year, and mitigation status (i.e., mitigated or unmitigated).

Technical Report S-3: Supplemental Economic Impacts Technical Report

1. Table S7, Direct Employment Impacts in the So. California Region, Alternative D, by REMI Model Industry Sector, 1996, 2005 and 2015, in Section 5.3, *Employment Impacts*, on page 10 is revised as follows:

Table S7

**Direct Employment Impacts in the So. California Region,
Alternative D, by REMI Model Industry Sector, 1996, 2005 and 2015**

REMI Model Sector	Base Year	No Action/No Project Alternative D	
	1996	2005	2015
Furniture Mfg.	5,688	5,275	5,043
Primary Metals Mfg.	3,438	3,043	2,434
Fabricated Metals Mfg.	10,889	9,672	7,994
Industrial Machinery Mfg.	38,992	36,840	24,379
Electronic Equipment. Mfg.	28,280	23,741	15,585
Transportation Equipment. Mfg.	53,278	52,578	49,526
Instruments Mfg.	51,340	44,585	32,368
Miscellaneous Mfg.	5,020	4,752	3,533
Food & Kindred Products Mfg.	1,559	1,552	1,286
Tobacco Products Mfg.	8	5	5
Textile Mill Products Mfg.	743	672	489
Apparel Mfg.	24,086	19,431	12,236
Paper Products Mfg.	1,597	1,626	1,295
Printing And Publishing	6,463	6,884	6,240
Chemical And Allied Prods. Mfg.	3,385	3,375	2,620
Rubber & Plastics Mfg.	6,653	7,347	6,014
Leather Mfg.	495	425	157
Local Interurban Passenger Transportation	7,476	8,582	7,489
Air Transportation	48,711	53,535	42,918
Eating/Drinking Establishments	33,990	43,601	41,929
Other Retail Trade	12,432	13,538	11,632
Hotels	31,369	46,680	43,268
Auto Repair Rental	5,345	6,584	6,049
Amusement & Recreation	26,436	30,549	26,068
Regional Total ¹	407,670	424,968	350,557
Los Angeles County Total	327,683	347,710	294,613
City of Los Angeles Total	157,657	167,050	138,725
Total Annual Passengers (millions)	57.97	71.2	78.9
Total Annual Cargo Tons (millions)	1.9	3.1	3.1

¹ Totals may not sum precisely due to independent rounding.

Source: HR&A, Inc., 2003.

Technical Report S-5: Supplemental Hydrology and Water Quality Technical Report

1. The second sentence of the first paragraph in Section 2.2, *Regulatory Provisions Regarding Water Quality*, is revised as follows:

The changes, which are summarized in Section 4.7.3, Affected Environment/Environmental Baseline, of the Supplement to the Draft EIS/EIR, relate to the Los Angeles Region Water Quality Control Plan, the National Pollutant Discharge Elimination System (NPDES) Program for stormwater construction permits, the revised 303(d) list and associated Total Maximum Daily Load (TMDL) Program, ~~the dodesignation of the municipal beneficial use for groundwater from the West Coast Basin,~~ and amendments to the California Ocean Plan.

2. The text on page 12, in Section 5.3, *Storm Water Best Management Practices (BMPs)*, is revised as follows:

- ◆ At 30% removal efficiency:

- ◆ Average estimated annual total copper removed = (33% of runoff diverted to BMP) x (394 436 lb/year total copper under ~~baseline~~ Alternative A 2015 conditions) x (85% capture) x (30% removal rate for total copper) = ~~33~~ 37 lb/year of total copper removed

- ◆ At 70% removal efficiency:

- ◆ Average estimated annual total copper removed = (33% of runoff diverted to BMP) x (394 436 lb/year total copper under ~~baseline~~ Alternative A 2015 conditions) x (85% capture) x (70% removal rate for total copper) = ~~77~~ 86 lb/year of total copper removed

Complete removal of the 42 additional pounds per year of copper resulting from Alternative A could be achieved with a BMP of 34% efficiency as calculated below:

- ◆ At 34% removal efficiency:

- ◆ *Average estimated annual total copper removed = (33% of runoff diverted to BMP) x (436 lb/year total copper under Alternative A 2015 conditions) x (85% capture) x (34% removal rate for total copper) = 42 lb/year of total copper removed*

From these calculations, it can be seen that the additional estimated average annual copper loading of 42 lbs/year resulting from construction of Alternative A *under 2015 conditions* could be treated by a BMP with a removal efficiency of 34% so that estimated annual average baseline total copper loads would not be exceeded. This could also be shown for other potential pollutants that may result from implementation of any of the other build alternatives.

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Attachment 1
Revised Department of Parks and Recreation
Inventory Forms

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

5S1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 1 of 57

Resource Name or #: (Assigned by recorder)

International Airport Industrial District

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____

Date _____

T _____

; R _____

1/4 of _____

1/4 of Sec _____

; _____

B.M. _____

c. Address: _____

102nd St./Century Blvd./104th St./La

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

mE/ _____

mN _____

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map 7: Site 6

Parcel No. _____

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

See D3. Detailed Description on District Record.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
*(View toward southeast). Photo No: 1-6,
6/13/2000*

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950-1955, permit records; tract maps

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *8/3/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Compliance

DISTRICT RECORD

Primary # _____

HRI # _____

Trinomial _____

Page 2 of 57

NRHP Status Code

5S1

Resource Name or #: (Assigned by recorder) *International Airport Industrial District*

D1. Historic Name: *International Airport Industrial District* D2. Common Name: *International Airport Industrial District*

D3. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

Located within the City of Los Angeles, the International Industrial District is bounded to the north by the back (north) property lines along 102nd Street and Century Boulevard; the rear (south) property lines along 104th Street, La Cienega Boulevard on the east, and Aviation Boulevard on the west. This district originally encompassed approximately 80 industrial buildings which were constructed between 1950 and 1955. It now contains approximately 48 buildings, 28 of which have undergone modifications to their exteriors. District boundaries were determined by the location of the resources that best illustrated the associated historic context and by their continuity of buildings united visually and aesthetically by function and design. These structures within the district all share certain characteristics such as massing, height, setbacks, materials, fenestration, and post-war Modern entries. The district is sparsely landscaped and contains no sidewalks along 102nd and 104 Streets and Glasgow Place.

10100 Aviation Boulevard. *This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.*

10200 Aviation Boulevard. *This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.*

(See Continuation Sheets)

D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements.):

The district is bounded on the north by the north elevations of 5310, 5440, 5500, and 5540 Century Boulevard and the rear (north) elevations of 5221, 5255, 5305, 5315, 5325, 5335, 5345, 5511, 5535 102nd Street. It is bounded on the south by the southern property line along 104th Street. The west boundary line is defined as the west elevations of 10100, 10200, and 10376 Aviation Boulevard. The east boundary line is drawn along the east elevations of 10201, 10301, 10311, and 10321 La Cienega Boulevard. (See Continuation Sheets)

D5. Boundary Justification:

The district boundary was drawn to encompass those industrial buildings from the period of significance (1950-1955) and which reflect similar function and design characteristics.

D6. Significance: Theme *Industrial Development*

Area *Los Angeles International Airport*

Period of Significance *1950-1955*

Applicable Criteria *N/A*

Discuss district's importance in terms of its

historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Located within the City of Los Angeles, this district originally encompassed approximately 80 industrial buildings (1950-1955). It now contains approximately 48 buildings, most (28 properties) of which have undergone modifications to their exteriors. These structures within the district all share certain characteristics such as massing, height, setback, materials, fenestration, and post-war Modern entries. Because of its lack of integrity this district is ineligible for the National Register. However, the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and entrepreneurial instincts led to an innovative approach to early industrial development. Therefore, it appears to satisfy the criteria for the California Register and designation as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). (See Continuation Sheets)

D7. References (Give full citations including the names and addresses of any informants, where possible.):

EIS/EIR LAX Master Plan: Section 106 Report

D8. Evaluator: *Jan Ostashay, PCR Services Corp.*

Date: *8/3/2000*

Affiliation and Address: *Jan Ostashay*

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 of 57 Resource Name or #: (Assigned by recorder)

International Airport Industrial District

Recorded by: Jan Ostashay, PCR Services Corp.

Date 8/3/2000

☒ Continuation ☐ Update

D3. Detailed Description

10326 Aviation Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5310 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5440 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5500 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5540 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

10121 Glasgow Place. See 5221 102nd Street.

10201 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

10301 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

10311 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

10321 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5200 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5221 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5250 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5255 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 4 of 57 Resource Name or #: (Assigned by recorder)

International Airport Industrial District

Recorded by: Jan Ostashay, PCR Services Corp.

Date 8/3/2000

☒ Continuation ☐ Update

D3. Detailed Description

5305 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5315 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5325 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5330-5340 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5335 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5345 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5432 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5450 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5510 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5511 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5535 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5200 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5220 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5235 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5242 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

CONTINUATION SHEET

Primary #

HRI #

Trinomial

Page 5 of 57 Resource Name or #: (Assigned by recorder)

International Airport Industrial District

Recorded by: Jan Ostashay, PCR Services Corp.

Date 8/3/2000

☒ Continuation ☐ Update

D3. Detailed Description

5260 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5300 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5301 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5320 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5340 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5341 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5400 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5401 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5420 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5431 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5432 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5438 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5441 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5450 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

Page 6 of 57 Resource Name or #: (Assigned by recorder) International Airport Industrial District
Recorded by: Jan Ostashay, PCR Services Corp. Date 8/30/2000 ☒ Continuation ☐ Update

D3. Detailed Description

5451 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5510 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5515 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5540 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

D3. Detailed Description: (district photographs)



Streetscape and district facades along south side of 104th Street, looking west

D3. Detailed Description: (district photographs)



Streetscape and district facades along 102nd Street, looking west



Streetscape and district facades along south side of 104th Street, looking west

Page 8 of 57 Resource Name or #: (Assigned by recorder) International Airport Industrial District
Recorded by: Jan Ostashay, PCR Services Corp. Date 8/30/2000 ☒ Continuation ☐ Update

D6. Significance:

Industrial District Development

Although the aircraft industry experienced an inevitable and dramatic contraction following World War II, the new challenges created by the Korean War in the early 1950s, the growing civilian and commercial air usage, the replacement of the propeller driven fleet with jet aircraft, and the Cold War with the accompanying space and arms races meant that air-related pursuits continued to flourish. The giants of the industry such as Douglas and North American secured peace time contracts and new names became part of the airport landscape. For example, by 1959 Hughes Aircraft Company had obtained a sizeable segment of the government contracts for guided missile production, in direct competition with older, airframe manufacturers. AiResearch Manufacturing Company, a Glendale-based manufacturer of aircraft heat transfer equipment, air coolers, and cabin pressure control valves, had constructed an 80,000-square-foot plant at Mines Field in 1941. Eventually becoming a division of Garrett Corporation, AiResearch gained post war prominence as the manufacturer, under license, of high altitude pressure systems. In El Segundo, Aerospace Corporation, founded in 1960 as a "think tank," pursued projects related to ballistic missile systems, orbital interceptors, manned satellites and other space-related issues.

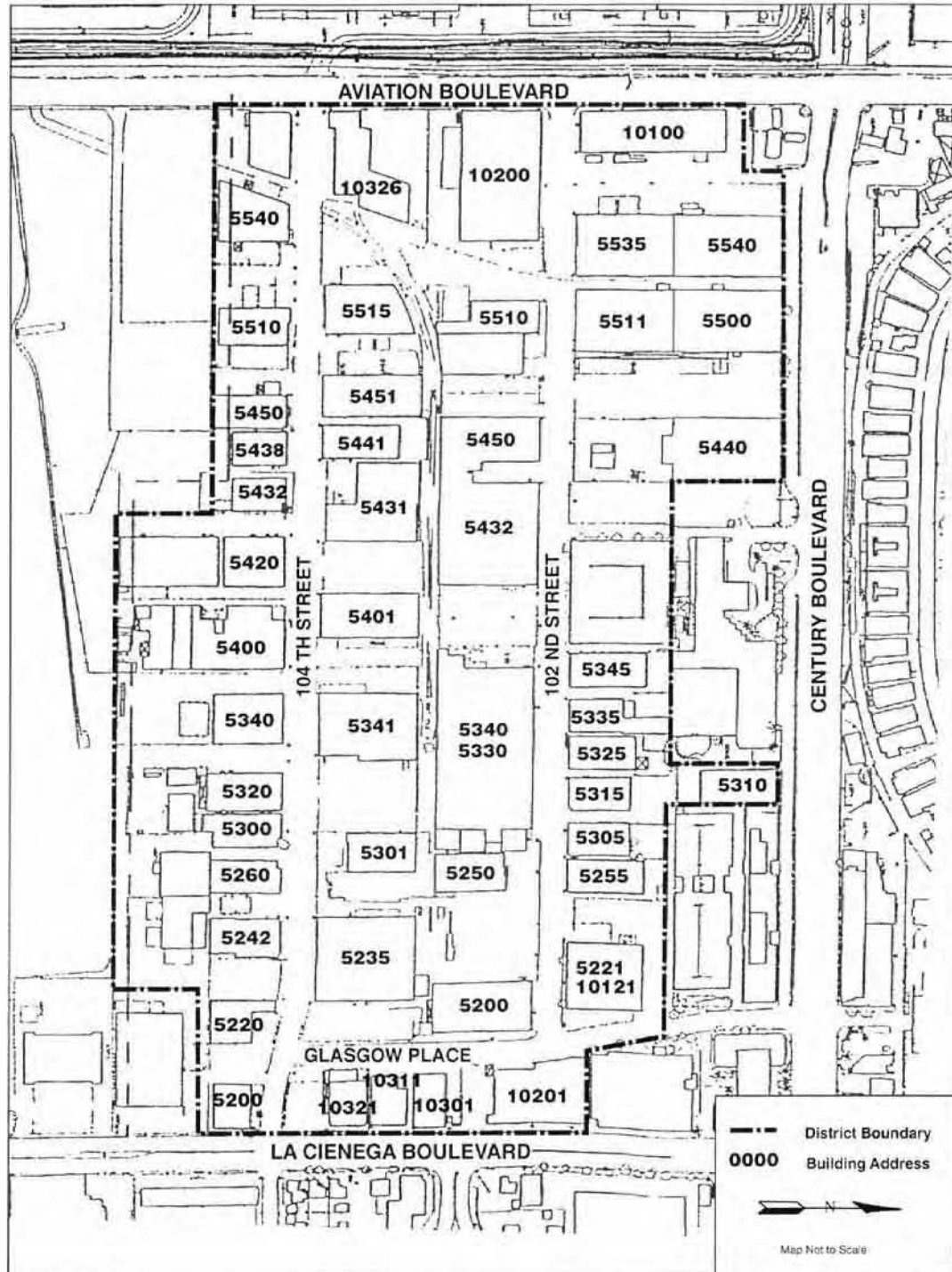
Some of the same characteristics that had attracted the aircraft industry to the airport area were equally as desirable by manufacturers in general: the availability and relatively low cost of land, the proximity to transportation, and a ready supply of labor. As early as 1906, Inglewood had promoted its industrial zones touting these same qualities, successfully convincing a lumber yard and two brick yards to set up shop. In 1922, the Inglewood industrial sector boasted furniture manufacturer, a stucco producer, a doll factory and an enameling plant, in addition to construction related concerns. The establishment of the airport was a potent further inducement for industry to locate nearby. Prior to World War II, the growth of the industrial districts was piecemeal, with individual companies acquiring the land and erecting new or modifying old facilities to meet their requirements. Although this pattern of development continued post war, a new concept was introduced on a 95-acre site at the southeast edge of the airport by the Hayden-Lee Corporation.

Formed in 1948, the partnership of Samuel Hayden and S. Charles Lee purchased the property and filed subdivision maps with the County Recorder in 1949 and 1950. The land, which was called the International Airport Industrial District, was divided into 120 parcels about one half acre apiece. When the unimproved parcels did not sell, Lee, a nationally prominent architect who was known primarily for his theater designs designed and built several demonstration buildings. The Hayden-Lee Corporation made the project even more desirable by obtaining FHA financing. Lee customized his designs, which were basically modular tilt-up construction units, so that the facades reflected the specific tenant's product. Standardized materials and methods of construction kept costs under control while Lee's aesthetic sense introduced a striking modernity and geometric motifs into utilitarian structures. The approach worked; the factories were successfully sold or leased. Hayden-Lee's clients ranged from small companies producing plastics, food products, sheet metal and the like to Hughes Aircraft, which eventually occupied 17 buildings.

Property Type and architect S. Charles Lee

Similar to the commercial architecture mentioned above, most of the industrial buildings in the Project Area were erected in the 1940s and 1950s. Both the Douglas and the North American plants which pre-date this period have been demolished. Designed to accommodate light industry, the existing industrial buildings are generally moderately sized, one-story buildings with arched wood-truss roofs and skylights. Generally, they are exposed brick or concrete although there are a few examples of the use of stucco on exterior front elevations. The majority of the industrial architecture within the Project Area is utilitarian in appearance. The International Airport Industrial District, primarily located along 102nd and 104th Streets, is a significant exception. Designed by architect S. Charles Lee in the early 1950s, many of the factories in the Industrial District have distinctive entries with canopies, supports, and fenestration derived from both the Streamline and the Modern architectural vocabularies. Lee's national acclaim as an architect was mostly, but not entirely, based on his theater designs; locally the Los Angeles and Tower Theaters in downtown Los Angeles, the Bruin Theater in Westwood, and the Max Factor Building in Hollywood are representative examples of his work.

D4. Boundary Description:



International Airport
Industrial District

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

10100 Aviation Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *10100 Aviation Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-029-023*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with concrete tilt-up walls and composition roof. Three entrances are on the southerly and northerly ends and in the center of the front facade. They are approached from the street by two steps. A band of windows with non-original frames and glazing surrounds the building in between the entrances. Between each window is a band of concrete. Banding above and below the windows is continuous across the entire facade.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5200 W 102 St (View toward southwest). Photo No: 2004-1, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1953, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

10200 Aviation Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *10200 Aviation Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-018*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with concrete walls and a composition arched-truss roof. The main entrance is in the center of the front facade. It is approached from the street by five steps with metal hand-rails on both sides and in the center. The entrance is recessed behind a porch. The porch is framed on the top and both sides by a stucco projection. Within this projection above the porch brick veneer has been placed, leaving room in the center for a now-vanished sign. Planter boxes extend along the sidewall on both sides of the entry. On both sides of the entry, behind a screen of closely-spaced vertical round posts, are horizontally-oriented windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

10200 Aviation Bl. (View toward southeast). Photo No: 2004-2, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

10326 Aviation Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *10326 Aviation Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-901*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A one-story rectangular building with concrete walls and a composition arched-truss roof. The main entrance is located on the building's southwest corner. It is approached from the street by concrete steps with metal hand rails. The entrance is recessed within a porch. Projecting vertical posts define the bays on the west elevation. A row of raised loading docks and corresponding openings is located on the south elevation.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
10326 Aviation Bl. (View toward northwest). Photo No: 2004-3, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951-building permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5310 West Century Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *5310 West Century Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-006*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with concrete walls and an arched-truss roof. The main entrance is on the westerly end of the front facade and is slightly recessed within a porch area, which is framed by masonry piers and a shallow canopy. The entrance doors and fenestration are not original.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

5310 W. Century Bl. (View toward southwest).

Photo No: 2004-4, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5440 West Century Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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c. Address: *5440 West Century Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-029-021*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with masonry and frame walls and an arched-truss roof. The main entrance is on the easterly end of the front facade and is cut into the main wall rising slightly higher than the window-line. On the westerly end are two large entrance and exit openings for automobiles. In between are three horizontally-oriented multi-pane windows. Above these is a continuous slightly projecting stucco molding. At the northwest corner of the structure, the molding is corbelled out in a series of three steps. The west side of the structure has regularly-spaced horizontal nine-paned windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
*5440 W. Century Bl. (View toward southwest).
Photo No: 2004-5, 6/1/2000*

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5500 West Century Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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c. Address: *5500 West Century Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-009-005*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A one-story rectangular building with concrete walls and a composition arched-truss roof characterizes this commercial property. It is approached from the street by concrete steps with metal hand rails on both side. The entrance and fenestration is not original, having been replaced by new glazing and aluminum mullions.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
*5500 W. Century Bl. (View toward southwest).
Photo No: 2004-6, 6/1/2000*

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 16 of 57

Resource Name or #: (Assigned by recorder)

5540 West Century Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: *5540 West Century Boulevard* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) _____ ; _____ mE/ _____ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-029-015*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with concrete walls and a composition arched-truss roof. The glass double-door main entrance is slightly off-center toward the west of the front facade. It is slightly recessed and is approached by a double ramp with a metal railing. The remainder of the facade consists of a series of regularly-spaced horizontally-oriented six paned windows. Along with the lower portion of stucco wall, they are recessed slightly into the main wall.

The rear facade, known as 5535 102nd Street, is utilitarian in nature with a single entrance door approached from the east by a flight of steps with metal railing. West of the entrance are two large truck-loading entrances. West of these, all the way to the west end of the facade, are five regularly-spaced horizontally-oriented multi-paned windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5540 W. Century Bl. (View toward south). Photo No: 2004-7, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

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Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

10201 South La Cienega Boulevard

P1. Other Identifier: International Airport Industrial District

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: 10201 South La Cienega Boulevard

City Los Angeles

Zip 90045

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. 4129-031-017

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a rectangular one-story Utilitarian industrial building with brick and concrete walls and an arched-truss composition roof. The southerly end of the front facade is of brick and contains two square truck entrances. A single row of brick projects slightly near the roof-line and provides a continuous band along this part of the facade. On the northerly end of the facade, a concrete-walled extension projects toward the street. On the westerly end of its south wall is another truck entrance. On its east side is a centered multi-paned metal sash window.

P3b. Resource Attributes: (List attributes and codes) HP8 - Industrial Building

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

10201 S. La Cienega Bl. (View toward northwest).

Photo No: 2004-8, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401

P9. Date Recorded: 6/14/2000

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

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Trinomial _____

NRHP Status Code

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Date _____

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Resource Name or #: (Assigned by recorder)

10301 South La Cienega Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

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B.M.

c. Address: *10301*

South La Cienega Boulevard

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-031-011*

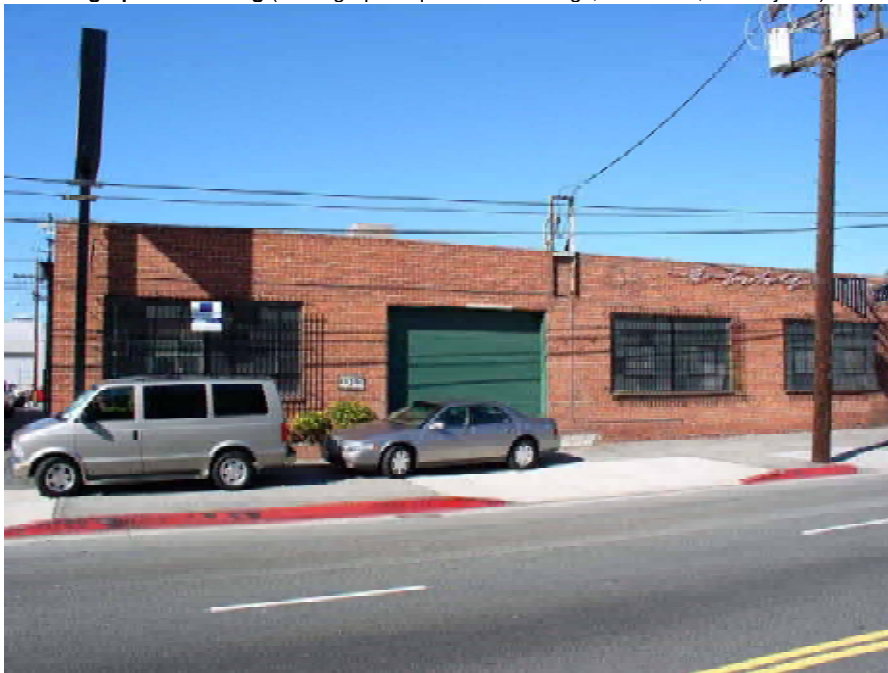
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular building with brick walls and a flat composition roof. A flat canopy roof projects from the wall and runs along the entire front facade, supported by a series of brick columns that are connected at their centers to engaged columns along the main wall. The main entrance is recessed under the canopy. Decorative square cut-outs appear in the brick to the south of the entrance. Part of the recessed area of the facade has been screened by a metal grill. Neon graphics appear above the canopy on the northerly end of the front facade and on the westerly end of the north facade.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

10301 S. La Cienega Bl. (View toward northwest).

Photo No: 2004-9, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, building permits

P7. Owner and Address

private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

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Resource Name or #: (Assigned by recorder)

10311 South La Cienega Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: 10311

South La Cienega Boulevard

City *Los Angeles*

Zip 90045

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. 4129-031-001

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story brick industrial building with an arched-truss composition roof. The part of the building containing the main entrance projects out toward the street and has an independent, flat roof. The single-door entry is surrounded at the top and both sides by bricks laid in an invisible-grout stack bond style rather than the American bond, visible-grout style that is found on the rest of the building. The entry brickwork is framed by a row of brick projecting out from the rest. On either side of the entrance are vertically-oriented metal-sash windows of twenty panes each. The north wall of the entrance portion of the building and the northerly part of the front facade both have truck-loading entrances with roll-down doors of corrugated iron.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

10311 S. La Cienega Bl. (View toward northwest).

Photo No: 2004-10, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

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HRI # _____

Trinomial _____

NRHP Status Code

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Resource Name or #: (Assigned by recorder)

10321 South La Cienega Boulevard

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *10321 South La Cienega Boulevard*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-031-005*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A rectangular one-story utilitarian industrial building with brick and concrete walls and an arched-truss composition roof. The primary east elevation features a centered entrance surrounded by multipane wood framed windows. Horizontal window bands are north and south of the entrance. The edges of the walls facing La Cienega Boulevard are curved. A single row of brick projects slightly near the roof-line and provides a continuous band along this part of the facade. On the southerly end of the face a concrete-walled extension projects towards the street. On the west end of the south wall is a truck entrance.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

10321 S. La Cienega Bl. (View toward northwest).

Photo No: 2004-11, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130.,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

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Date _____

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Resource Name or #: (Assigned by recorder)

5200 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *5200 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-021*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This single-story, rectangular shaped industrial building sits on a concrete foundation and is of concrete tilt-up wall construction. This Utilitarian style building is capped with an arched-truss roof. The primary elevation (north) is symmetrical in design and contains five bays defined by fenestration and a central entrance. The main entrance into the building is clearly delineated by a raised platform concrete, approached by concrete steps, double metal doors with a pair of fixed-paned transoms, and a projecting portal of concrete. Fenestration consists of three multi-paned windows and projecting metal screens, set at regular intervals along the primary elevation.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

5200 W. 102 St. (View toward). Photo No: 2004-12, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

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Date _____

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Resource Name or #: (Assigned by recorder)

5221 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *5221 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-020*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of concrete tilt-up wall construction clad with stucco. This Utilitarian style building is capped with an arched-truss composition roof. The front facade (south) is symmetrical with two mirror-image main entrances recessed in the center and separated by a rounded stucco abutment. The recessed entries are lined with brick on their western and northern walls except for the solid double-door entrances with transom glass above and an arrangement of floor-to-ceiling windows adjacent to the doors. These windows consist of a single pane with three vertically-oriented small panes adjacent to them and a transom window above. The entrances are sheltered by a canopy roof in the shape of an airplane wing supported by the central abutment and engaged columns on both ends. The entrances are approached from the sidewalk by three steps. On each side of the entrances are two pairs of horizontally-oriented multi-paned windows framed in projecting stucco.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5221 W. 102 St. (View toward northwest). Photo No: 2004-13, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

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HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

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Resource Name or #: (Assigned by recorder)

5250 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *5250 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-018*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular-shaped industrial building with brick walls and an arched-truss composition roof. The front facade (north) consists of a parapet wall that extends above the roof-line and extends beyond the east end of the building. This eastern projection has small square cut-outs in a vertical row. The main entrance to the building is on the easterly side of the front facade and is approached by five steps. The shallow entrance porch is sheltered by a flat canopy roof projecting out below the roof-line and supported on the east end by a thin metal pole. Above the entrance's west end, the canopy roof extends beyond the porch and is embedded in a projection of the main brick wall. The west side of the entry area contains a window arrangement of the same height as the door consisting of one large pane of glass with a vertical row of horizontally-oriented panes further to the west. The central and western sections of the front facade are punctuated by multi-panel pivotal windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5250 W. 102 St. (View toward southwest). Photo No: 2004-15, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

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Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5255 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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c. Address: *5255 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-017*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular shape one-story industrial structure sits on a concrete slab foundation and consists of concrete tilt-up wall construction. The Utilitarian style building is capped with an arched-truss roof. The front facade (south) is symmetrical in design with a centrally located large recessed main entrance of double glass doors with windows at each side. The entry area is framed at the top along the roof-line and on two sides by slight projections of the main wall. This frame is somewhat off-center, allowing an identity sign to fit into the space to the west of the entry. Three vertically-oriented plate-glass windows punctuate the east and west bays of the front facade. Each window is framed by rounded stucco projections. These windows reach from ground-level to the same height as the recessed entry. A planter box extends along the length of the front facade except for the space occupied by a stairway to the entry area which has tall iron railings.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5255 W. 102 St. (View toward northeast). Photo No: 2004-16, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

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HRI # _____

Trinomial _____

NRHP Status Code

5D1

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Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5305 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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B.M.

c. Address: *5305 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-016*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story, rectangular-shaped industrial building is of concrete tilt-up wall construction. This Utilitarian style building is capped with an arched-truss composition roof. The front facade (south) contains a truck delivery roll-up metal door on the easterly end; a pedestrian entrance on the westerly end and four fixed paned windows in the center. The front facade is clad with aggregate veneer. The front facade has been modified. The pedestrian entrance is a single door surrounded on both sides and above by plate-glass windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5305 W. 102 St. (View toward northwest). Photo No: 2004-17, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5315 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5315 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-015*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a rectangular-shape, one-story industrial building of concrete tilt-up wall construction clad with stucco and capped with an arched-truss roof. The main entrance is in a cut-away at the southeast corner of the building. It is sheltered by a flat canopy roof that is an extension of the upper frame of the window band. The entry of the building is approached from the south by a stairway with metal railings that ascends between two baluster walls. Symmetrical in design, the front facade (south) consists of a band of tinted fixed-pane windows with projecting sills and the primary elevation has been modified.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5315 W. 102 St. (View toward northwest). Photo No: 2004-18, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permit

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 27 of 57

Resource Name or #: (Assigned by recorder)

5325 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5325 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-014*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular industrial building sits on a concrete slab foundation and consists of concrete tilt-up wall framing. The Utilitarian style building is capped with an arched-truss roof. The primary elevation (north) consists of a recessed main entrance approached from the sidewalk by a stairway and from the east by a ramp, both have metal railings. The centrally located entry area is framed at the top and both sides by a slight projection of stucco. The door is recessed and is flanked on both sides by floor-to-ceiling glass block walls that wrap around both corners of the entry area. A horizontally-oriented window of glass block is at the easterly end of the front facade.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5325 W. 102 St. (View toward north). Photo No: 2004-19, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5330-40 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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B.M.

c. Address: *5330-40 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-032-007*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular one-story industrial building is of concrete tilt-up wall construction and sits on a concrete foundation. The Utilitarian type building is capped with an arched truss roof. The main entrance into the building is located in the center bay. The front facade is symmetrical with the main entrance in the center. It is surrounded by large sheets of plate-glass, all of which are recessed behind a framing projection of the central bay. The primary elevation (north) consists of three bays symmetrical in design. Both the east and west bays of the primary facade are accentuated with a continuous ribbon of small tinted windows. The primary elevation has been extensively modified.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)

5330-40 W. 102 St. (View toward southwest).

Photo No: 2004-20, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 29 of 57

Resource Name or #: (Assigned by recorder)

5335 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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B.M.

c. Address: *5335 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-013*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This single-story, rectangular shaped industrial building is of concrete tilt-up wall construction. This Utilitarian style building is capped with an arched-truss roof. The primary elevation (south) is asymmetrical in design and contains five bays. A raised loading dock with a roll-up metal door occupies the east bay. The main entry into the building is off-set to the west in the second bay. The entrance is approached by a flight of concrete stairs with metal railings lined by masonry planter boxes. A flat roof canopy supported by metal piping shelters the glazed, single door entry. Multi-paned, awning type windows punctuate the two central bays of the front facade as well as the west bay.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5335 W. 102 St. (View toward north). Photo No: 2004-21, 6/14/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 30 of 57

Resource Name or #: (Assigned by recorder)

5345 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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B.M.

c. Address: *5345 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-030-012*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular industrial building with concrete tilt-up walls and an arched-truss composition roof. The main entrance is on the westerly end of the front facade (south). It consists of a single glass door with two narrower panes on each side and a transom pane above. The entry is sheltered by a flat canopy roof that projects from the main wall and extends beyond the eastern end of the entrance. The inner portion of the canopy beyond the door has been cut out. The entrance is framed with a slightly projecting stucco engaged square arch that reaches to the roof-line and within which the door is off-center to the east. Fenestration consisting of awning type three-pane windows sporadically punctuates the primary elevation.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5345 W. 102 St. (View toward northwest). Photo No: 2004-22, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 31 of 57

Resource Name or #: (Assigned by recorder)

5432 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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; B.M.

c. Address: *5432 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-008*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular industrial building with concrete tilt-up walls and an arched-truss roof. The main entrance is centrally located along the primary elevation (north) at the center of the front facade and is approached by a flight of concrete stairs with metal railings. On both sides of the stairway are planter boxes which form balusters. Stretching along the entire facade on both sides of the entrance is a ribbon of small square plate-glass windows which are separated into groups of four by narrow vertical strips of concrete. The pattern of these strips is continued vertically into the wall above the windows by scoring.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5432 W. 102 St. (View toward southwest). Photo No: 2004-23, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 32 of 57

Resource Name or #: (Assigned by recorder)

5450 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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c. Address: *5450 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-020*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This single-story, rectangular shaped industrial building is of concrete tilt-up wall construction and sits on a concrete slab foundation. The primary elevation (north) contains a simple door entry with glass transom, centrally located on the front facade. Three high bay load doors occupy the east end of the primary elevation. Fenestration consists of small aluminum frame sliding windows placed high along the facade just below the roof-line. Larger, aluminum frame sliding windows also punctuate the east and west elevations.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5450 W. 102 St. (View toward southwest). Photo No: 2004-24, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1955, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 33 of 57

Resource Name or #: (Assigned by recorder) 5510 West 102nd Street

P1. Other Identifier: International Airport Industrial District

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: 5510 West 102nd Street City Los Angeles Zip 90045

d. UTM: (Give more than one for large and/linear resources) _____ ; _____ mE/ _____ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. 4129-033-021

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story, rectangular-shaped industrial building of concrete tilt-up construction set on a concrete slab foundation. This Utilitarian style building is capped with an arched-truss roof. The primary facade (north) is a parapet wall that wraps around the northwest corner. The main entrance is centrally located on the front elevation and is approached by several steps with brick planter boxes on each side. The entrance is of glass and is sheltered by a canopy roof that projects from the main wall. Fenestration consisting of multi-paned sash windows punctuate the primary elevation. At the east end of the front facade is another single, solid door.

P3b. Resource Attributes: (List attributes and codes) HP8 - Industrial Building

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5510 W. 102 St. (View toward southwest). Photo
No: 2004-25, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90045

P9. Date Recorded: 6/14/2000

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 34 of 57

Resource Name or #: (Assigned by recorder)

5511 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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; B.M.

c. Address: *5511 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-021*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story, rectangular shaped industrial building sits on a concrete slab foundation and is of concrete, tilt-up wall construction. This Utilitarian style warehouse is capped with an arched truss roof. The primary elevation (south) is defined by three bays of fenestration and two doors with projection L-shaped canopies. Modifications to the building include replacement of the window frames.

This building is the same as 5500 West Century Boulevard.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5511 W. 102 St. (View toward northwest). Photo No: 2004-26, 6/14/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 35 of 57

Resource Name or #: (Assigned by recorder)

5535 West 102nd Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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c. Address: *5535 West 102nd Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-021*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The one-story rectangular-shaped industrial building is of tilt-up concrete slab foundation. The Utilitarian style building is capped with an arched-truss roof. The primary facade (south) contains eight bays, two of which contain loading bays with metal roll-up doors. The five bays on the west half of the primary facade is punctuated with large panels of glazing. The east bay contains a single door reached by a flight of concrete stairs and a multi-paned fixed window. Fenestration also punctuates the east and west elevations.

The rear facade, known as 5530 West Century Boulevard, is a one-story rectangular building with concrete walls and a composition arched-truss roof. The glass double-door main entrance is slightly off-center toward the west of the front facade. It is slightly recessed and is approached by a double ramp with a metal railing. The remainder of the facade consists of a series of regularly-spaced horizontally-oriented six-paned windows. Along the lower portion of the stucco wall, they are recessed slightly into the main wall.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5535 W. 102 St. (View toward northwest). Photo No: 2004-27, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5200 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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; B.M.

c. Address: *5200 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-017*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a single-story, rectangular shaped industrial building of masonry construction. The Utilitarian style warehouse sits on a concrete foundation and is capped with an arched-truss roof. The primary elevation faces north. The building is comprised of two large subterranean loading docks with metal roll-up doors along the west half of the facade, and two multi-paned windows divided by a single door entrance along the east half.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5200 W. 104 St. (View toward southwest). Photo No: 2004-28, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 37 of 57

Resource Name or #: (Assigned by recorder)

5220 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5220 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-015*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular industrial building with a perpendicular one-story office section. The industrial wing is of brick construction capped with an arched-truss roof. A number of truck-bays and pedestrian entrances of differing sizes punctuate the front facade, which is devoid of windows. Extending north from its westerly end is a flagstone and masonry office wing with clerestory fenestration.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5220 W. 104 St. (View toward southwest). Photo No: 2004-29, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5235 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *5235 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-032-006*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular-shaped, one-story Utilitarian style industrial building is of concrete tilt-up wall construction and is capped with two parallel arched-truss composition roofs. The front facade (south) is symmetrical with two entrances recessed behind square stuccoed engaged frame openings at both the easterly and westerly ends. The entrances are approached by flights of stairs with metal railings. The easterly entrance is flanked on both sides by flagpoles. The front facade is symmetrically punctuated by multi-paned awning type windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5235 W. 104 St. (View toward northwest). Photo No: 2004-30, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1953, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 39 of 57

Resource Name or #: (Assigned by recorder)

5242 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *5242 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-013*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of concrete, tilt-up wall construction. This Utilitarian style building is clad with brick and is capped with an arched-truss roof. The front facade (north) is symmetrical in design and consists of three bays. In the central bay is a large opening in which the main entrance is recessed. Brick work extends from the main wall to create a frame around the entrance opening. The top of the frame is larger than the vertical members and extends somewhat beyond them, overhanging them on the sides and projecting out further from the main wall. The east and west bays are punctuated with fenestration with brick lintels and sills.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5242 W. 104 St. (View toward southwest). Photo No: 2004-31, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 40 of 57

Resource Name or #: (Assigned by recorder)

5260 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *5260 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-012*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a single-story, rectangular shape industrial building of masonry construction. This Utilitarian style warehouse sits on a concrete foundation and is capped with an arched-truss roof. The primary facade (north) has been substantially altered since it was constructed in 1951. A large loading dock with a roll-up metal door occupies the far easterly side of the primary elevation. Centrally located on this elevation are multi-paned, awning type windows with brick sills and lintels and a small metal roll-up door. The west bay of the primary elevation is devoid of windows. Entrance into the building is through double-metal doors located on the east elevation.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5260 W. 104 St. (View toward southwest). Photo No: 2004-32, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

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Other Listings

Review Code _____

Reviewer _____

Date _____

Page 41 of 57

Resource Name or #: (Assigned by recorder)

5300 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *5300 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-011*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a single-story, rectangular shape industrial building of masonry construction. This Utilitarian style warehouse sits on a concrete foundation and is capped with an arched-truss roof. Over half of the west side of the primary elevation (north) is punctuated by a ribbon of three-paned, awning type windows. The primary elevation's east bay is slightly recessed and contains a large awning type tripartite window. Large panels of frosted glass are centrally located along the front elevation and marks the entrance into the building which faces east. A flat canopy roof that projects from the main wall shelters this entrance.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5300 W. 104 St. (View toward southwest). Photo No: 2004-33, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 42 of 57

Resource Name or #: (Assigned by recorder)

5301 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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B.M.

c. Address: *5301 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-032-010*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story, rectangular shape industrial building of concrete tilt-up wall construction. This Utilitarian style warehouse sits on a concrete foundation and is capped with an arched-truss roof. Five bays divide the primary elevation (south). The entrance into the building is located in the far west bay and is recessed. It is sheltered by a projecting, flat roof canopy. The three central bays are punctuated by large fixed-pane windows. The far east bay contains a raised loading dock with a roll-up metal door and concrete ramp. Modifications to the building include replacement of window frames and glazing.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5301 W. 104 St. (View toward northwest). Photo No: 2004-34, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1954, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5320 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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B.M.

c. Address: *5320 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-020*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular-shaped industrial building with brick walls and an arched-truss composition roof. Fenestration comprises the majority of the front facade (north). The front facade is symmetrical with a glass entrance in the center flanked by vertically-oriented windows on both sides each with eight square panes and a transom window with two square panes. At each side of the windows the entrance is demarcated by triangular-shaped structures made of brick that become larger toward the top where they seem to support a canopy roof that extends from the main wall and runs along the entire facade. At both the easterly and westerly ends of the facade are a set of one sixteen-paned window and one twelve-paned window separated by a vertical metal piece.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5320 W. 104 St. (View toward southwest). Photo No: 2004-35, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5340 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

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c. Address: *5340 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-002*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular-shaped industrial building with concrete tilt-up walls and an arched-truss roof. The main entrance is in the center of the front facade (north) and is flanked by vertical concrete members that extend out from the main wall from ground-level to just above the roof-line at an increasing angle. At the top they support a canopy roof that completes the "framing" of the entrance. The metal double-door entrance is of glass and is off-center to the east within the frame. There is a single pane of glass above the entry doors and a block of twenty-four vertically-oriented panes to the east with heavy muntins. At both sides of the frame are blocks of glass-block that reach to the same height as the door and are surrounded by frames of similar design to the larger one around the door. To the east are bands of windows of similar design to those near the door, but now horizontally-oriented. To the west is a utilitarian truck-docking area with a roll-up metal door. The wall of the front facade is vertically scored in a regular pattern.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5340 W. 104 St. (View toward southwest). Photo No: 2004-36, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permit

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5341 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: *5341 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources) _____ ;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-032*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular-shaped industrial building with concrete tilt-up walls and an arched-truss composition roof. The front facade (south) is symmetrical with a main entrance at the center. It is approached from the sidewalk by a flight of concrete stairs with three metal railings. A flat canopy roof extends from the main wall and runs the entire length of the facade, including over the main entrance. Above the entrance is a decorative element that consists of four rows of four rectangular horizontally-oriented panels. The entire element is the same width as the entrance and extends up halfway between the canopy and the roof-line. A flagpole extends from the canopy at the center of this element. On both sides of the entrance is a band of top-hinged windows. Each window has three horizontally-oriented rectangular panes, with the middle pane being slightly larger than the other two. At the most easterly and westerly ends of the front facade a concrete strip separates the window-band from a single additional window.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5341 W. 104 St. (View toward northwest). Photo No: 2004-37, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5400 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

T

; R

; 1/4 of

1/4 of Sec

; B.M.

c. Address: *5400 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-035-001*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a one-story rectangular-shaped industrial building with concrete tilt-up walls and a truss roof. The main entrance is at the westerly end of the front facade (north) and is recessed under a parabolic flat canopy roof that projects from the main wall and is supported by a thin round metal column on both sides. The entrance is approached from the parking area by stairs with metal railings in a parabolic shape. The rectangular windows are horizontally-oriented and are regularly spaced along the wall, with a six-paned window at each side of the entrance. The windows further east have nine panes. Striping is regularly spaced along the wall and extends vertically from ground-level to roof-line, creating "bays" for each window area and entrance area. Landscaping is of the mature sub-tropical variety.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5400 W. 104 St. (View toward southwest). Photo No: 2004-38, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5401 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: *5401 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources) _____ ;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-001*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular-shaped one-story industrial building is of tilt-up concrete wall construction. This Utilitarian style building has an arched-truss roof. The front facade (south) is largely symmetrical with six bays. The main entrance is off-center slightly to the east. The entrance is glass and fully occupies the width of one of the tilt-up panels. It is approached from the parking area by seven stairs with a metal hand-rail. The stairs become platform-style at their southeast corner where they bend back at a right angle to end at a brick planter attached to the main wall of the building just east of the entrance. Another lower planter is on the west side of the stairs. Fenestration punctuates the other five bays (tilt-up panels) and consists of window openings each containing three fixed-panel windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5401 W. 104 (View toward northwest). Photo No: 2004-39, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5420 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

T

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1/4 of Sec

; B.M.

c. Address: *5420 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-010*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular-shaped one-story industrial building is of concrete tilt-up wall construction. This Utilitarian style building is capped with an arched-truss composition roof. The main entrance is on the front facade (north), slightly off-center to the west. It is made of glass and is recessed. To each side are vertical, thin panels that project at a right-angle from the main wall and extend from ground-level to the top of the entrance. A decorative element, dipped down in the center like an airplane's wing, surmounts the entrance and is the same width. To the west of the entrance are two windows with three vertically-oriented rectangular panes. Two similar windows occupy the east side but are separated by a loading bay with a roll-up metal door.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5420 W. 104 St. (View toward southwest). Photo No: 2004-40, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5431 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: *5431 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources) _____ ;

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-003*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This rectangular-shaped one-story industrial building is of concrete tilt-up wall construction and has an arched-truss composition roof. The front facade (south) contains five bays. The main entrance is on the easterly end of the front facade (second bay to the east) and is approached from the parking area by a stairway with six steps. The steps are platform-style at their southwest and southeast corners as they turn a right-angle and end at brick planter-boxes that project from the main wall. The walls within the recess are brick. Each of the other four bays curtain one window opening with three awning type window frames. Each of these window openings are centrally located in each bay and is covered by projecting angular security screens.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5431 W. 104 St. (View toward northwest). Photo No: 2004-41, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5432 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5432 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-008*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of brick construction. This Utilitarian style building sits on a concrete foundation and is capped with an arched-truss composition roof. The main entrance is at the northeast corner of the primary elevation (north) and occupies a cut-away section between the front facade and the east side of the building. The entrance is sheltered by a flat canopy roof that projects from the main walls. At the northeast corner of the canopy roof are metal support poles set in a "V" pattern. A window with three large vertical panes is adjacent to the entrance along the front facade. Further west on the facade is a band of seven square windows, ending at the west end of the facade at another recessed glass double-door entrance. On the west side of the building are regularly spaced six-paned utilitarian windows.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5432 W. 104 St. (View toward southwest). Photo No: 2004-42, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1952, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5438 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

T

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1/4 of Sec

; B.M.

c. Address: *5438 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-008*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of tilt-up concrete wall construction. This Utilitarian style building is on a concrete slab foundation and is capped with an arched-truss composition roof. The front facade (north) has a recessed main entrance that is off-center toward the east. The outer edge of the recess opening is framed by a beam supported by a thin metal column on each side. The entrance is flanked by two rectangular-shaped, awning type windows with six horizontally-oriented panes. On both ends of the front facade are additional rectangular-shaped, awning type windows with nine horizontally-oriented panes.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5438 W. 104 St. (View toward southwest). Photo No: 2004-43, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5441 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

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B.M.

c. Address: *5441 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-004*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of brick construction and sits on a concrete foundation. This Utilitarian style building is capped with an arched-truss composition roof. The front facade (south) is largely symmetrical with a centrally located recessed main entrance in the center, with double glass doors. The west bay contains a pair of large fixed-panel windows separated and framed by brick-work. The east bay of the front facade contains three windows of the same style as the west bay, with the same brickwork. Running along the top of the facade close to the roof-line is a continuous band of stucco, stepped down at both ends, on which signs are mounted.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5441 W. 104 St. (View toward northwest). Photo No: 2004-44, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5450 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5450 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

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mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-006*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of brick construction and sits on a concrete slab foundation. This Utilitarian style building is capped with an arched-truss composition roof. The northwest and northeast corners of the primary elevation (north) are rounded. The front facade is symmetrical in design with a recessed main entrance centrally located. Projecting from the main entrance is a flat roof canopy supported on each side by three brick square columns. The east and west bays of the primary elevation is punctuated by ribbons of fenestration.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5450 W. 104 St. (View toward southwest). Photo No: 2004-45, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

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Resource Name or #: (Assigned by recorder)

5451 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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; R

1/4 of

1/4 of Sec

;

B.M.

c. Address: *5451 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-033-005*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of concrete tilt-up wall framing clad with stucco and capped with a flat roof. The front facade (south) is symmetrical in design with a recessed main entrance centrally located. The two doors of the entrance are separated by a slim vertical concrete wall. A flat hooded canopy projects from the facade to shelter the entrance area. On both sides of the entrance are two bands of fixed-pane windows with slightly projecting sills. Below each window is a section of textured stucco which extends down to the ground.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5451 W. 104 St. (View toward northwest). Photo No: 2004-46, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1953, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 55 of 57

Resource Name or #: (Assigned by recorder)

5510 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: *5510 West 104th Street*

City

Zip

d. UTM: (Give more than one for large and/linear resources)

;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-003*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a rectangular-shaped one-story industrial building of brick construction and capped with an arched-truss composition roof. The main entrance occupies the west half of the primary elevation (north) and is recessed under a streamlined canopy roof projecting from the main wall. The canopy is supported by two thin columns of bricks on the west end and on the east end by the main wall that curves inward into the recessed entry. The Utilitarian style building is devoid of windows on the main facade, but is punctuated with fenestration of the east and west elevations.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5510 W. 104 St. (View toward southwest). Photo No: 2004-47, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1950, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 56 of 57

Resource Name or #: (Assigned by recorder) 5515 West 104th Street

P1. Other Identifier: International Airport Industrial District

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

; B.M.

c. Address: 5515 West 104th Street

City Los Angeles

Zip 90045

d. UTM: (Give more than one for large and/linear resources)

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mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. 4129-033-006

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story rectangular-shaped industrial building is of concrete tilt-up wall construction and is capped with an arched-truss roof. The Utilitarian style building contains five bays along its primary elevation (south). The front facade (south) has a recessed main entrance that is off-center and occupies two bays. It is approached by concrete stairs which are anchored by masonry planter boxes. The west half of the primary elevation is punctuated by rectangular shape window openings that contain multi-pane awning type windows. The far east bays contains similar fenestration.

P3b. Resource Attributes: (List attributes and codes) HP8 - Industrial Building

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5515 W. 104 St. (View toward northwest). Photo
No: 2004-48, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1954, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401

P9. Date Recorded: 6/14/2000

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments

☐ NONE

☐ Continuation Sheet

☒ District Record

☐ Rock Art Record

☐ Other: (List)

☐ Location Map

☐ Building, Structure, and Object Record

☐ Linear Feature Record

☐ Artifact Record

☐ Sketch Map

☐ Archaeological Record

☐ Milling Station Record

☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

5D1

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 57 of 57

Resource Name or #: (Assigned by recorder)

5540 West 104th Street

P1. Other Identifier: *International Airport Industrial District*

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad

Date

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1/4 of Sec

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B.M.

c. Address: *5540 West 104th Street*

City *Los Angeles*

Zip *90045*

d. UTM: (Give more than one for large and/linear resources)

;

mE/

mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map

Parcel No. *4129-034-011*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a single story, rectangular shape industrial building of concrete tilt-up wall construction. This Utilitarian style warehouse sits on a concrete slab foundation and is capped with an arched-truss roof. The front facade (north) contains four bays, three of which contain fixed pane windows. The far east bay contains a recessed entrance surrounded by large panes of glazing. The entrance is approached by concrete steps which are anchored by cinder block planter boxes. New rounded awnings shelter each window opening and entry way along the primary elevation. Modifications include replacement of window frames and glazing.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
5540 W. 104 St. (View toward southwest). Photo No: 2004-49, 6/1/2000

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

1951, permits

P7. Owner and Address

Private

P8. Recorded by: (Name, affiliation, and address)

*Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401*

P9. Date Recorded: *6/14/2000*

P10. Survey Type: (Describe)

Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EIS/EIR LAX Master Plan: Section 106 Report

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Attachment 2
Application for Letter of Map Revision

APPLICATION FOR
LETTER OF MAP REVISION
(LOMR - F)

Los Angeles International Airport
City of Los Angeles, California

November 10, 2000

Prepared for

Los Angeles World Airports
One World Way
Los Angeles, CA 90009

List of Documents

1. Form 1 Property Information
2. Form 2 Elevation Information
3. Form 3 Certification of Fill Placement
4. Form 4 Community Acknowledgment of Request
5. Form 5 Summary of Elevations
6. Exhibit 1 Property Location Map and FEMA Floodplain
7. Exhibit 2 1981 Topography with Floodplain Boundary
8. Exhibit 3 Legal Description of Property
9. Exhibit 4 1987 FEMA Flood Insurance Rate Map (FIRM) Panel 060137 0089D
10. Exhibit 5 Current Topographic Base Map and Aerial Photograph of Property Site
11. Exhibit 6 Annotated FIRM with Revised Area

PROPERTY INFORMATION

Expires May 31, 2001

PUBLIC BURDEN DISCLOSURE NOTICE

Public reporting burden for this form is estimated to average 1.63 hours per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the needed data, and completing and reviewing the form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing this burden to: Information Collections Management, Federal Emergency Management Agency, 500 C Street, S.W., Washington, DC 20472; and to the Office of Management and Budget, Paperwork Reduction Project (3067-0148), Washington, DC 20503.

You are not required to respond to this collection of information unless a valid OMB Control Number is displayed in the upper right corner of this form.

This form may be completed by the property owner, registered land surveyor, or registered professional engineer

1. Community Name of NFIP map panel on which the property is located: City of Los Angeles
County: Los Angeles State: California
Panel or Map Number: 060137 0089D
Effective Date: February 4, 1987
2. Street Address of Property: Los Angeles International Airport
3. Description of Property Lot and Block (if a street address cannot be provided):
The site is located north of Imperial Hwy and east of Pershing Dr. and the area of flooding is approximately 1,200 feet east of Pershing Drive.
(See Exhibit 1 Property Location Map)
4. Are you requesting that the SFHA designation be removed from (a) all of the land within the bounds of the property, (b) a portion of land within the bounds of the property (a *certified metes and bounds description of the area to be removed is required*), or (c) the structure(s) on the property? (Answer "a," "b," or "c") a
5. Is this request for (a) a single structure, (b) a single lot, (c) multiple structures, (d) multiple lots? (Answer "a," "b," "c" or "d") d
6. What is the type of construction? (a) crawl space; (b) slab on grade; (c) basement; (d) other (explain). (Answer "a," "b," "c," or "d") d. The site is undeveloped earthen ground
7. Is this request prior to the transfer of ownership of the property in question from a developer to an individual property owner? ☐ Yes ☒ No
8. Is this request for (a) existing conditions, or (b) proposed project? (Answer "a" or "b") a
9. Has fill been placed on the property to elevate the ground elevation of the property, to elevate a structure(s), or to elevate the ground elevations around a structure? Yes If yes, when? Site grading occurred after 1981
10. For proposed projects, will fill be placed to elevate this land or structure? -----
11. If known, list the case number and/or the street address of previous requests that have been submitted to FEMA for this property or adjacent properties?
Unknown

12. One of the following documents is required of all cases:
I have enclosed the following documents in support of this request:
☐ a. Copy of the Subdivision Plat Map (with recordation data and stamp of the Recorder's Office)
OR
☒ b. Copy of the property Deed (with recordation data and stamp of the Recorder's Office), accompanied by a tax assessor's map or other suitable map showing the surveyed location of the property with respect to local streets and watercourses.

(For these maps a map scale must be provided and they should not be reduced or enlarged.)

PLEASE REFER TO THE INSTRUCTIONS FOR THE APPROPRIATE MAILING ADDRESS

The following documents should be enclosed as applicable:

- ☒ c. Copy of the effective FIRM panel on which the property location has been accurately plotted (*if the request is for more than one lot/structure, this location must be certified by a licensed land surveyor or registered professional engineer*)
- ☐ d. A map showing the location of any structures existing on or proposed for the property (*certified by a licensed land surveyor or registered professional engineer*)
- ☐ e. Metes and bounds description and accompanying map of the portion of the property to be removed from the SFHA (*certified by a licensed land surveyor or registered professional engineer*) (only if the request is for a portion of land within the bounds of the property, not the entire lot or the structure(s) only)
- ☒ f. Form 2 Elevation Information form or A FEMA NFIP Elevation Certificate may be submitted in lieu of the Elevation Information form (for structures/property located in Zone AO see instructions for further guidance.)
- ☒ g. Form 4 Community Acknowledgment form (*only if fill has been or will be placed*)
- ☒ h. Form 3 Certification of Fill Compaction form (*only if fill has been or will be placed and the request is not for an existing single residential structure*)
- ☐ i. Additional information: _____
please specify

13. **PAYMENT ENCLOSED**

- ☒ Processing fee (*see instructions for processing fees and exemptions*)

LOMR-Fill
(Type of request)

\$800
(amount enclosed)

Check or money order only. Make check or money order payable to: **National Flood Insurance Program**. If paying by Visa or Mastercard, please complete or submit the Credit Card Information form (Form 1A) which follows this form.

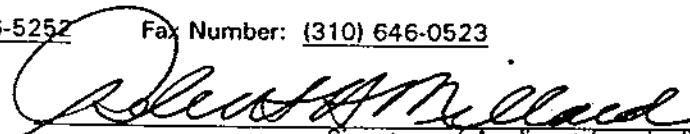
14. All documents submitted in support of this request are correct to the best of my knowledge. I understand that any false statement may be punishable by fine or imprisonment under Title 18 of the United States Code, Section 1001.

Applicant's Name: Robert Millard Company: Los Angeles World Airports
(*please print or type*)

Mailing Address: One World Way P.O. Box 92216, Los Angeles, CA 90009-2216
(*please print or type*)

Daytime Telephone Number: (310)646-5252 Fax Number: (310) 646-0523

Date: 12/26/00


Signature of Applicant (required)

PUBLIC BURDEN DISCLOSURE NOTICE

Public reporting burden for this form is estimated to average 0.63 hour per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the needed data, and completing and reviewing the form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing this burden to: Information Collections Management, Federal Emergency Management Agency, 500 C Street, S.W., Washington, DC 20472; and to the Office of Management and Budget, Paperwork Reduction Project (3067-0148), Washington, DC 20503.

You are not required to respond to this collection of information unless a valid OMB Control Number is displayed in the upper right corner of this form.

This form must be completed by a registered professional engineer or licensed land surveyor. These forms should not be used for requests involving Channelization, Bridges/Culverts, or Fill in the FEMA-Designated (regulatory) Floodway; instead, forms entitled Revisions to National Flood Insurance Program Maps (MT-2) should be used. The Elevation Information Form must be included for all requests, unless the request is for a determination in which the FIRM already shows the property to be CLEARLY outside the SFHA. Cases in which the determination for the property or structure is uncertain will require the submittal of elevation data to provide a definitive determination. If an Elevation Certificate has been completed for the subject property, it may be submitted in lieu of this form.

(See instructions for details)

1. Community Name: City of Los Angeles
2. Legal Description of Property: See Exhibit 3 Legal Description of Property
3. Flooding Source: Local ponding of water within a depressed pit according to the 1981 USGS topographic map(Exhibit 2)
4. Based on the FIRM, this property is located in Zone(s): Zone A
5. Is any portion of this property located in the regulatory floodway? ☐ Yes ☒ No
Are any structures (existing or proposed) located in the regulatory floodway? ☐ Yes ☒ No
6. Is this area subject to land subsidence or uplift? ☐ Yes ☒ No
If yes, what is the date of the current releveing? _____

For items 7-11 multiple lots/structures, complete the appropriate column(s) of the Summary of Elevations - Individual Lot Breakdown form, identifying the elevation for each lot/structure. To support items 9, 10, and 11, please note a map (certified by a licensed surveyor or registered professional engineer) may be required to relate the ground elevations and locations of structures or lots. The map should indicate whether it reflects "as-built" or "proposed" conditions.

7. What is the BFE for this property? (Provide elevation to nearest tenth of a foot and datum)
BFE has not been determined Elevation _____ Datum (NGVD, NAVD or other)
8. How was the BFE determined? (attach a copy of the Flood Profile or table from the FIS report, if appropriate, a copy of a letter from a state agency establishing a BFE, or other necessary supporting information including Forms 3 and 4 from forms entitled, "Revisions to National Flood Insurance Program Maps" (MT-2)).
Zone A mapping. BFE was not determined. Based on the 1981 USGS topographic map, the mapped floodplain appears to be ponding of water within a sunken pit. Grading of the site which occurred after the floodplain mapping has eliminated the pit with fill and therefore removed the floodplain.
9. If this request is to remove the SFHA designation from a parcel of land or lot(s), what is the existing or proposed elevation of the lowest grade; that is, the lowest ground on the property or within the metes and bounds description of the portion being removed? (Provide elevation to nearest tenth of a foot and datum) 73.6 Elevation 1929NGVD Datum

PLEASE REFER TO THE INSTRUCTIONS FOR THE APPROPRIATE MAILING ADDRESS

10. If this request is to remove the SFHA designation from a structure(s), what is the elevation of the existing or proposed lowest adjacent grade; that is, the lowest ground touching the structure, including any attached decks or garage? (Provide elevation to nearest tenth of a foot and datum) _____ Elevation _____ Datum
11. If fill has been/will be placed to elevate the structure(s) on this property, what is the existing or proposed elevation of the lowest floor, including basement, and/or attached garage? (Provide elevation to nearest tenth of a foot and datum) _____ Elevation _____ Datum
12. Are the measurements in items 9 - 11 based on (a) proposed or (b) existing conditions? b
13. If any of the above elevations were computed based on a datum different than the effective FIS, what is the conversion factor? FIS Datum = Local Datum +/- _____ feet
14. All information submitted in support of this request is correct to the best of my knowledge. I understand that any false statement may be punishable by fine or imprisonment under Title 18 of the United States Code, Section 1001.

Name (please print or type): Robert H. Millard, P.E.

Title (please print or type): Chief Airports Engineer

Registration No.: 16,464 Expiration Date: 6-30-01

State: California

Telephone Number: (310) 646-3254

Robert H. Millard
Signature

12/26/00

Date



FEDERAL EMERGENCY MANAGEMENT AGENCY
CERTIFICATION OF FILL PLACEMENT

O.M.B. Burden No. 3067-0147
Expires May 31, 2001

PUBLIC BURDEN DISCLOSURE NOTICE

Public reporting burden for this form is estimated to average .35 hour per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the needed data, and completing and reviewing the form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing this burden to: Information Collections Management, Federal Emergency Management Agency, 500 C Street, S.W., Washington, DC 20472; and to the Office of Management and Budget, Paperwork Reduction Project (3067-0148), Washington, DC 20503.

You are not required to respond to this collection of information unless a valid OMB Control Number is displayed in the upper right corner of this form.

City of Los Angeles

Community Name

The Fill is: ☒ Existing ☐ Proposed

Los Angeles International Airport

Nature of fill: Grading took place within the site north of Imperial Hwy and east of Pershing Dr. which included fill of sunken pits below the surrounding ground and caused the floodplain (ponding) to be removed

Property Name or Address

I hereby certify that fill placed on the property to raise the ground surface to or above the base flood elevation in order to gain exclusion from a Special Flood Hazard Area meets the criteria of Title 44 of the Code of Federal Regulations, Section 65.5(a)(6), listed below. For proposed fill, I hereby certify that it is designed in accordance with these criteria. *Please note* Both Section 1 and Section 2 must be certified; however, different individuals may certify them.

SECTION 1

1. The fill has been compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test method or an acceptable equivalent method for (check one of the following):
 - ☐ a. Fill pads prepared for the foundations of residential or commercial structures
 - ☐ b. Entire legally defined parcel (Note: if the location of fill pads has not been determined, the fill over the entire legally defined parcel must be compacted to the above criteria).

Name (please print or type): _____

Signature

Date

Community Official's Title or
Engineer's Seal/Registration Number

SECTION 2

2. Fill slopes for granular materials are not steeper than one vertical on one-and-one-half horizontal (steeper slopes must be justified); and
3. Adequate erosion protection is provided for fill slopes exposed to moving flood waters (slopes exposed to flows with velocities of up to 5 feet per second (fps) during the base flood must, at a minimum, be protected by a permanent cover of grass, vines, weeds, or similar vegetation; slopes exposed to flows with velocities greater than 5 fps during the base flood must, at a minimum, be protected by appropriately designed stone, rock, concrete, or other durable products).

Name (please print or type): _____

Signature

Date

Community Official's Title or
Engineer's Seal/Registration Number

FEDERAL EMERGENCY MANAGEMENT AGENCY
**COMMUNITY ACKNOWLEDGMENT
OF REQUESTS INVOLVING FILL**

O.M.B. Burden No. 3067-0147
Expires May 31, 2001

PUBLIC BURDEN DISCLOSURE NOTICE

Public reporting burden for this form is estimated to average .88 hour per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the needed data, and completing and reviewing the form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing this burden to: Information Collections Management, Federal Emergency Management Agency, 500 C Street, S.W., Washington, DC 20472; and to the Office of Management and Budget, Paperwork Reduction Project (3067-0148), Washington, DC 20503.

You are not required to respond to this collection of information unless a valid OMB Control Number is displayed in the upper right corner of this form.

Community Name: City of Los Angeles

Property Name or Address: Los Angeles International Airport (Site located north of Imperial Hwy and east of Pershing Dr.)

We hereby acknowledge receipt and review of this Letter of Map Revision (Based on Fill) request and have found that the completed or proposed project meets or is designed to meet all of the community's applicable floodplain management regulations, including the requirement that no fill be placed in the regulatory floodway. We understand that this request is being forwarded to FEMA for a possible map revision. For proposed projects, we understand that FEMA is being asked to provide comments on the potential effects of this project on the flood hazards of our community.

Community comments on the proposed project:

Community Official's Name (please print or type): _____

Address (please print or type): _____

Daytime Telephone Number: _____

Community Official's Signature

Date

PLEASE REFER TO THE INSTRUCTIONS FOR THE APPROPRIATE MAILING ADDRESS

O.M.B. Burden No. 3067-0147
Expires May 31, 2001

Public reporting burden for this form is estimated to average 0.67 hour per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the needed data, and completing and reviewing the form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing this burden to: Information Collections Management, Federal Emergency Management Agency, 500 C Street, S.W., Washington, DC 20472; and to the Office of Management and Budget, Paperwork Reduction Project (3067-0147), Washington, DC 20503.

Community Name: City of Los Angeles

[illegible]

²For requests that a structure be removed from the SFHA when fill has been or will be placed on the property the lowest floor, including basement or garage, must be submitted

FEMA Form 81-87D

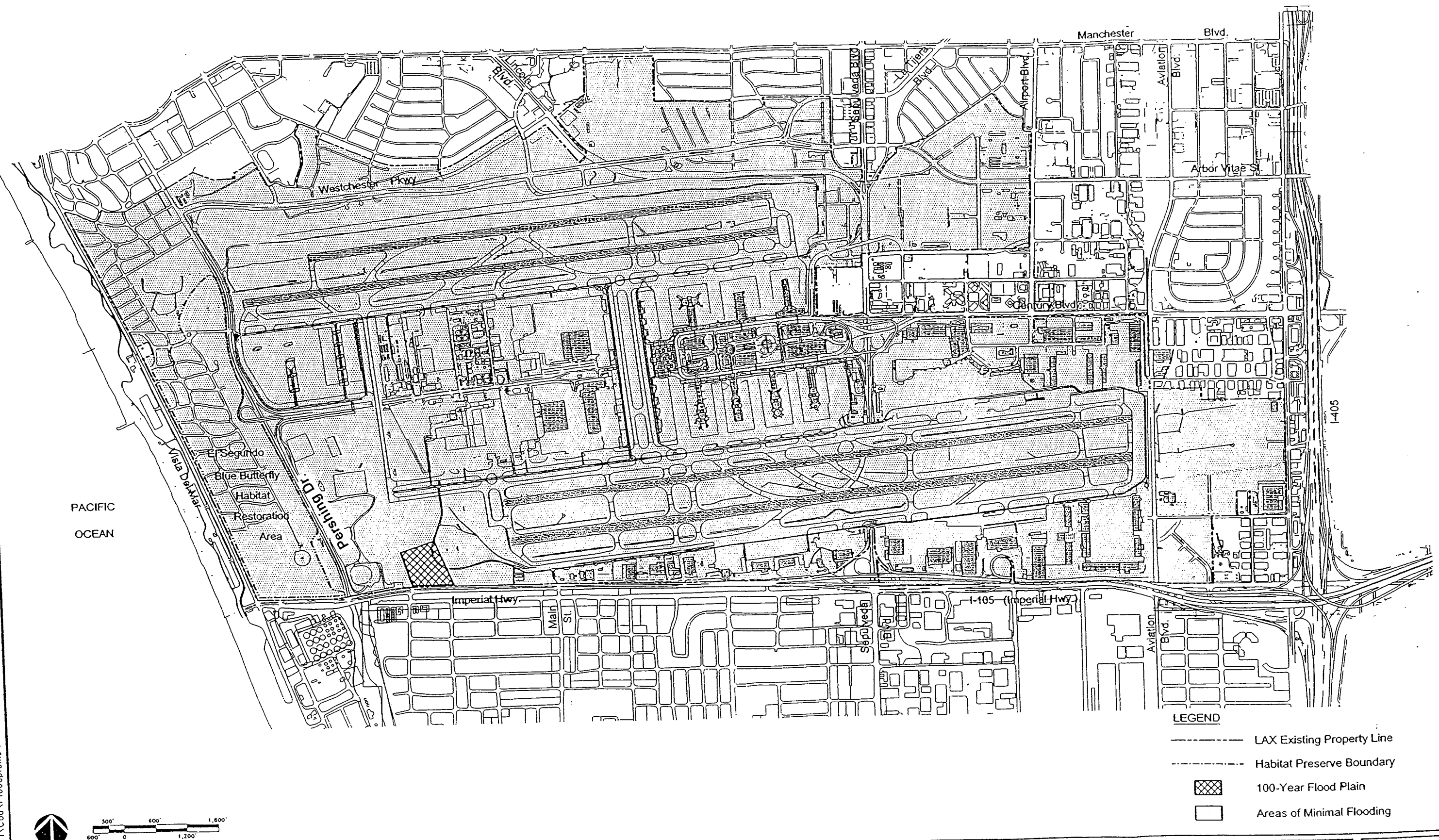
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23:22:22

01/20/00 16:49:48

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K:\8359\2757\N\Cod\Floodplains\



Los Angeles International Airport Master Plan

100-Year FEMA Flood Plain Delineation

EXHIBIT 1

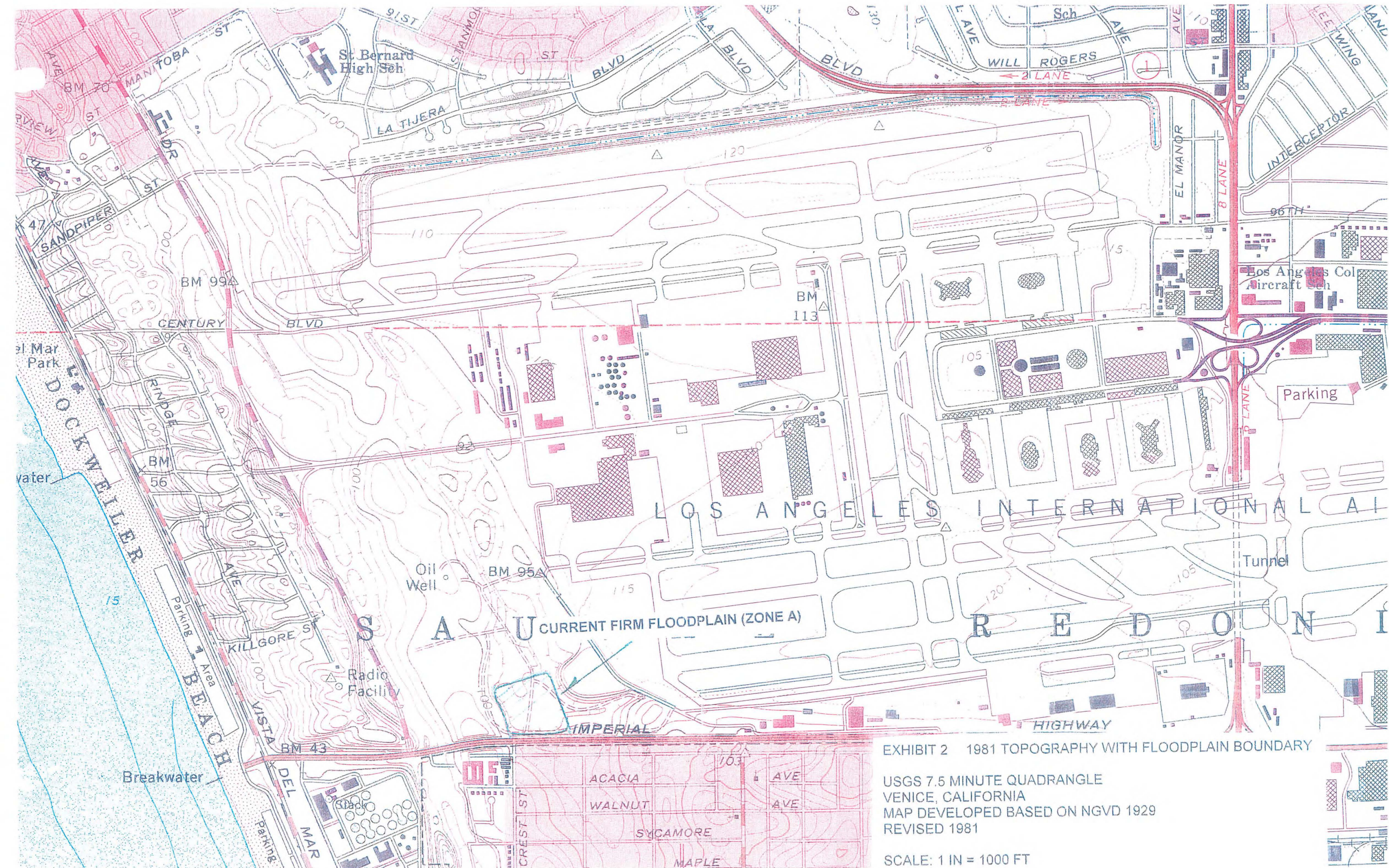


EXHIBIT 2 1981 TOPOGRAPHY WITH FLOODPLAIN BOUNDARY

USGS 7.5 MINUTE QUADRANGLE
VENICE, CALIFORNIA
MAP DEVELOPED BASED ON NGVD 1929
REVISED 1981

SCALE: 1 IN = 1000 FT

Los Angeles World Airports
Los Angeles International Airport Floodplain Zone

Property Legal Description

November 10, 2000

A parcel of land shown on Los Angeles World Airports Map of General Information Drawing No. 20000006-105, Sheet 8 of 39, being a portion of lots 4 and 5 of Tract No. 24903 pursuant to the map filed in Book 1106, pages 34 through 40, inclusive, of Book of Maps in the Office Of the County Recorder of the County of Los Angeles, State of California, described as follows:

Beginning at the intersection of Main Street and Imperial Highway as shown on detail B on Sheet 7 of 7 of said Tract 24903, said point of intersection determined by a standard survey disc monument as shown on City of Los Angeles Survey Field Book No. 087-157, page 116. Thence S 89-54-26 W a distance of 2061.00 feet parallel with the southerly line of said Tract No. 24903. Thence N 0-05-34 W a distance of 110.00 feet to the True Point of Beginning. Thence N 14-05-34 W a distance of 847.00 feet. Thence S 70-54-26 W a distance of 720.00 feet. Thence S 13-25-34 E a distance of 621.00 feet. Thence N 88-36-31 E a distance of 742.70 to the True Point of Beginning.

The bearings shown hereon are based on said Map of Tract No. 24903.

MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
 BUTTER DOWNSPOUT
 CURB DRAIN OUTLET
 POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
 SIGN (ALL KINDS)
 ELECTROLIER ARMPOLE W/STREET LIGHT HIGH VOLTAGE BOX
 ELECTROLIER ARMPOLE W/TRAFFIC SIGNAL
 TRAFFIC SIGNAL ARMPOLE W/TRAFFIC SIGNAL PULL BOX
 TRAFFIC SIGNAL STANDARD
 LIGHT STANDARD
 FIRE HYDRANT
 FIRE DEPARTMENT CONNECTION
 POST INDICATOR VALVE
 DIRECTION OF WATER DRAINAGE FLOW
 PARKING METER
 GAS / WATER METER
 GAS / WATER VALVE
 UTILITY / PULL BOXES
 RECORD LOT / PARCEL NUMBER
 TREE IN WELL W/TRUNK DIAMETER
 PLANTER
 GUARD POST
 APPROACH (DRIVEWAY)
 ELEVATION CONTOUR LINE
 APPROXIMATE ELEVATION CONTOUR LINE

Los Angeles World Airports

MASTER PLAN AERIAL TOPOGRAPHY

GENERAL INFORMATION

LOS ANGELES INTERNATIONAL AIRPORT

SUBMITTED BY

APPROVED BY

ASS. CHIEF AIRPORTS ENGINEER

CHIEF AIRPORTS ENGINEER

DRAWN

CHECKED

SHEET NUMBER

SHEET

1

39

SCALE

DATE

DWG. NO.

FILE NAME

LO06

20000006-105

+ 6433500E

+ 1096500N

Los Angeles World Airports

MASTER PLAN AERIAL TOPOGRAPHY

GENERAL INFORMATION

LOS ANGELES INTERNATIONAL AIRPORT

SUBMITTED BY

Kenneth J. Miles

ASSISTANT CHIEF AIRPORTS ENGINEER

APPROVED BY

Robert H. Millard

CHIEF AIRPORTS ENGINEER

DRAWN

CHECKED

SHEET NUMBER

8

SHEET

39

SCALE

1" = 100'

DATE

DWG NO.

20000006-105

FILE NAME

L006

Attachment 3
Revised Intersection LOS Worksheets for
Alternative D

Year 2008 LOS Calculation Sheets for All Scenarios (Revisions Only)

0308UPD

CalcaDB

March 29, 2004 ,Monday 10:38:27 AM

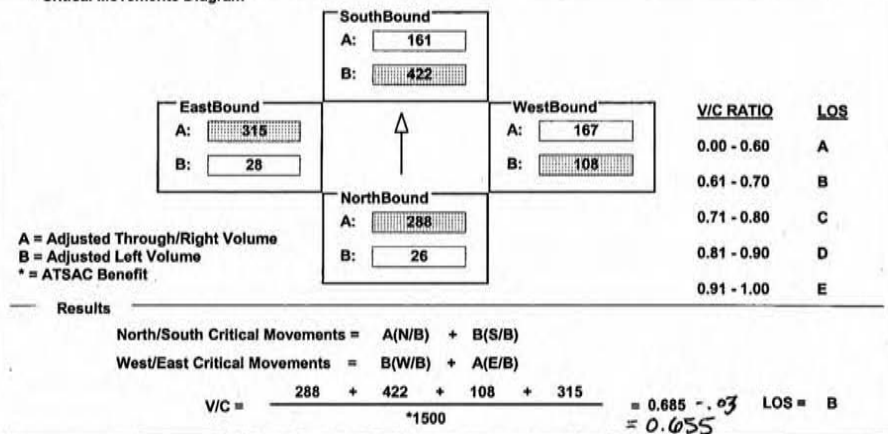
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3
 AM/PM: AM Comments: 08AM 2008-AM Peak - ALT D. w/ mitigation
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	487	378	422	482	42	108	181	152	28	629	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	487	378	422	482	42	108	181	152	28	629	39
	1 0 1 0 1 1 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
LANE												
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



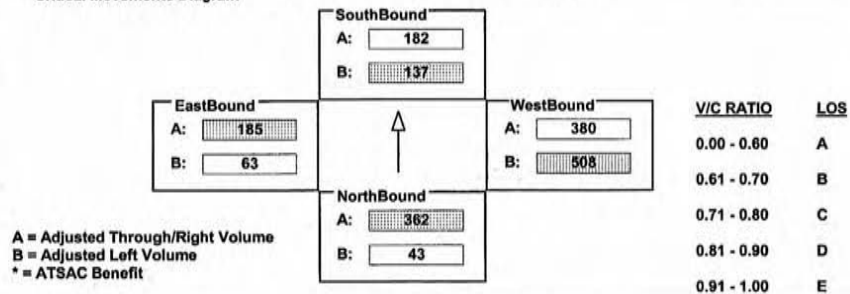
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3
 AM/PM: PM Comments: 08PM 2008 - PM Peak - ALT D Y MITIGATION
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	724	164	137	545	20	508	468	292	63	369	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	724	164	137	545	20	508	468	292	63	369	99
LANE	1 0 1 0 1 1 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{362 + 137 + 508 + 185}{*1500} = 0.725 \text{ LOS} = C$$

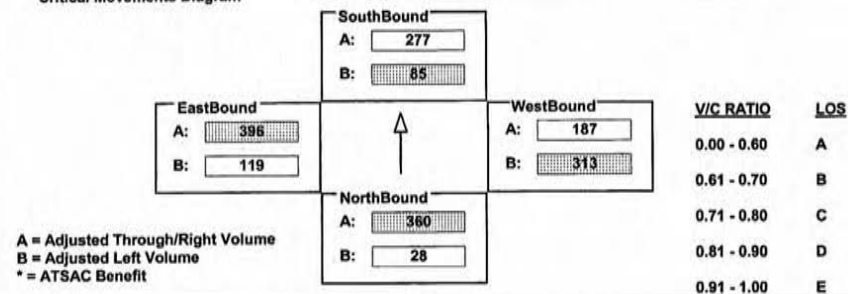
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3
 AM/PM: AP Comments: 08OP 2008 AIRPORT PEAK - ALT D Y MITIGATION
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	687	393	85	832	40	313	229	145	119	792	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	687	393	85	832	40	313	229	145	119	792	216
LANE	1 0 1 0 1 1 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{360 + 85 + 313 + 396}{*1500} = 0.699 \text{ LOS} = B$$

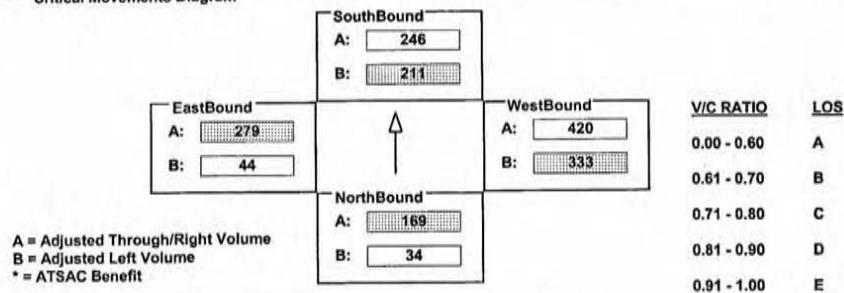
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7
 AM/PM: AM Comments: 08AM 2008 AM PEAK - ALT D. w/ MITIGATION
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	210	169	211	455	36	605	840	329	44	769	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	210	169	211	455	36	605	840	329	44	769	67
LANE	1 0 2 0 0 1 0	1 0 1 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{169 + 211 + 333 + 279}{*1500} = 0.591 \quad \text{LOS} = A$$

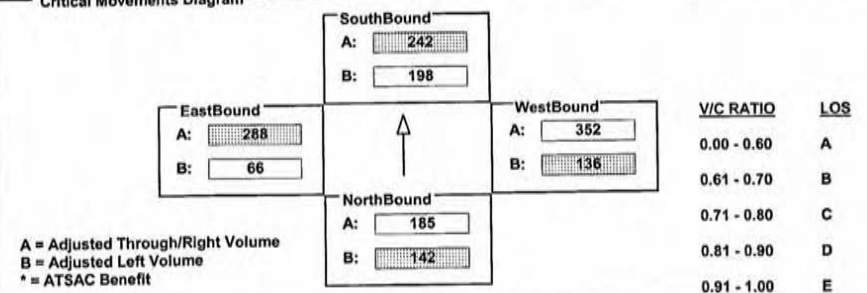
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7
 AM/PM: PM Comments: 08PM 2008 PM PEAK - ALT D w/ MITIGATION
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	142	370	183	198	384	99	248	704	91	66	762	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	370	183	198	384	99	248	704	91	66	762	103
LANE	1 0 2 0 0 1 0	1 0 1 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{142 + 242 + 136 + 288}{*1500} = 0.469 \quad \text{LOS} = A$$

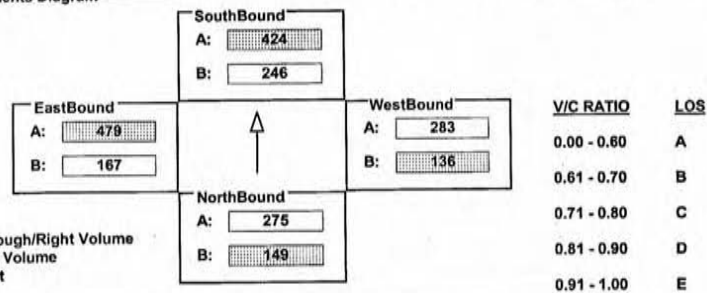
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7
 AM/PM: AP Comments: 08OP 2008 AIRPORT PEAK - ALT D W/MITIGATION
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	549	237	246	672	175	247	565	142	167	1220	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	549	237	246	672	175	247	565	142	167	1220	217
LANE	1 0 2 0 0 1 0	1 0 1 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 1 0 0	2 0 2 0 0 1 0	1 0 2 0 1 0 0	2 0 2 0 1 0 0	1 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1500}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1500}$$

$$V/C = \frac{149 + 424 + 136 + 479}{1500} = 0.722 \quad \text{LOS} = C$$

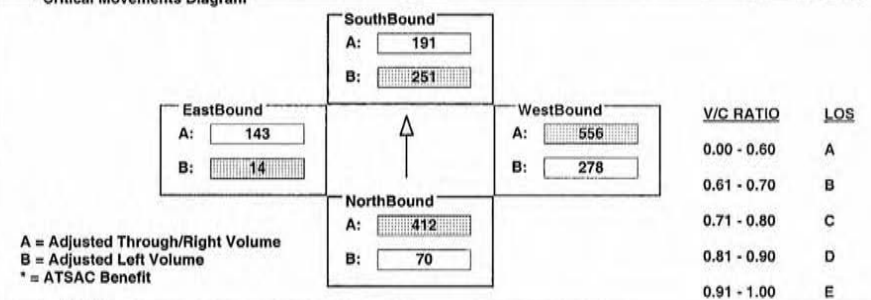
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2008EBAM 2008 ADJ. ENVIRONMENTAL BASELINE, AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	444	690	456	367	69	506	1046	807	26	394	35
AMBIENT												
RELATED												
PROJECT				14	-14							
TOTAL	128	444	690	456	381	55	506	1046	807	26	394	35
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{412 + 251 + 556 + 14}{1375} = 0.827 \sim 0.83 \quad \text{LOS} = D$$

$$= 0.797$$

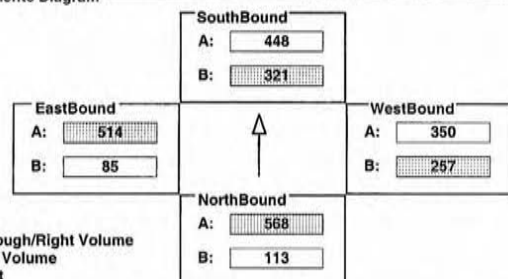
INTERSECTION DATA SUMMARY SHEET

N/S:	AVIATION BLVD	W/E:	IMPERIAL HWY	I/S No:	13
AM/PM:	PM	Comments:	2008EBPM ADJ. ENVIRONMENTAL BASELINE, PM		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations

NORTHBOUND				SOUTHBOUND			WESTBOUND			EASTBOUND						
EXISTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
	206	631	825	583	871	125	467	947	671	155	1258	285				
AMBIENT																
RELATED																
PROJECT					25	-25										
TOTAL	206	631	825	583	896	100	467	947	671	155	1258	285				
LANE	↓ 2	↑ 0	↑ 2	↑ 0	↑ 0	↓ 1	↓ 0	↑ 2	↑ 0	↑ 1	↑ 0	↓ 0				
SIGNAL	Phasing Prot-Var		RTOR OLA		Phasing Prot-Var		RTOR OLA		Phasing Prot-Var		RTOR OLA		Phasing Prot-Var		RTOR Auto	

Critical Movements Diagram



<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{568 + 321 + 257 + 514}{*1375} = 1.137 - 0.03 \text{ LOS} = F$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

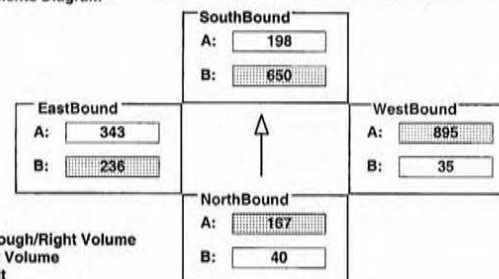
COUNT DATE: STUDY DATE: GROWTH FACTOR:

AIRPORT PEAK

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	73	334	101	1182	156	437	64	643	1545	429	989	40
AMBIENT												
RELATED												
PROJECT					87	-87						
TOTAL	73	334	101	1182	243	350	64	643	1545	429	989	40
LANE	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤	♣ ♠ ♥ ♦ ♡ ♢ ♤
	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0
SIGNAL	Phasing RTOR		Prot-Var OLA		Phasing RTOR		Prot-Var OLA		Phasing RTOR		Prot-Var Auto	

Critical Movements Diagram



<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{167 + 650 + 895 + 236}{*1375} = 1.347 - 0.03 \text{ LOS} = F$$

CalcaDB

March 4, 2004, Thursday 02:57:30 PM

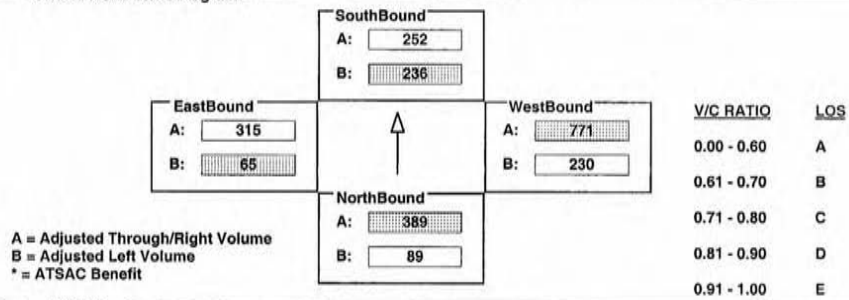
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 08AM 2008 AM PEAK ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	778	550	429	503	103	419	942	1007	119	835	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	778	550	429	503	103	419	942	1007	119	835	109
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{389 + 236 + 771 + 65}{*1375} = 0.993 - 0.03 \text{ LOS} = E$$

$$= 0.963$$

CalcaDB

March 4, 2004, Thursday 03:00:17 PM

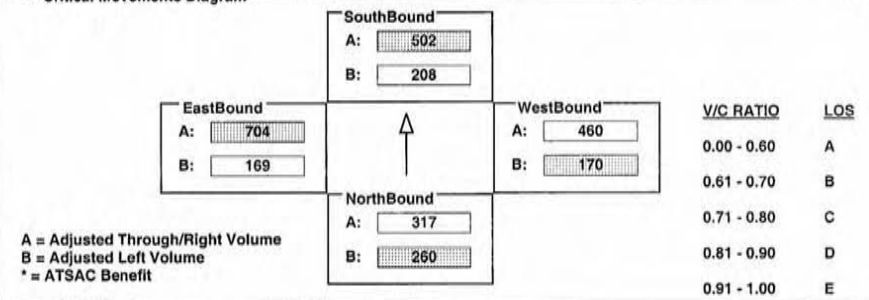
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: PM Comments: 08PM 2008 PM PEAK ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	473	616	487	379	1004	316	309	1381	414	307	1506	605
AMBIENT												
RELATED												
PROJECT												
TOTAL	473	616	487	379	1004	316	309	1381	414	307	1506	605
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{260 + 502 + 170 + 704}{*1375} = 1.120 - 0.03 \text{ LOS} = F$$

$$= 1.090$$

CalcaDB

March 4, 2004, Thursday 03:08:00 PM

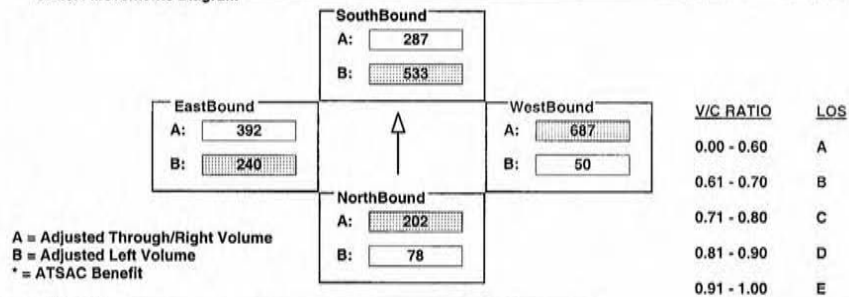
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 080P 2008 AIRPORT PEAK ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	142	404	134	969	208	527	90	821	1220	436	1104	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	404	134	969	208	527	90	821	1220	436	1104	73
LANE	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{202 + 533 + 687 + 240}{*1375} = 1.139 - 0.03 \text{ LOS} = F$$

CalcaDB

March 24, 2004, Wednesday 07:53:53 PM

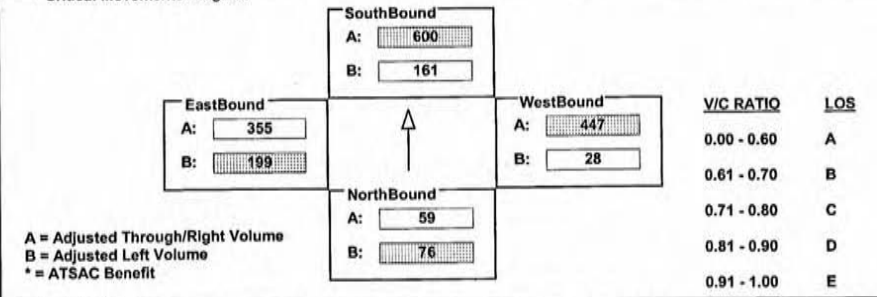
INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18
 AM/PM: AM Comments: 08AM 2008 AM PEAK - ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	139	110	73	292	231	799	50	1342	384	362	1064	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	110	73	292	231	799	50	1342	384	362	1064	260
LANE	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{76 + 600 + 447 + 199}{*1375} = 0.891 \text{ LOS} = D$$

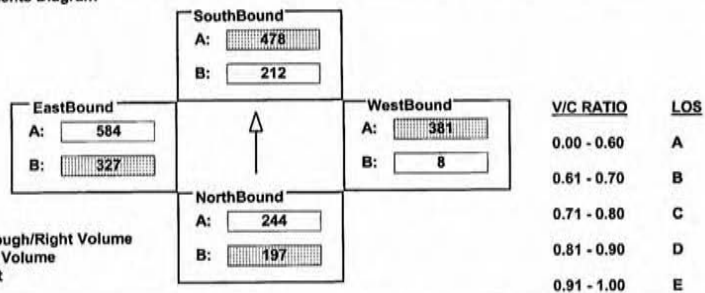
INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18
 AM/PM: PM Comments: 08PM 2008 PM PEAK - ALT D.
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	359	371	248	386	84	805	15	1142	427	594	1753	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	359	371	248	386	84	805	15	1142	427	594	1753	118
	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47	41 42 43 44 45 46 47
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		OLA	Prot-Var		Auto	Prot-Var		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{197 + 478 + 381 + 327}{*1375} = 0.936 \quad \text{LOS} = E$$

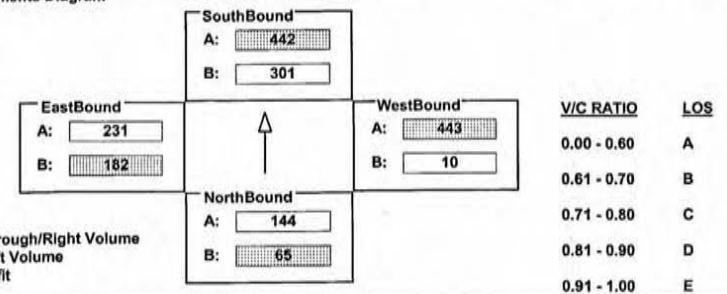
INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18
 AM/PM: AP Comments: 08OP 2008 Airport PEAK ALT D.
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	315	149	548	146	624	18	613	594	331	692	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	315	149	548	146	624	18	613	594	331	692	57
LANE	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		OLA	Prot-Var		Auto	Prot-Var		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{65 + 442 + 443 + 182}{*1375} = 0.753 \quad \text{LOS} = C$$

2008EBAM

CalcaDB

December 4, 2003 ,Thursday 03:56:32 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

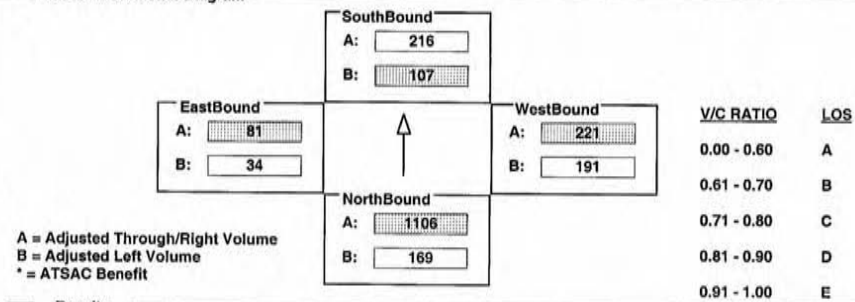
AM/PM: AM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, AM PEAK

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	307	3319	273	195	863	62	191	442	213	34	162	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	3319	273	195	863	62	191	442	213	34	162	126
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1106 + 107 + 221 + 81}{1375} = 1.102 \quad LOS = F$$

2008EBPM

CalcaDB

December 4, 2003 ,Thursday 03:57:58 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

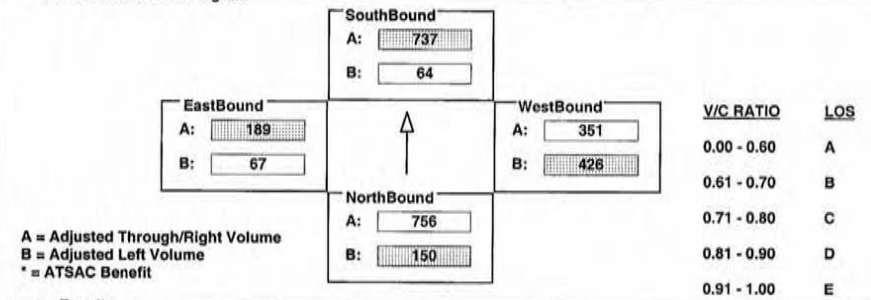
AM/PM: PM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, PM PEAK

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	272	2268	30	116	2949	67	774	351	208	67	280	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	2268	30	116	2949	67	774	351	208	67	280	264
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{150 + 737 + 426 + 189}{1375} = 1.092 \quad LOS = F$$

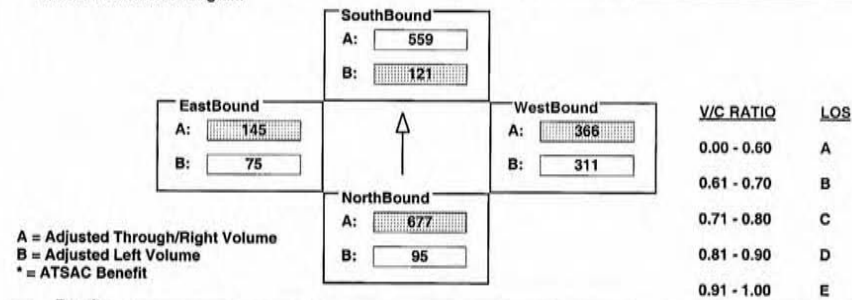
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	173	2031	185	221	2237	105	613	320	427	75	168	193	
AMBIENT													
RELATED													
PROJECT													
TOTAL	173	2031	185	221	2237	105	613	320	427	75	168	193	
LANE	ℓ 2	ℓ 0	ℓ 3	ℓ 0	ℓ 0	ℓ 1	ℓ 0	ℓ 1	ℓ 1	ℓ 0	ℓ 0	ℓ 1	ℓ 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + A(E/B)$

$$V/C = \frac{677 + 121 + 366 + 145}{1375} = 0.952 \quad LOS = E$$

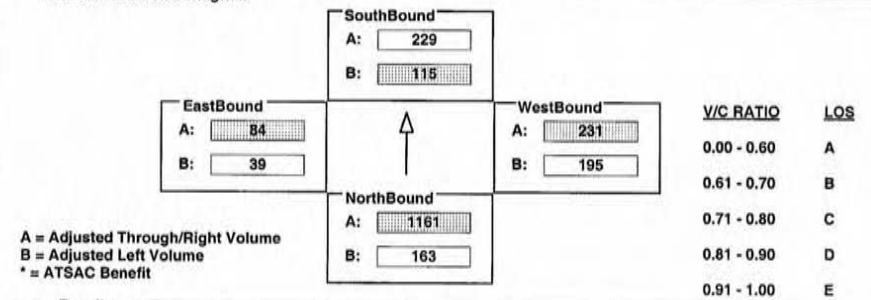
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2008 AM PEAK ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	297	3483	260	209	917	67	195	462	242	39	167	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	297	3483	260	209	917	67	195	462	242	39	167	128
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + A(E/B)$

$$V/C = \frac{1161 + 115 + 231 + 84}{1375} = 1.157 \quad LOS = F$$

08PM

CalcaDB

December 4, 2003, Thursday 04:05:21 PM

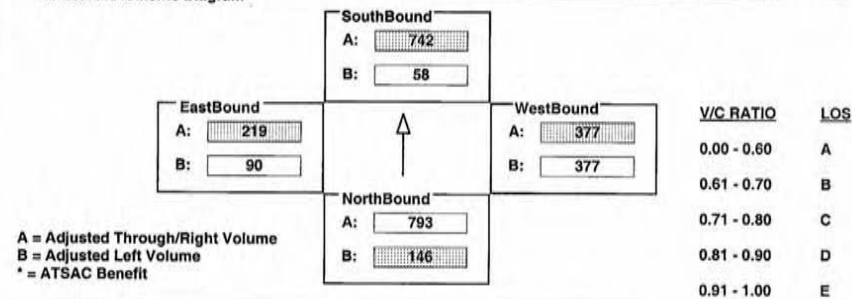
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: PM Comments: 2008 PM PEAK ALT. D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	266	2378	24	106	2966	75	749	382	243	90	283	292
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	2378	24	106	2966	75	749	382	243	90	283	292
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{146 + 742 + 377 + 219}{1375} = 1.079 \quad \text{LOS} = F$$

08OP

CalcaDB

December 4, 2003, Thursday 04:06:28 PM

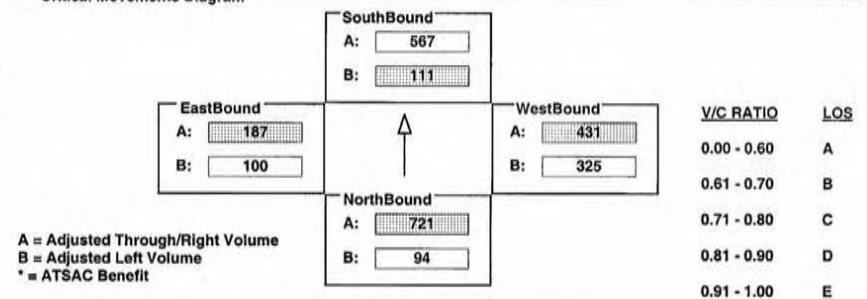
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2008 AIRPORT PEAK ALT. D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	170	2163	161	201	2268	108	637	337	486	100	183	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	2163	161	201	2268	108	637	337	486	100	183	234
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B)}{1375} + \frac{B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{721 + 111 + 431 + 187}{1375} = 1.055 \quad \text{LOS} = F$$

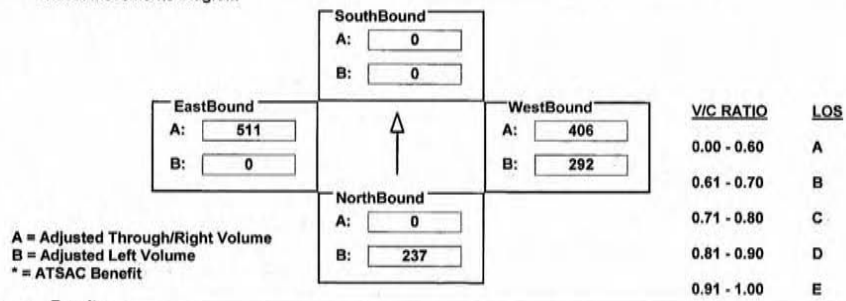
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, AM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	432	0	518	0	0	0	292	813	0	0	1023	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	432	0	518	0	0	0	292	813	0	0	1023	142
LANE	2 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto	Split	Free	<none>	<none>

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{237 + 0 + 292 + 511}{*1425} = 0.660 - 0.03 \quad LOS = B = 0.630$$

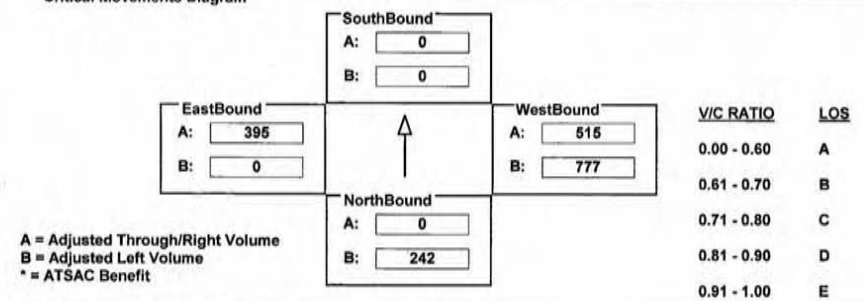
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, PM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	440	0	541	0	0	0	777	1030	0	0	746	516
AMBIENT												
RELATED												
PROJECT												
TOTAL	440	0	541	0	0	0	777	1030	0	0	746	516
LANE	2 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0	0 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto	Split	Free	<none>	<none>

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{242 + 0 + 777 + 395}{*1425} = 0.922 - 0.03 \quad LOS = E = 0.892$$

CalcaDB

December 4, 2003, Thursday 09:37:09 PM

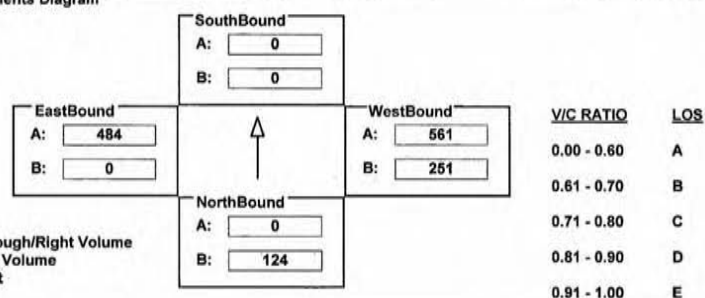
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	225	0	196	0	0	0	251	1123	0	0	967	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	0	196	0	0	0	251	1123	0	0	967	148
LANE	2	0	0	0	0	1	0	2	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{124 + 0 + 251 + 484}{*1425} = 0.533 \text{ LOS} = A$$

CalcaDB

December 4, 2003, Thursday 09:38:50 PM

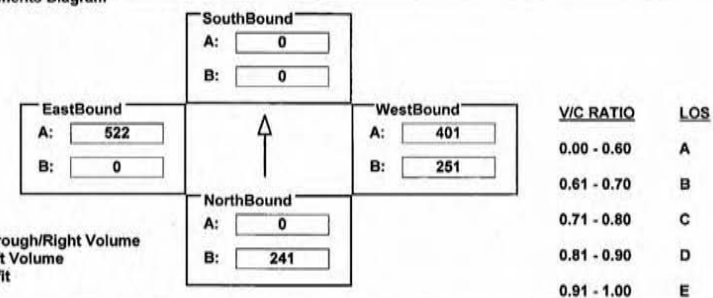
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2008 AM PEAK ALT. D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	438	0	490	0	0	0	251	802	0	0	1045	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	438	0	490	0	0	0	251	802	0	0	1045	135
LANE	2	0	0	0	0	1	0	2	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{241 + 0 + 251 + 522}{*1425} = 0.642 \text{ LOS} = B$$

08PM

CalcaDB

December 4, 2003, Thursday 09:39:27 PM

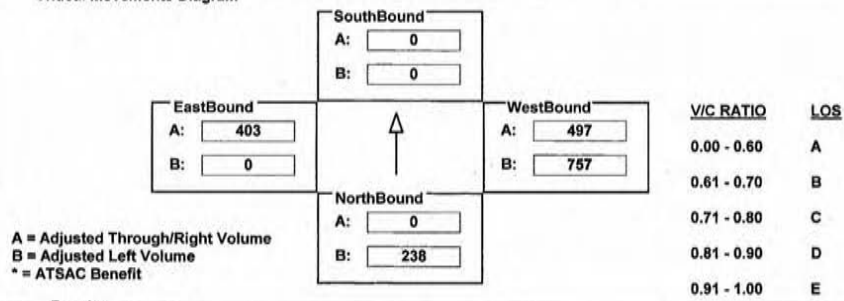
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: 2008 PM PEAK ALT. D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	433	0	543	0	0	0	757	993	0	0	762	522
AMBIENT												
RELATED												
PROJECT												
TOTAL	433	0	543	0	0	0	757	993	0	0	762	522
LANE	2 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0	1 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{238 + 0 + 757 + 403}{*1425} = 0.911 - 0.03 \text{ LOS} = E$$

080P

CalcaDB

December 4, 2003, Thursday 09:40:33 PM

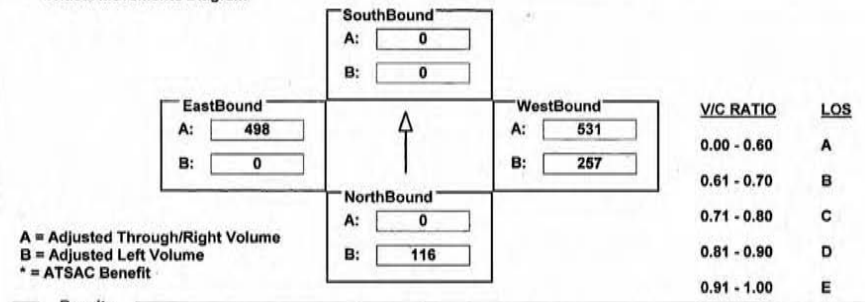
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2008 AIRPORT PEAK ALT. D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	210	0	189	0	0	0	257	1062	0	0	995	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	0	189	0	0	0	257	1062	0	0	995	161
LANE	2 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0	1 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0	0 0 2 0 0 0 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{116 + 0 + 257 + 498}{*1425} = 0.541 - 0.03 \text{ LOS} = A$$

CalcaDB

December 5, 2003 ,Friday 01:11:18 AM

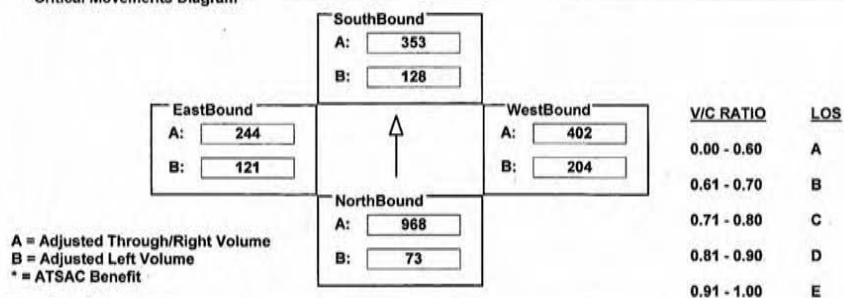
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2008 Adj. ENVIRONMENTAL BASELINE, AM Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	133	3870	559	233	1059	50	372	362	402	219	731	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	3870	559	233	1059	50	372	362	402	219	731	149
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{968 + 128 + 402 + 121}{1375} = 1.177 \quad LOS = F$$

CalcaDB

December 5, 2003 ,Friday 01:32:41 AM

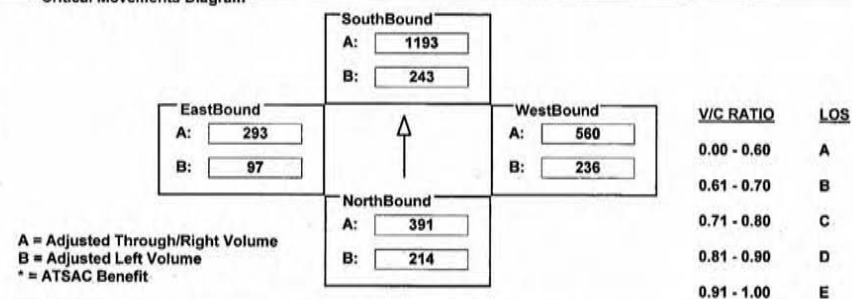
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: PM Comments: 2008 Adj. ENVIRONMENTAL BASELINE, PM Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	389	1565	464	442	3579	139	429	788	560	176	714	293
AMBIENT												
RELATED												
PROJECT												
TOTAL	389	1565	464	442	3579	139	429	788	560	176	714	293
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{214 + 1193 + 560 + 97}{1375} = 1.501 \quad LOS = F$$

CalcaDB

December 5, 2003 ,Friday 01:13:09 AM

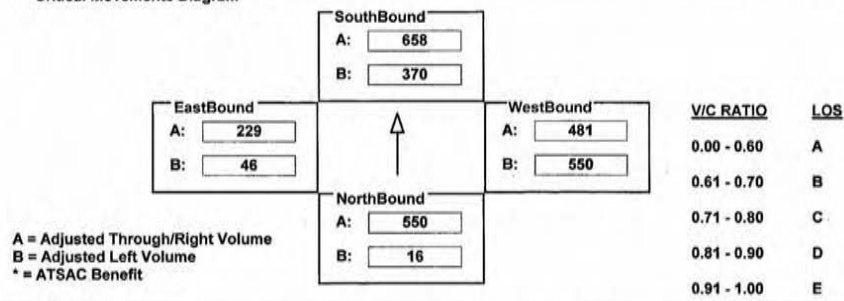
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2008 ADJ. ENVIRONMENTAL BASELINE, AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	1899	1100	673	1973	10	1001	171	481	84	367	229
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	1899	1100	673	1973	10	1001	171	481	84	367	229
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{550 + 370 + 550 + 229}{1375} = 1.236 \quad LOS = F$$

CalcaDB

December 5, 2003 ,Friday 01:14:54 AM

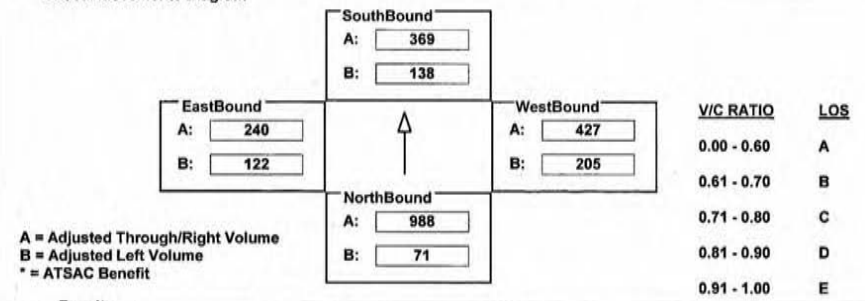
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2008 AM PEAK ALT D
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	3951	557	252	1108	52	373	364	427	221	720	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	3951	557	252	1108	52	373	364	427	221	720	142
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{988 + 138 + 427 + 122}{1375} = 1.218 \quad LOS = F$$

08PM

CalcaDB

December 5, 2003 ,Friday 01:16:04 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

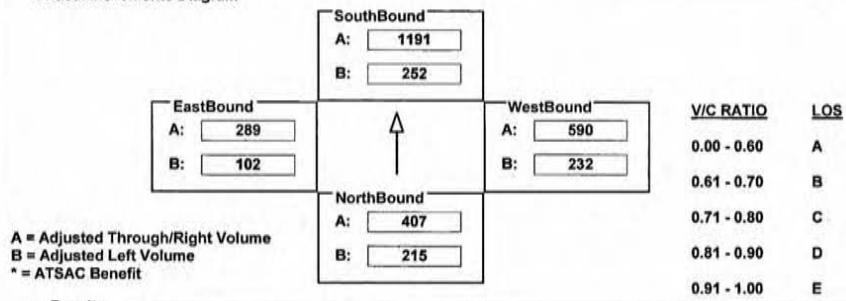
AM/PM: PM Comments: 2008 PM PEAK ALT. D

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	390	1627	467	457	3573	144	422	802	590	186	730	289
AMBIENT												
RELATED												
PROJECT												
TOTAL	390	1627	467	457	3573	144	422	802	590	186	730	289
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{215 + 1191 + 590 + 102}{1375} = 1.526 \quad LOS = F$$

08OP

CalcaDB

December 5, 2003 ,Friday 01:17:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

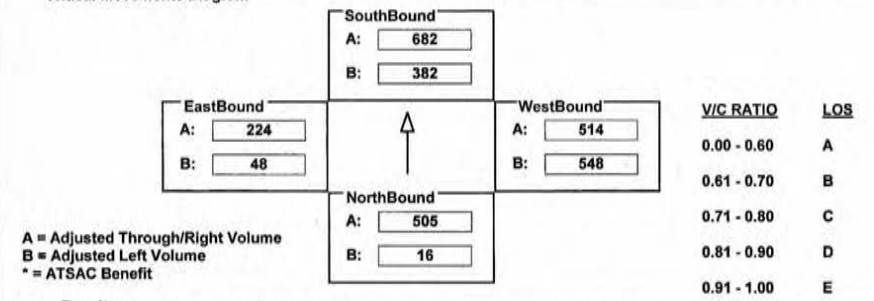
AM/PM: AM Comments: 2008 AIRPORT PEAK ALT. D

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	1962	1053	695	2047	11	996	174	514	88	356	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	1962	1053	695	2047	11	996	174	514	88	356	224
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{505 + 382 + 548 + 224}{1375} = 1.207 \quad LOS = F$$

Year 2015 LOS Calculation Sheets for All Scenarios (Revisions Only)

2015EBAM

CalcaDB

December 4, 2003, Thursday 05:36:31 PM

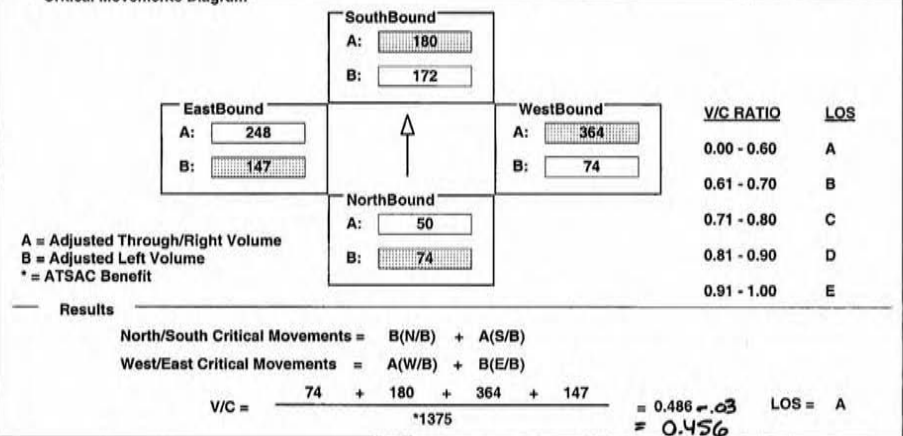
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	99	37	466	101	253	74	1456	330	267	993	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	99	37	466	101	253	74	1456	330	267	993	65
LANE	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0								
SIGNAL	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



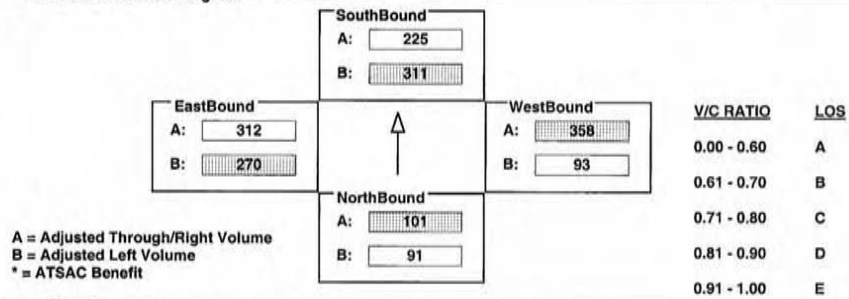
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	91	202	61	840	94	360	93	1431	564	490	1248	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	202	61	840	94	360	93	1431	564	490	1248	59
LANE	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0
SIGNAL	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{101 + 311 + 358 + 270}{*1375} = 0.686 \sim 0.63 \quad LOS = B$$

$$= 0.656$$

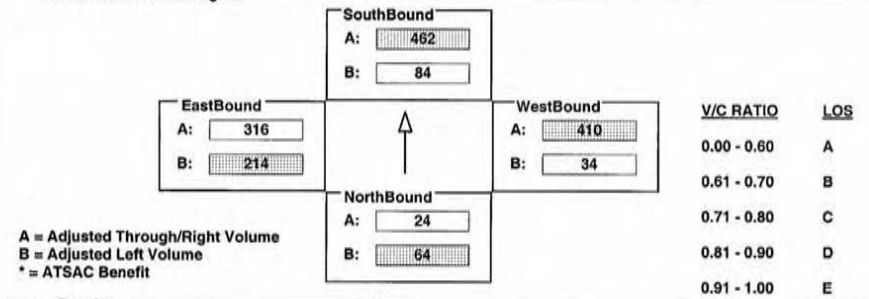
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	48	20	249	88	569	34	1640	245	389	1264	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	48	20	249	88	569	34	1640	245	389	1264	41
LANE	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0	1 0 2 0 0 1 0	2 1 1 0 0 1 0	1 0 4 0 0 1 0	2 0 4 0 0 1 0
SIGNAL	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{64 + 462 + 410 + 214}{*1375} = 0.766 \sim 0.63 \quad LOS = C$$

$$= 0.736$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

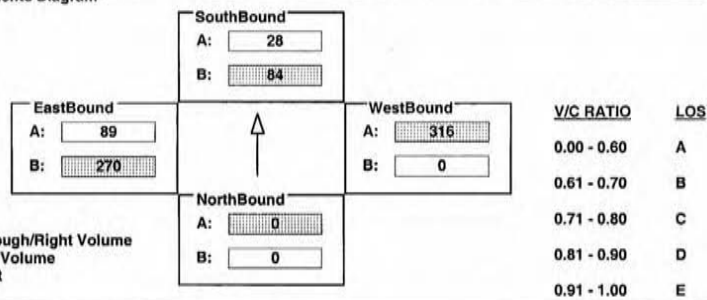
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	228	0	297	0	1239	715	491	357	0
AMBIENT												
RELATED												
PROJECT								-175	-200			
TOTAL	0	0	0	228	0	297	0	1064	515	491	357	0
LANE	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$
	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	2	0	1	1	0	2	0
	0	0	3	0	1	1	0	2	0	4	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{0 + 84 + 316 + 270}{*1375} = 0.417 - .03 \quad \text{LOS} = A$$

$$= 0.387$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

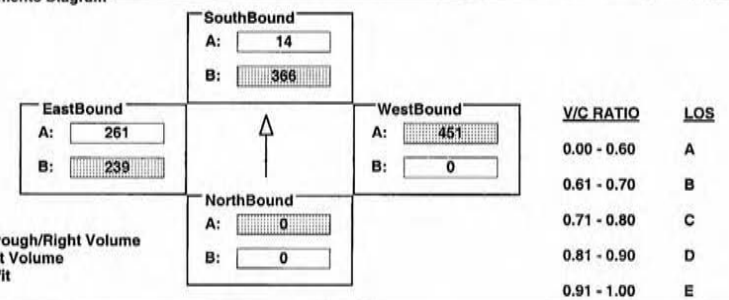
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

[illegible]

== Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{0 + 366 + 451 + 239}{*1375} = 0.698 \text{ LOS} = B$$

CalcaDB

November 13, 2003, Thursday 05:07:49 PM

INTERSECTION DATA SUMMARY SHEET

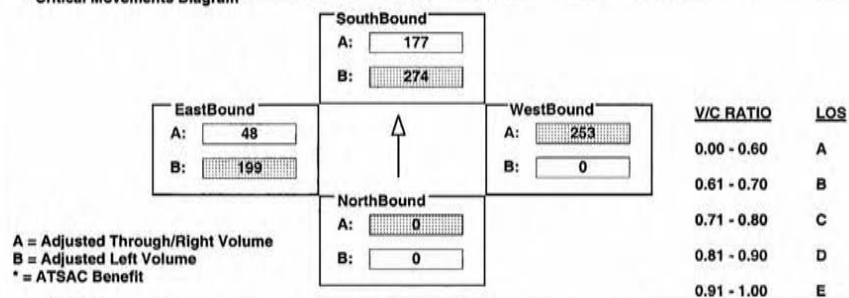
Corrected Airport Peak

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	782	0	501	0	238	958	361	194	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	782	0	501	0	238	958	361	194	0
LANE	0	0	0	3	0	0	0	0	1	1	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Split	Auto	Split	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{0 + 274 + 253 + 199}{*1375} = 0.458 \sim 0.03 = 0.428 \quad \text{LOS} = A$$

CalcaDB

December 4, 2003, Thursday 11:58:16 PM

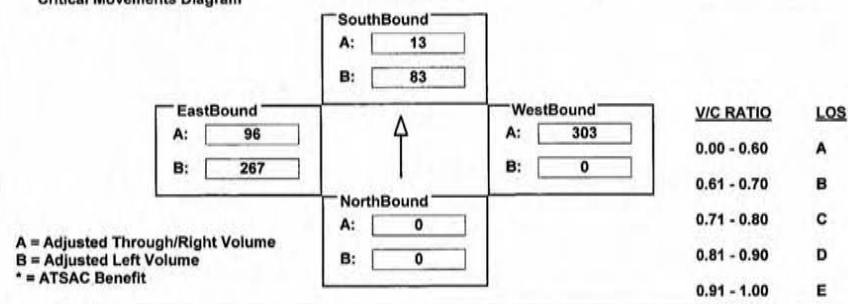
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: AM Comments: 2015 AM Peak - Alt. D without Lennox I/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	238	0	267	0	1217	749	486	382	0
AMBIENT												
RELATED												
PROJECT								-250	-200			
TOTAL	0	0	0	238	0	267	0	967	549	486	382	0
LANE	0	0	0	3	0	0	0	0	1	1	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Split	Auto	Split	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{0 + 83 + 303 + 267}{*1375} = 0.405 \sim 0.03 = 0.375 \quad \text{LOS} = A$$

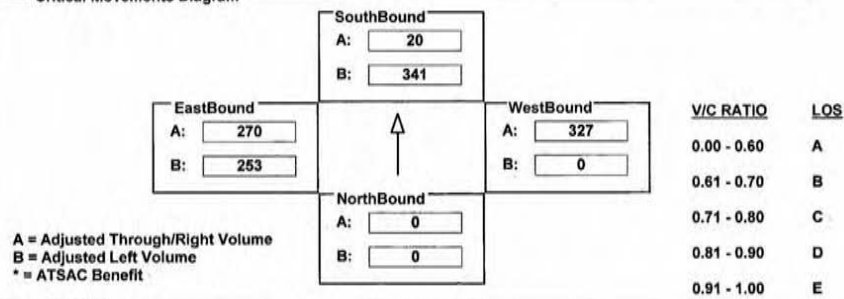
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/6
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1175	0	266	0	980	793	459	1080	0
AMBIENT				-200								
RELATED												
PROJECT												
TOTAL	0	0	0	975	0	266	0	980	793	459	1080	0
LANE	0	0	0	3	0	0	0	3	0	1	1	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing												
RTOR												
SIGNAL	Split	Auto		Split	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 341 + 327 + 253}{*1375} = 0.600 - 0.03 = 0.570 \quad LOS = A$$

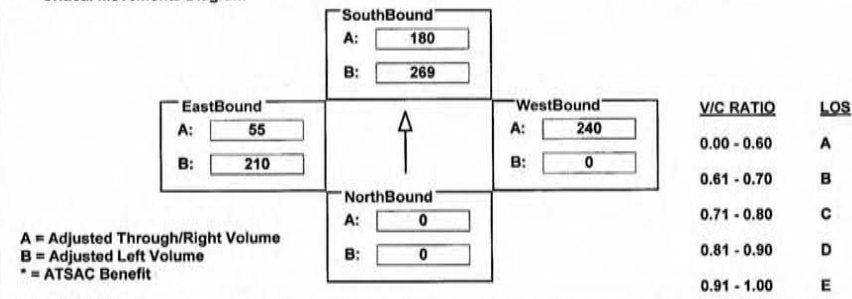
INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT D WITHOUT LENNOX 1/6
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	769	0	418	0	260	926	382	219	0
AMBIENT						100						
RELATED												
PROJECT												
TOTAL	0	0	0	769	0	518	0	260	926	382	219	0
LANE	0	0	0	3	0	0	0	3	0	1	1	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing												
RTOR												
SIGNAL	Split	Auto		Split	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 269 + 240 + 210}{*1375} = 0.453 - 0.03 = 0.423 \quad LOS = A$$

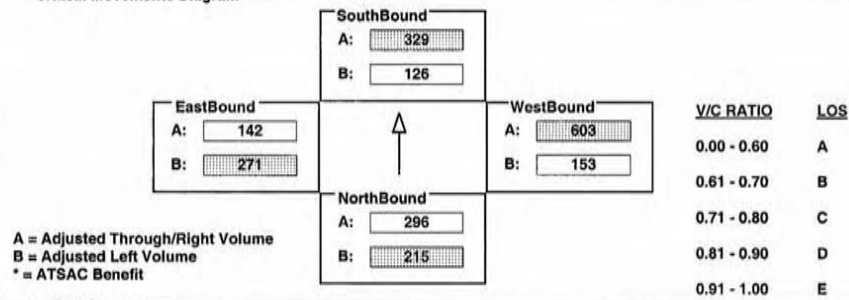
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	215	828	60	126	987	272	279	1477	332	271	371	250
AMBIENT												
RELATED												
PROJECT												
TOTAL	215	828	60	126	987	272	279	1477	332	271	371	250
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{215 + 329 + 603 + 271}{1375} = 1.031$$

LOS = F

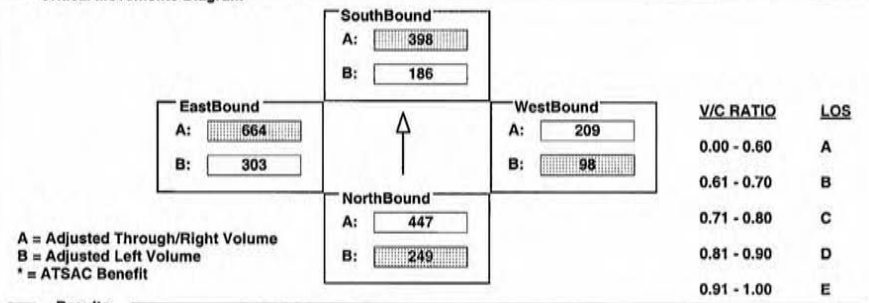
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	249	1125	215	186	1194	237	178	576	51	303	1993	476
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	1125	215	186	1194	237	178	576	51	303	1993	476
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{249 + 398 + 98 + 664}{1375} = 1.025$$

LOS = F

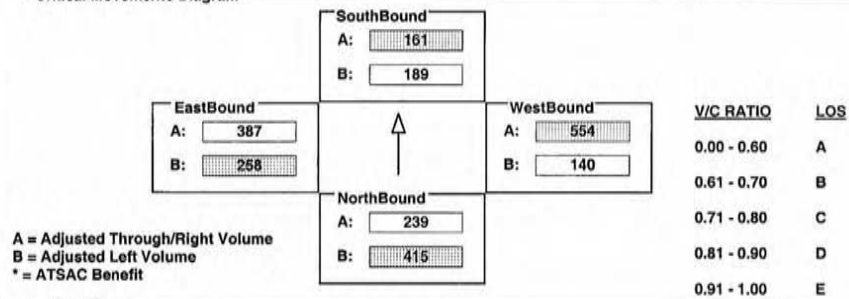
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	415	540	176	189	484	247	254	1390	273	258	1160	266
AMBIENT												
RELATED												
PROJECT												
TOTAL	415	540	176	189	484	247	254	1390	273	258	1160	266
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{B(E/B)}{1375}$$

$$V/C = \frac{415 + 161 + 554 + 258}{1375} = 1.009 \quad \text{LOS} = F$$

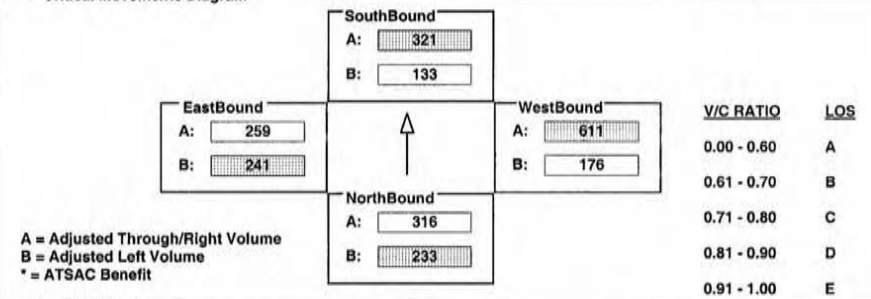
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX VC
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	867	80	133	962	235	321	1505	327	241	418	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	867	80	133	962	235	321	1505	327	241	418	259
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{B(E/B)}{1375}$$

$$V/C = \frac{233 + 321 + 611 + 241}{1375} = 0.953 \quad \text{LOS} = E$$

*1375 = 0.923

KL Revision

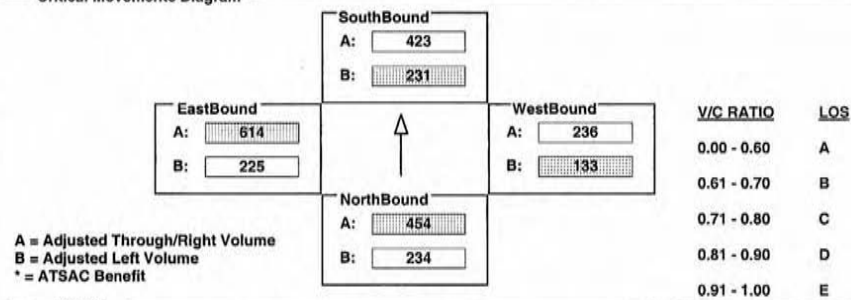
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	234	1080	284	231	1268	209	242	651	58	225	2039	417
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	1080	284	231	1268	209	242	651	58	225	2039	417
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{454 + 231 + 133 + 614}{*1375} = 0.971 - .03 \text{ LOS} = E$$

$$= 0.941$$

PM Revised

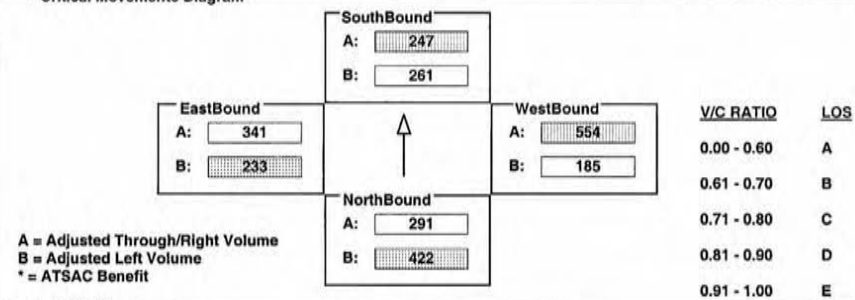
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	422	654	220	261	741	275	337	1346	315	233	1086	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	422	654	220	261	741	275	337	1346	315	233	1086	277
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{422 + 247 + 554 + 233}{*1375} = 0.989 - .03 \text{ LOS} = E$$

$$= 0.959$$

AP revised

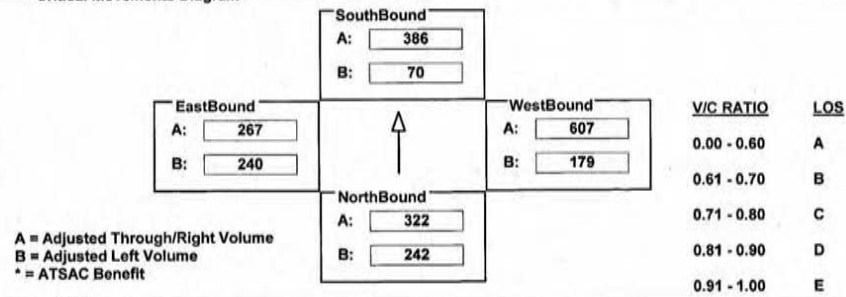
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	884	83	128	934	224	325	1499	321	240	426	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	884	83	128	934	224	325	1499	321	240	426	267
LANE	1 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{242 + 386 + 607 + 240}{1375} = 1.003 \text{ } ^{03} \text{ } LOS = F$$

$$= 0.973$$

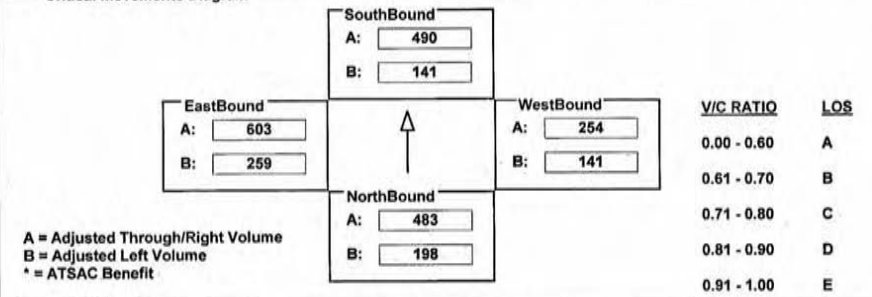
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: PM Comments: 2015 PM PEAK - ALT D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	198	1181	270	256	1264	206	257	683	79	259	2038	375
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1181	270	256	1264	206	257	683	79	259	2038	375
LANE	1 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{198 + 490 + 141 + 603}{1375} = 0.971 \text{ } ^{03} \text{ } LOS = E$$

$$= 0.941$$

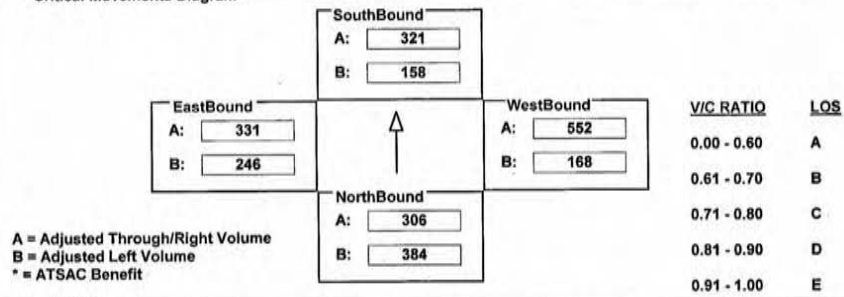
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	384	695	223	287	689	273	305	1301	356	246	1091	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	695	223	287	689	273	305	1301	356	246	1091	234
LANE	1 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0	1 0 3 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{384 + 321 + 552 + 246}{*1375} = 1.023 - 03 \text{ LOS} = F$$

$$= 0.993$$

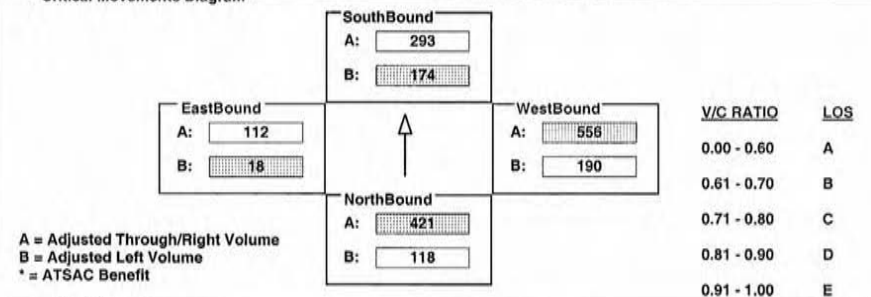
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	215	695	612	316	564	104	346	1668	678	33	287	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	215	695	612	316	585	83	346	1668	678	33	287	49
LANE	2 0 2 0 1 0 0	2 0 1 0 1 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0	2 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{421 + 174 + 556 + 18}{*1375} = 0.780 - 03 \text{ LOS} = C$$

$$= 0.750$$

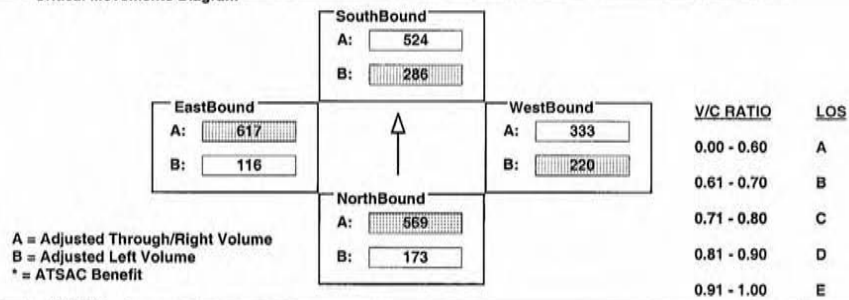
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	315	721	789	520	1012	178	401	1000	528	211	1428	422
AMBIENT												
RELATED												
PROJECT					36	-36						
TOTAL	315	721	789	520	1048	142	401	1000	528	211	1428	422
LANE	4 4											

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{569 + 286 + 220 + 617}{*1375} = 1.161 - .03 \text{ LOS} = F$$

$$= 1.131$$

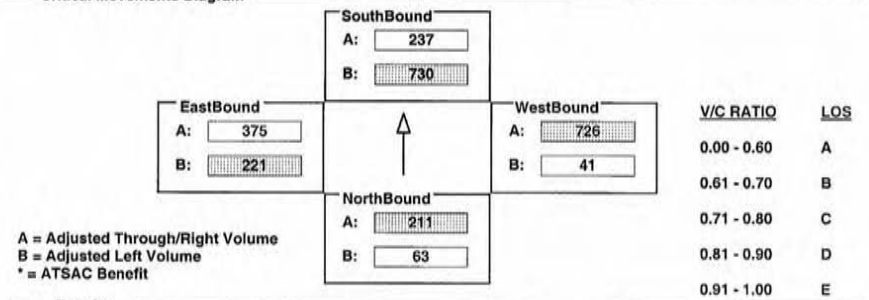
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	422	149	1327	185	526	74	756	1456	402	1078	46
AMBIENT												
RELATED												
PROJECT					105	-105						
TOTAL	115	422	149	1327	290	421	74	756	1456	402	1078	46
LANE	4 2	4 0	4 2	4 0	4 0	4 1	4 0	4 3	4 0	4 0	4 1	4 0
	0	2	0	0	1	0	0	0	0	1	0	0
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
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	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
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	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{211 + 730 + 726 + 221}{*1375} = 1.303 - .03 \text{ LOS} = F$$

$$= 1.273$$

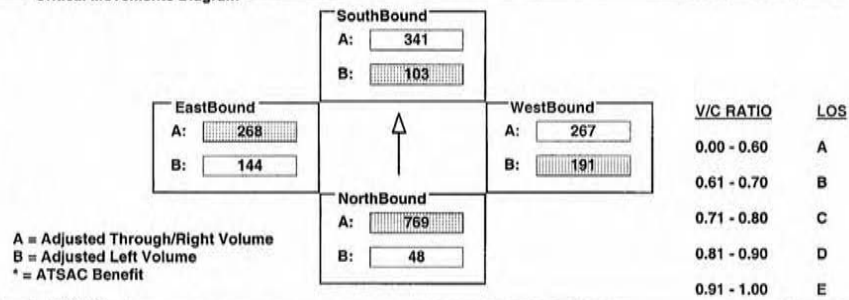
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1237	416	187	611	361	347	800	343	262	681	123
AMBIENT					72	-72						
RELATED												
PROJECT		300				-100						
TOTAL	88	1537	416	187	683	189	347	800	343	262	681	123
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B)}{1375} + \frac{B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{769 + 103 + 191 + 268}{1375} = 0.898 - .03 \text{ LOS} = D$$

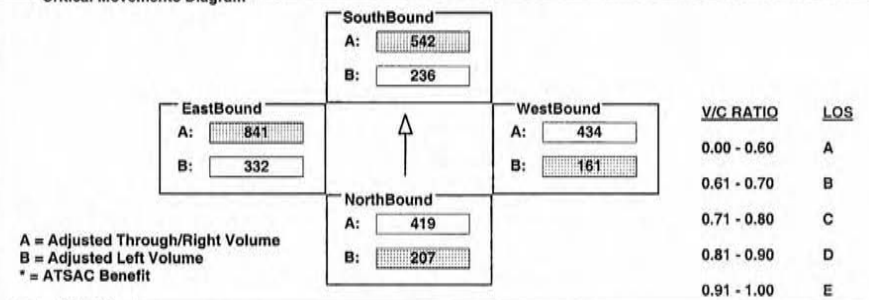
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	576	837	282	228	957	634	293	1303	4	604	1249	841
AMBIENT	-200			200								
RELATED												
PROJECT					127	-127						
TOTAL	376	837	282	428	1084	507	293	1303	4	604	1249	841
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{207 + 542 + 161 + 841}{1375} = 1.203 - .03 \text{ LOS} = F$$

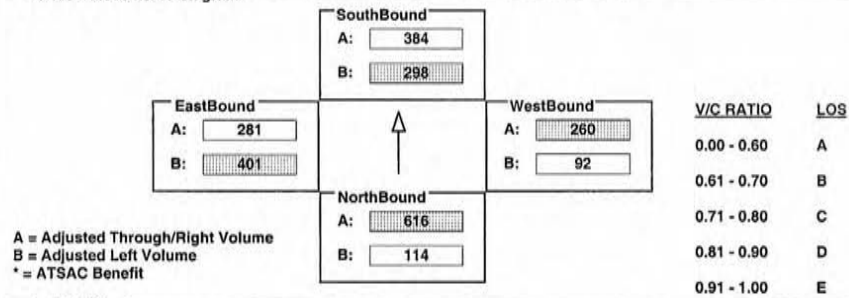
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	1232	0	341	683	519	168	780	95	1029	449	193
AMBIENT			175	200	-50				200	-300	300	-100
RELATED												
PROJECT					104	-104						
TOTAL	207	1232	175	541	737	415	168	780	295	729	749	93
LANE	2 0 2 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{616 + 298 + 260 + 401}{*1375} = 1.075 - .03 \text{ LOS} = F$$

$$= 1.045$$

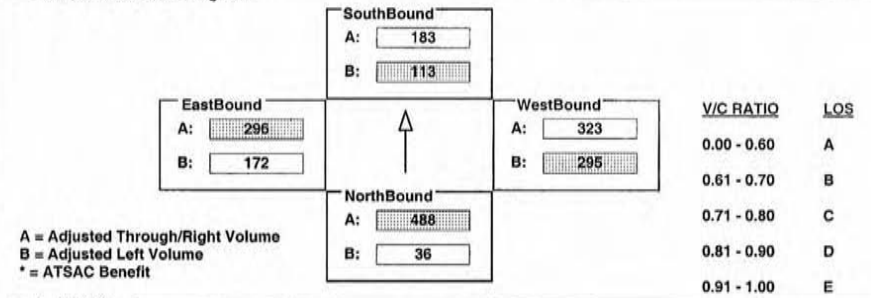
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 AM PEAK - ALT D WITH LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	1465	505	205	522	142	536	969	227	313	779	110
AMBIENT												
RELATED												
PROJECT					28	-28						
TOTAL	65	1465	505	205	550	114	536	969	227	313	779	110
LANE	2 0 3 0 0 1 0	2 0 2 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{488 + 113 + 295 + 296}{*1375} = 0.797 - 0.03 \text{ LOS} = C$$

$$= 0.767$$

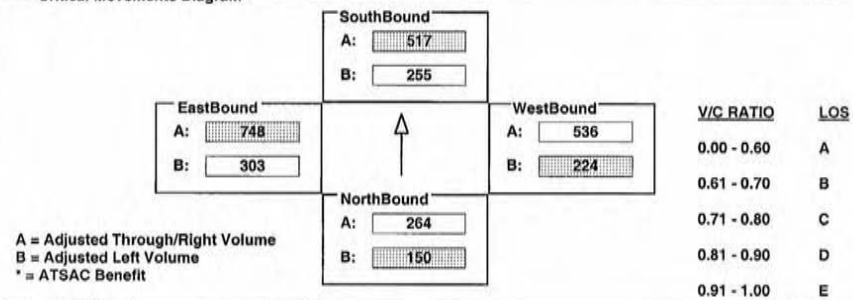
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	272	793	309	463	926	545	407	1607	5	551	1319	748
AMBIENT												
RELATED												
PROJECT					109	-109						
TOTAL	272	793	309	463	1035	436	407	1607	5	551	1319	748
LANE	2	0	3	0	1	0	2	0	3	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{150 + 517 + 224 + 748}{1375} = 1.122 - .03 = 1.092 \quad \text{LOS} = F$$

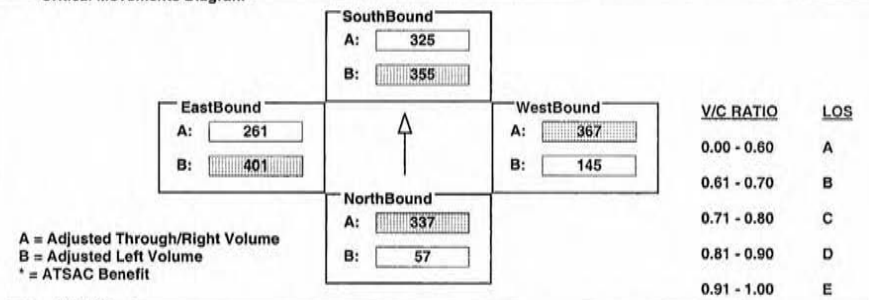
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	104	1011	175	646	559	417	263	1102	418	729	750	32
AMBIENT												
RELATED												
PROJECT					83	-83						
TOTAL	104	1011	175	646	642	334	263	1102	418	729	750	32
LANE	2	0	3	0	1	0	2	0	3	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + B(E/B)}{1375}$$

$$V/C = \frac{337 + 355 + 367 + 401}{1375} = 0.992 - .03 = 0.962 \quad \text{LOS} = E$$

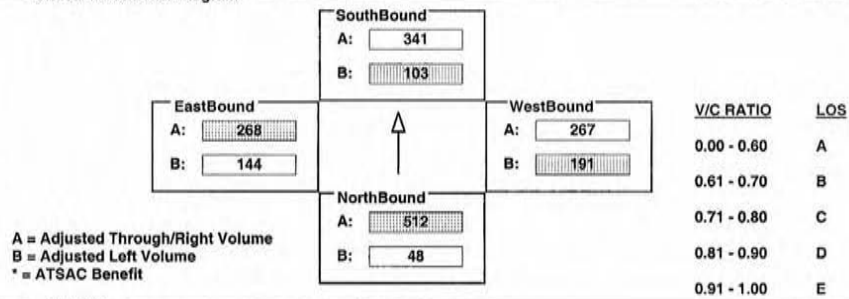
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 AM PEAK - ALT D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1237	416	187	611	361	347	800	343	262	681	123
AMBIENT					72	-72						
RELATED												
PROJECT		300				-100						
TOTAL	88	1537	416	187	683	189	347	800	343	262	681	123
LANE	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Var			OLA			Prot-Var			OLA		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{512 + 103 + 191 + 268}{1375} = 0.711 - .03 \text{ LOS} = C$$

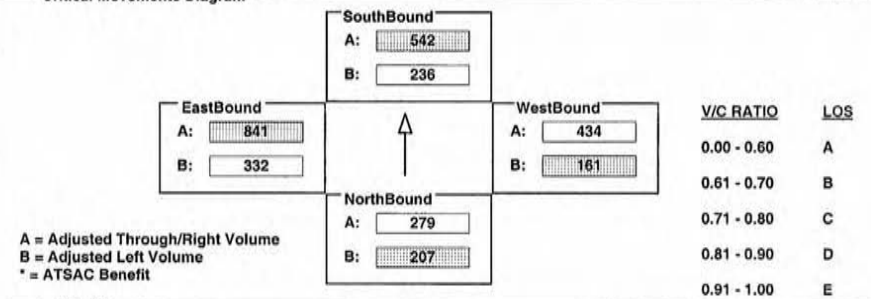
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: PM Comments: 2015 PM PEAK - ALT D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	576	837	282	228	957	634	293	1303	4	604	1249	841
AMBIENT	-200			200								
RELATED												
PROJECT					127	-127						
TOTAL	376	837	282	428	1084	507	293	1303	4	604	1249	841
LANE	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
	2	0	3	0	0	1	0	2	0	3	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Var			OLA			Prot-Var			OLA		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{207 + 542 + 161 + 841}{1375} = 1.203 - .03 \text{ LOS} = F$$

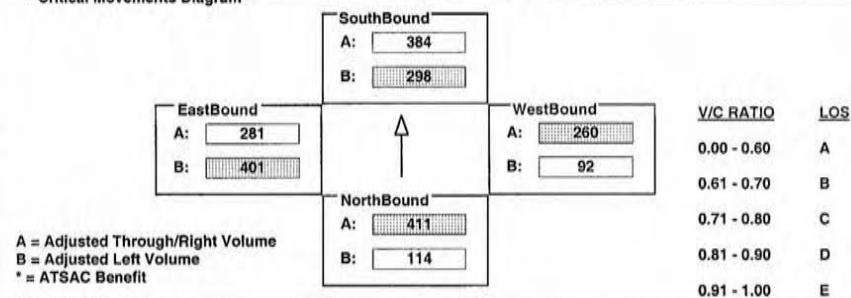
INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	1232	0	341	683	519	168	780	95	1029	449	193
AMBIENT			175	200	-50				200	-300	300	-100
RELATED												
PROJECT					104	-104						
TOTAL	207	1232	175	541	737	415	168	780	295	729	749	93
LANE	2 0 3 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 1 0 1 1 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0	2 0 3 0 0 1 0	2 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{411 + 298 + 260 + 401}{1375} = 0.926 - .03 = 0.896 \quad LOS = E$$

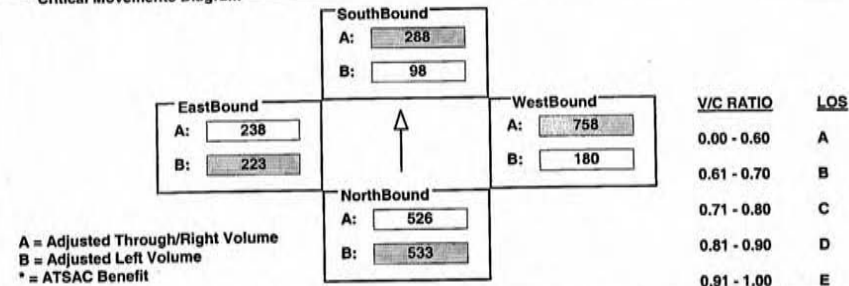
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	969	1579	295	179	865	259	328	1192	324	223	714	520
AMBIENT												
RELATED												
PROJECT												
TOTAL	969	1579	295	179	865	259	328	1192	324	223	714	520
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 1 0 1 0 0	1 0 3 0 0 2 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{533 + 288 + 758 + 223}{1375} = 1.311 - 0.10 = 1.211 \quad LOS = F$$

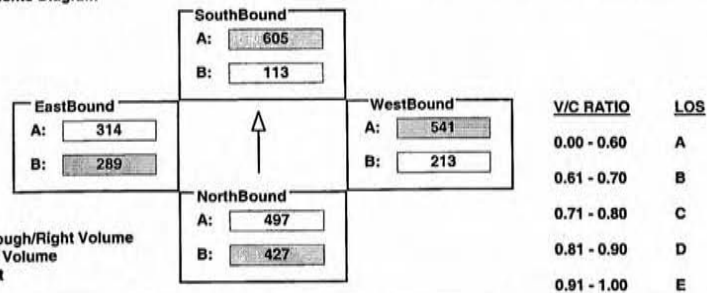
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	776	1490	229	206	1816	238	386	868	214	289	942	995
AMBIENT												
RELATED												
PROJECT												
TOTAL	776	1490	229	206	1816	238	386	868	214	289	942	995
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 1 0 1 0 0	1 0 3 0 0 2 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{427 + 605 + 541 + 289}{1375} = 1.354 - 0.1D \quad \text{LOS} = F$$

$$= 1.25Y$$

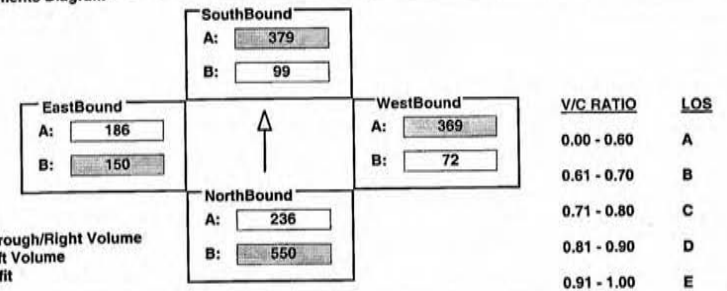
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP Airport Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	999	707	234	180	1089	454	132	625	112	150	558	829
AMBIENT												
RELATED												
PROJECT												
TOTAL	999	707	234	180	1089	454	132	625	112	150	558	829
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 1 0 1 0 0	1 0 3 0 0 2 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{550 + 379 + 369 + 150}{1375} = 1.053 - 0.1D \quad \text{LOS} = F$$

$$= 0.953$$

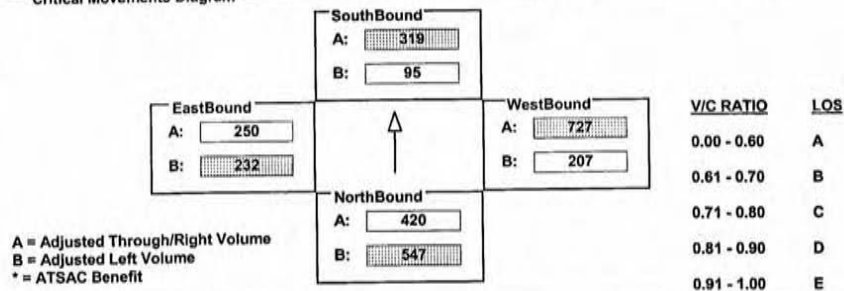
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: AM Peak - Alt. D Mitigated w/ Lennox 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	994	1365	313	173	957	243	376	1455	322	232	750	623
AMBIENT												
RELATED												
PROJECT												
TOTAL	994	1365	313	173	957	243	376	1455	322	232	750	623
LANE	4 1											

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{547 + 319 + 727 + 232}{*1375} = 1.257 \approx 1.227 \quad \text{LOS} = F$$

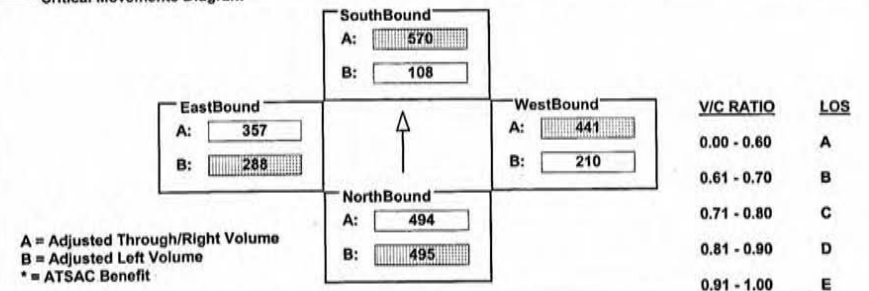
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	701	1320	231	196	1710	252	381	881	198	288	1072	894
AMBIENT	200	425										
RELATED												
PROJECT												
TOTAL	901	1745	231	196	1710	252	381	881	198	288	1072	894
LANE	4 1 1 4 4 4 4 4 4	2 0 3 0 1 0 0 0	4 1 1 4 4 4 4 4 4	2 0 3 0 0 1 0 0	4 1 1 4 4 4 4 4 4	2 0 2 0 0 1 0 0	4 1 1 4 4 4 4 4 4	1 0 3 0 0 2 0 0				
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{495 + 570 + 441 + 288}{*1375} = 1.235 \approx 1.205 \quad \text{LOS} = F$$

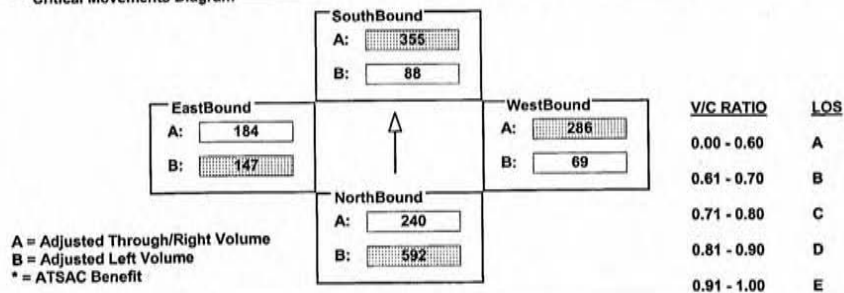
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1076	716	240	160	1066	425	126	573	97	147	551	900
AMBIENT												
RELATED												
PROJECT												
TOTAL	1076	716	240	160	1066	425	126	573	97	147	551	900
LANE	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 2 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{592 + 355 + 286 + 147}{1375} = 1.004 \sim 0.10 \text{ LOS} = F$$

$$= 0.904$$

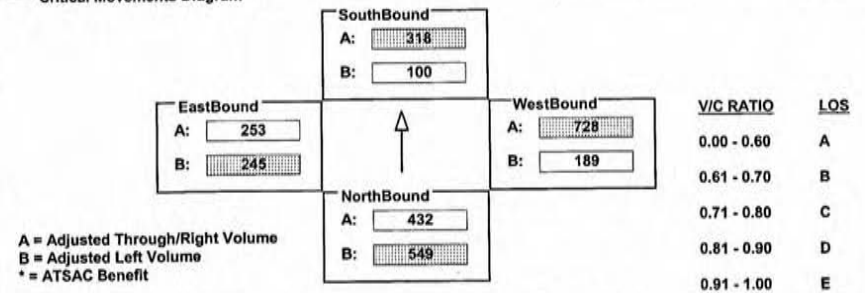
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: 2015 - AM Peak - Alt. D. Mitigated w/out Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	999	1334	292	183	990	275	344	1456	314	245	758	618
AMBIENT												
RELATED												
PROJECT												
TOTAL	999	1297	292	183	954	275	344	1456	314	245	758	618
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 2 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{549 + 318 + 728 + 245}{1375} = 1.268 \sim 0.3 \text{ LOS} = F$$

$$= 1.238$$

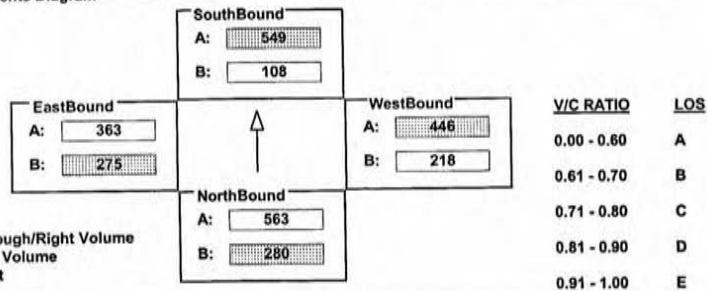
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: PM Comments: 2015 PM Peak - Alt D. Mitigated w/out Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	709	1305	243	196	1692	242	397	893	197	275	1089	898
AMBIENT	-200	425										
RELATED												
PROJECT		-40			-44							
TOTAL	509	1690	243	196	1648	242	397	893	197	275	1089	898
LANE	2	0	3	0	0	1	0	2	0	2	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Var			Auto			Prot-Var			OLA		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{280 + 549 + 446 + 275}{1375} = 1.057 \approx 1.03 \text{ LOS} = F$$

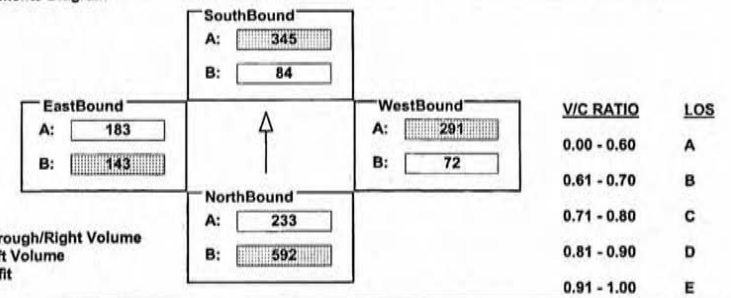
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22
 AM/PM: AM Comments: 2015 - Airport Peak - Alt D. Mitigated w/out Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1076	700	241	153	1035	404	131	582	96	143	550	914
AMBIENT												
RELATED												
PROJECT												
TOTAL	1076	700	241	153	1035	404	131	582	96	143	550	914
LANE	2	0	3	0	0	1	0	2	0	2	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Var			Auto			Prot-Var			OLA		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{592 + 345 + 291 + 143}{1375} = 0.927 \approx 0.897 \text{ LOS} = E$$

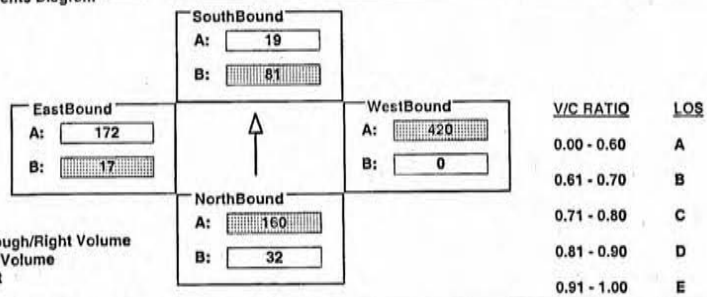
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: AM Comments: 2015 Adj. Alt. D Unmitigated - AM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	46	290	148	0	28	0	1153	107	17	515	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	46	290	148	0	28	0	1153	107	17	515	0
LANE	2 0 2 0 0 2 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 3 0 0 0 0								
Phasing												
RTOR												
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{160 + 81 + 420 + 17}{*1375} = 0.423 - .03 \quad LOS = A$$

$$= 0.393$$

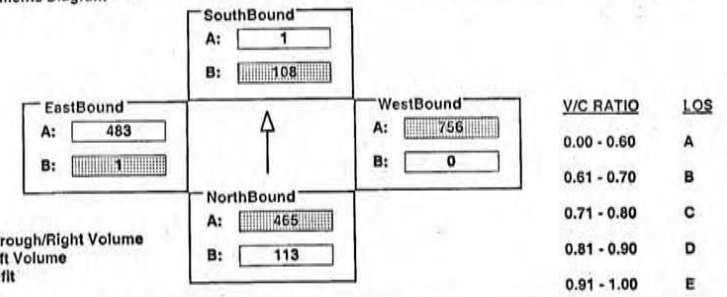
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: PM Comments: 2015 Adj. Alt. D Unmitigated - PM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	1	845	196	0	2	0	2165	102	1	1450	0
AMBIENT	200											
RELATED												
PROJECT												
TOTAL	205	1	845	196	0	2	0	2165	102	1	1450	0
LANE	2 0 2 0 0 2 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 3 0 0 0 0								
Phasing												
RTOR												
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{465 + 108 + 756 + 1}{*1375} = 0.897 - .03 \quad LOS = D$$

$$= 0.867$$

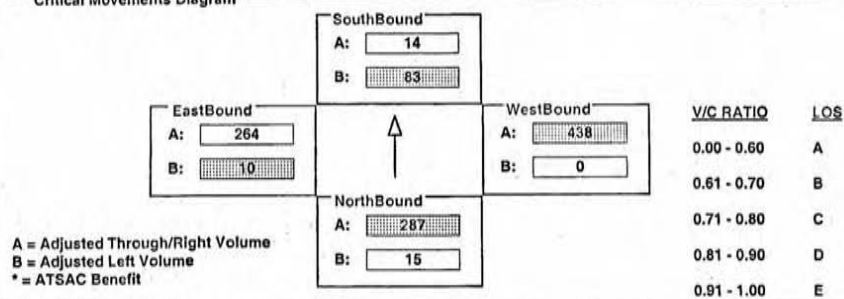
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: **AP** Comments: 2015 Adj. Alt. D Unmitigated - OP **AIRPORT PEAK**
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	12	521	151	0	19	0	1205	108	10	792	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	12	521	151	0	19	0	1205	108	10	792	0
LANE	2 0 2 0 0 2 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 3 0 0 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Flx	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{287 + 83 + 438 + 10}{*1375} = 0.525 - .03 \quad LOS = A$$

$$= 0.495$$

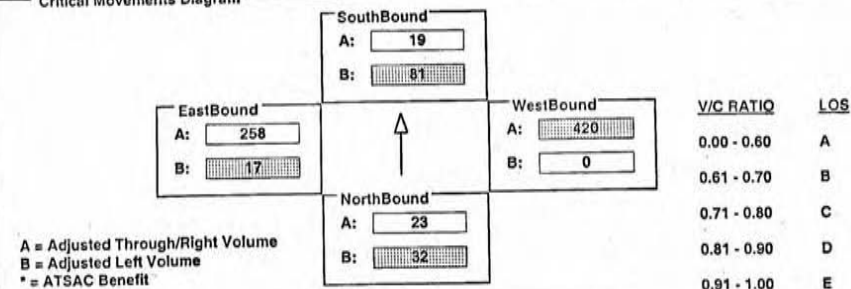
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: **AM** Comments: 2015 Alt. D W/Lennox IC - Mitigated - AM **PEAK**
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	46	290	148	0	28	0	1153	107	17	515	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	46	290	148	0	28	0	1153	107	17	515	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{32 + 81 + 420 + 17}{*1375} = 0.330 - .03 \quad LOS = A$$

$$= 0.300$$

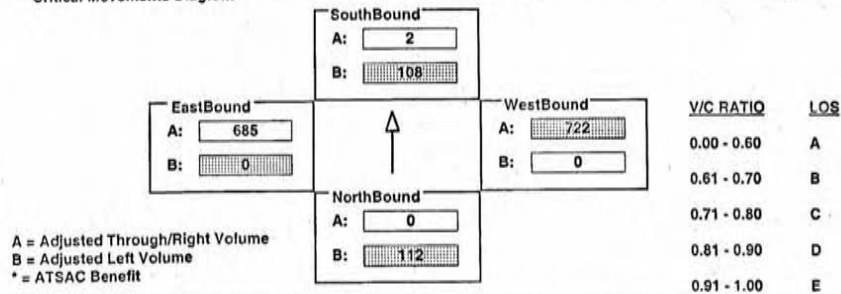
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: PM Comments: 2015 Alt. D W/Lennox IC -Mitigated -PM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	0	858	196	0	2	0	2264	103	0	1370	0
AMBIENT	200							-200				
RELATED												
PROJECT												
TOTAL	203	0	858	196	0	2	0	2064	103	0	1370	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 0 0								
SIGNAL	Phasing Split	RTOR Free	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{112 + 108 + 722 + 0}{1375} = 0.615 - 0.80 \quad \text{LOS} = B$$

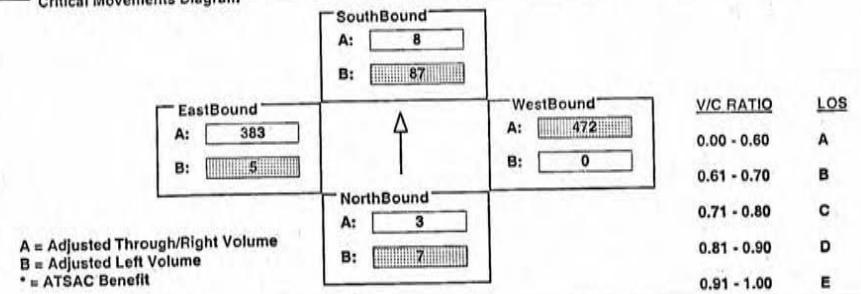
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: AP Comments: 2015 Alt. D W/Lennox IC -Mitigated -AP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	6	472	159	0	11	0	1298	119	5	766	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	6	472	159	0	11	0	1298	119	5	766	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 0 0								
SIGNAL	Phasing <none>	RTOR Free	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{7 + 87 + 472 + 5}{1375} = 0.345 - 0.80 \quad \text{LOS} = A$$

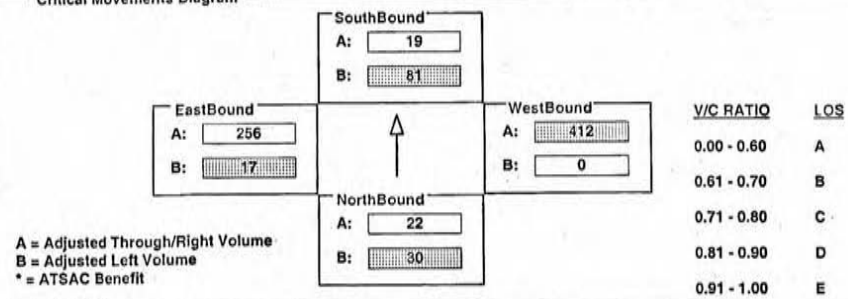
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: AM Comments: FIN61AM - 2015 Am Peak - Alt D w/out Lennox 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	44	273	148	0	28	0	1126	109	17	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	44	273	148	0	28	0	1126	109	17	511	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0
SIGNAL	Phasing Split	RTOR Free	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{30 + 81 + 412 + 17}{*1375} = 0.323 \sim .03 \quad LOS = A$$

$$= 0.293$$

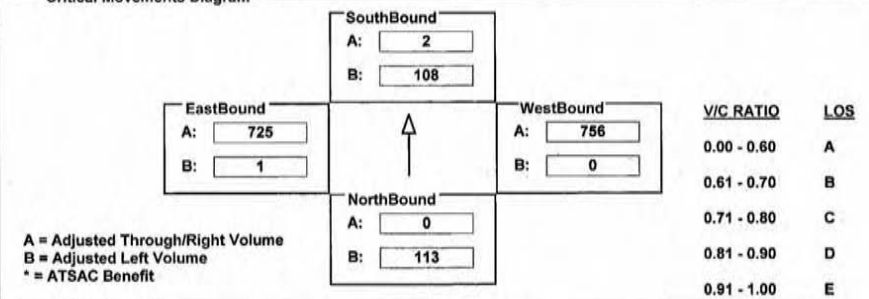
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	1	845	196	0	2	0	2165	102	1	1450	0
AMBIENT	200											
RELATED												
PROJECT												
TOTAL	205	1	845	196	0	2	0	2165	102	1	1450	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0	1 0 2 0 0 0 0
SIGNAL	Phasing Split	RTOR Free	Phasing Split	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{113 + 108 + 756 + 1}{*1375} = 0.641 \sim .03 \quad LOS = B$$

$$= 0.611$$

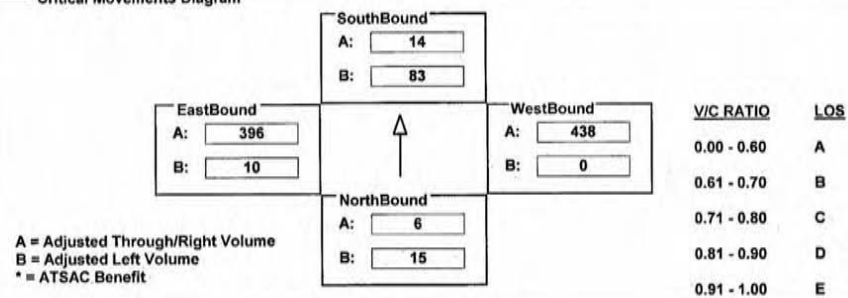
INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENOVOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	12	521	151	0	19	0	1205	108	10	792	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	12	521	151	0	19	0	1205	108	10	792	0
LANE	2 0 2 0 0 1 0	1 0 0 0 0 1 1	0 0 2 0 1 0 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{15 + 83 + 438 + 10}{*1375} = 0.327 \text{ } ^{03} \text{ LOS} = A$$

$$= 0.297$$

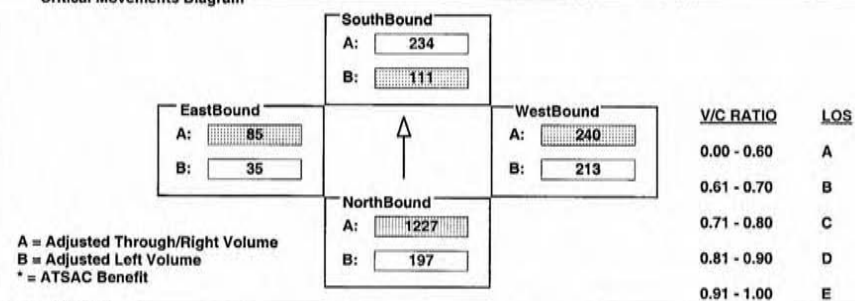
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	358	3682	312	202	937	65	213	480	220	35	171	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	358	3682	312	202	937	65	213	480	220	35	171	138
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1227 + 111 + 240 + 85}{1375} = 1.209 \text{ LOS} = F$$

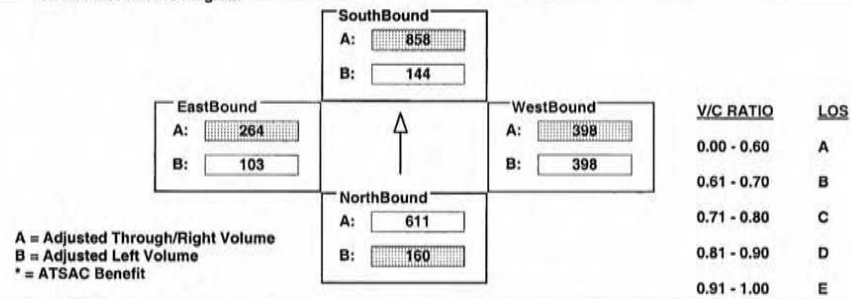
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	291	2422	24	262	3433	88	777	416	246	103	319	344
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	2422	24	262	3433	88	777	416	246	103	319	344
LANE	2 0 3 0 1 0 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{160 + 858 + 398 + 264}{1375} = 1.222 \quad \text{LOS} = F$$

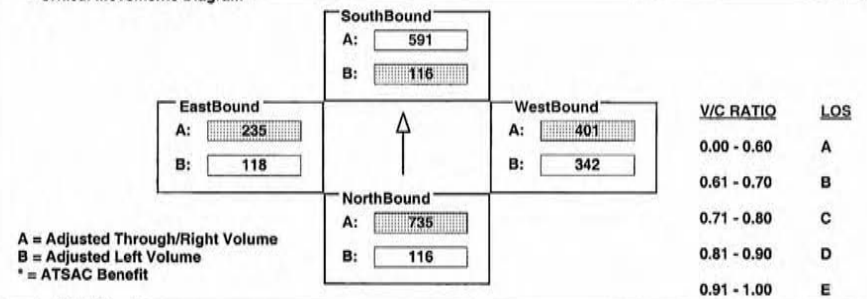
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	2204	176	212	2363	129	637	388	459	118	231	293
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	2204	176	212	2363	129	637	388	459	118	231	293
LANE	2 0 3 0 1 0 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1375} + \frac{B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1375} + \frac{A(E/B)}{1375}$$

$$V/C = \frac{735 + 116 + 401 + 235}{1375} = 1.081 \quad \text{LOS} = F$$

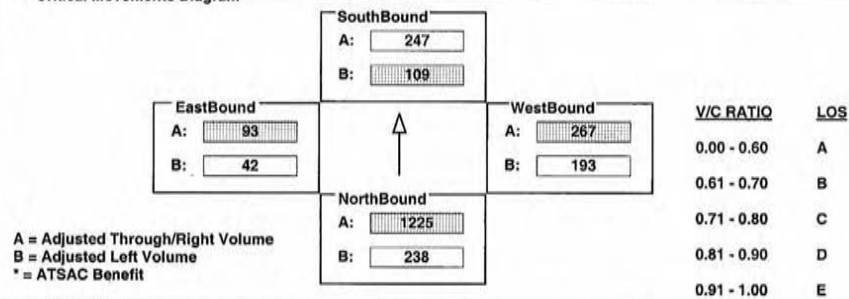
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	432	3776	286	199	987	84	193	534	208	42	185	161
AMBIENT												
RELATED												
PROJECT		-100							100			
TOTAL	432	3676	286	199	987	84	193	534	308	42	185	161
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + A(E/B)$

$$V/C = \frac{1225 + 109 + 267 + 93}{1375} = 1.232 \quad LOS = F$$

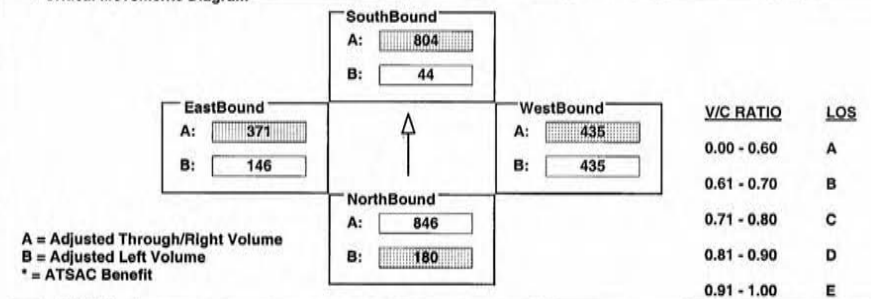
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: PM Comments: 2015 Alternative D -- PM PEAK UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2539	17	80	3218	97	814	491	271	146	312	461
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2539	17	80	3218	97	814	491	271	146	312	461
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $A(W/B) + A(E/B)$

$$V/C = \frac{180 + 804 + 435 + 371}{1375} = 1.302 \quad LOS = F$$

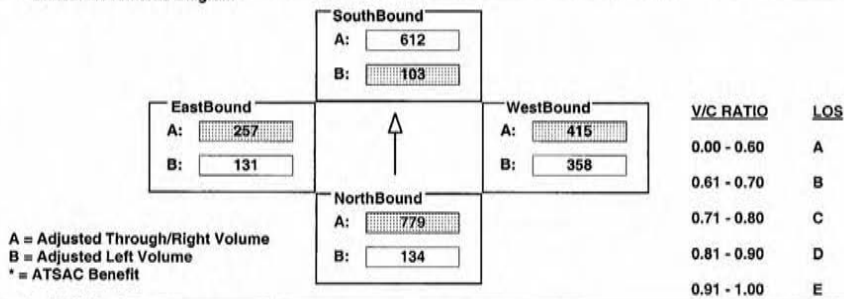
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Alternative D -- OP AIRPORT PEAK UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	244	2338	160	188	2450	146	646	429	467	131	219	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	2338	160	188	2450	146	646	429	467	131	219	324
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{779 + 103 + 415 + 257}{1375} = 1.130 \quad \text{LOS} = F$$

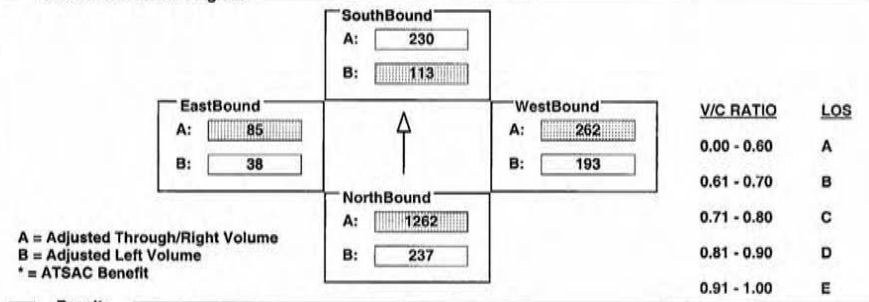
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Alternative D w/ Lennox-- Mit.-AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	431	3786	290	205	1019	86	193	524	205	38	170	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	431	3786	290	205	919	86	193	524	305	38	170	148
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Split	RTOR Auto	Phasing Split	RTOR Auto	Phasing Split	RTOR OLA	Phasing Split	RTOR OLA

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{1262 + 113 + 262 + 85}{1375} = 1.182 - .03 = 1.152 \quad \text{LOS} = F$$

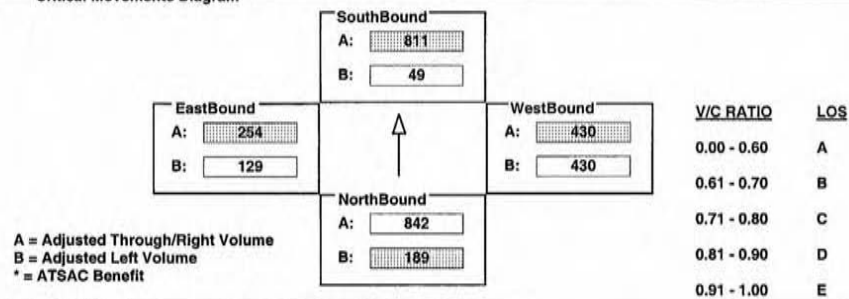
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	343	2525	20	88	3245	95	812	478	250	129	326	443
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	2525	20	88	3245	95	812	478	250	129	326	443
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{189 + 811 + 430 + 254}{1375} = 1.155 - .03 \text{ LOS} = F$$

$$= 1.125$$

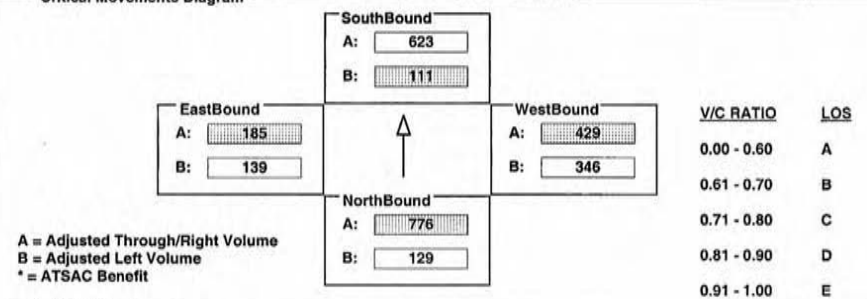
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	234	2329	152	201	2491	157	609	429	484	139	223	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	2329	152	201	2491	157	609	429	484	139	223	314
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1375}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + A(E/B)}{1375}$$

$$V/C = \frac{776 + 111 + 429 + 185}{1375} = 1.022 - .03 \text{ LOS} = F$$

$$= 0.992$$

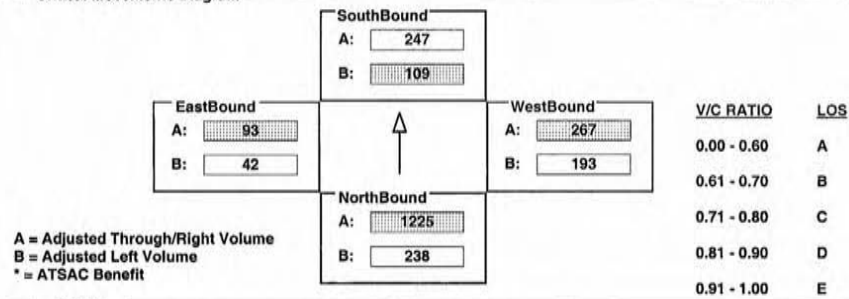
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Alt D w/o Lennox-Mit.-AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	432	3776	286	199	987	84	193	534	208	42	185	161
AMBIENT												
RELATED												
PROJECT		-100							100			
TOTAL	432	3676	286	199	987	84	193	534	308	42	185	161
LANE	4 4											

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B)}{1225} + \frac{B(S/B)}{109}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{267} + \frac{A(E/B)}{93}$$

$$V/C = \frac{1225 + 109 + 267 + 93}{*1375} = 1.162 - 0.03 \text{ LOS} = F$$

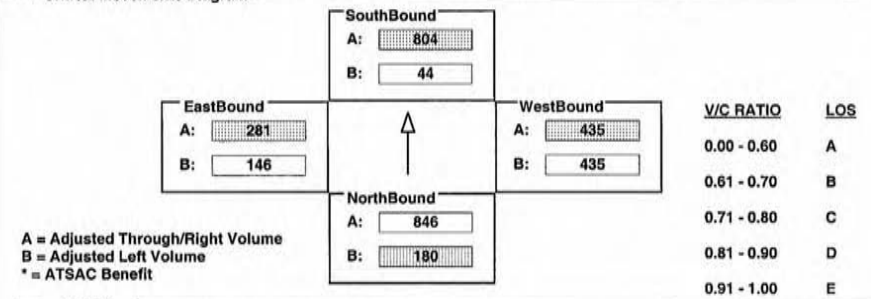
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: PM Comments: 2015 Alt D w/o Lennox-Mit.-PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2539	17	80	3218	97	814	491	271	146	312	461
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2539	17	80	3218	97	814	491	271	146	312	461
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{180} + \frac{A(S/B)}{804}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{435} + \frac{A(E/B)}{281}$$

$$V/C = \frac{180 + 804 + 435 + 281}{*1375} = 1.166 - 0.03 \text{ LOS} = F$$

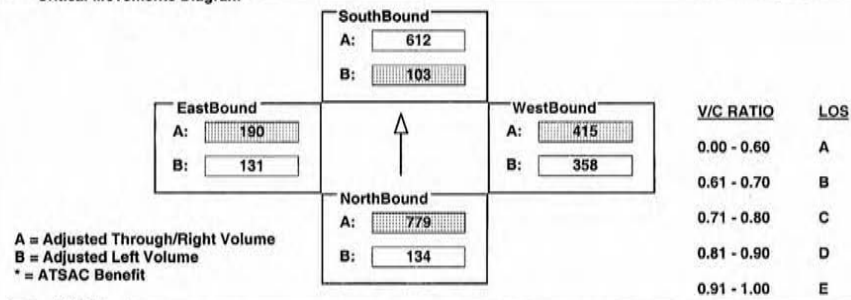
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35
 AM/PM: AM Comments: 2015 Alt D w/o Lennox-Mit.-OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	244	2338	160	188	2450	146	646	429	467	131	219	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	2338	160	188	2450	146	646	429	467	131	219	324
LANE	2 0 3 0 0 1 0	2 0 4 0 0 1 0	1 1 1 0 0 1 0	1 0 2 0 0 1 0								
Phasing	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA				
SIGNAL												

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + A(E/B)$

$$V/C = \frac{779 + 103 + 415 + 190}{1375} = 1.011 - .03 = 0.981 \quad LOS = F$$

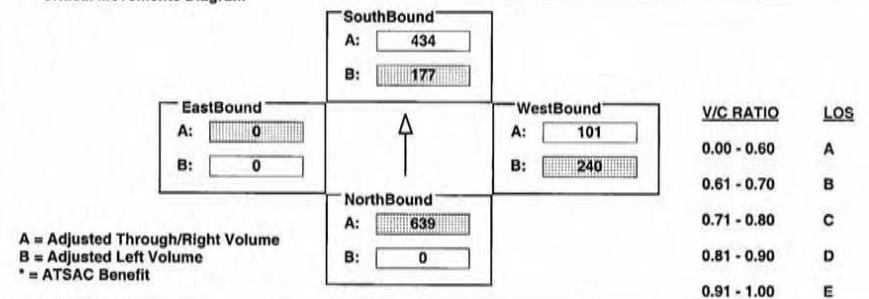
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2556	1035	322	1303	0	684	0	279	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2556	1035	322	1303	0	684	0	279	0	0	0
LANE	0 0 4 0 0 1 0	2 0 3 0 0 0 0	3 0 0 0 0 1 0	0 0 0 0 0 0 0								
Phasing	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>				
SIGNAL												

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{639 + 177 + 240 + 0}{1425} = 0.671 - .03 = 0.641 \quad LOS = B$$

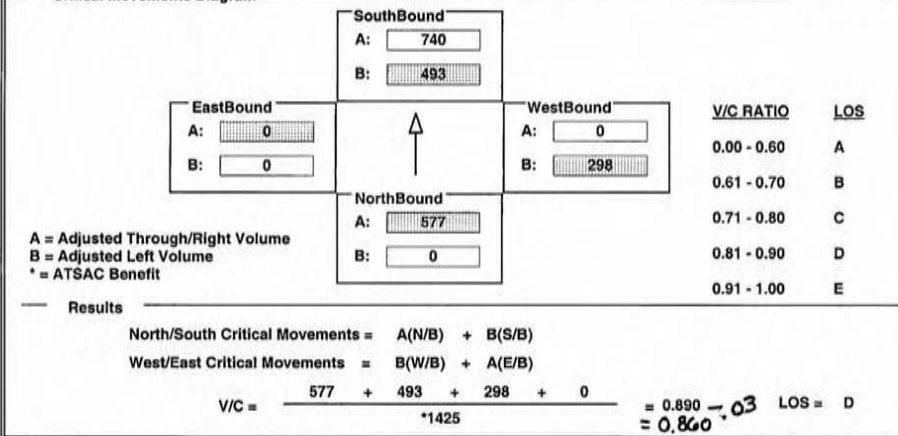
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2306	907	897	2219	0	853	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2306	907	897	2219	0	853	0	165	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0
	0	0	0	0	0	0	0	3	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Free			Prot-Fix			<none>		

Critical Movements Diagram



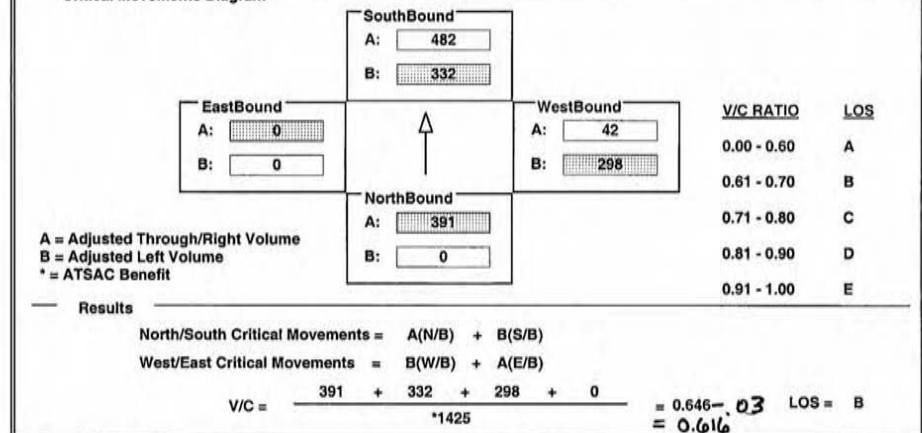
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1564	688	603	1445	0	853	0	373	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1564	688	603	1445	0	853	0	373	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0
	0	0	0	0	0	0	0	3	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Free			Prot-Fix			<none>		

Critical Movements Diagram



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

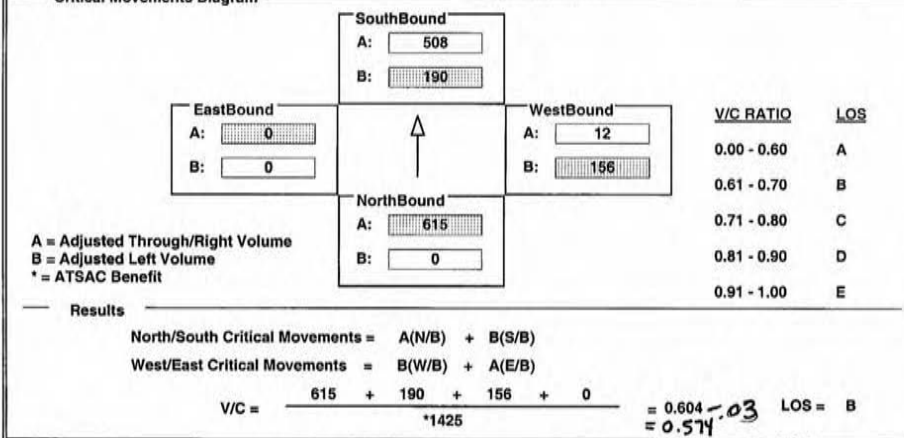
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
EXISTING	0	2460	921	346	1523	0	445	0	202	0	0	0					
AMBIENT																	
RELATED																	
PROJECT																	
TOTAL	0	2460	921	346	1523	0	445	0	202	0	0	0					
LANE	↓ 0	↑ 0	↑ 4	↑ 0	↑ 0	↓ 1	↓ 0	↑ 2	↑ 0	↑ 3	↑ 0	↑ 0	↑ 0	↓ 0	↓ 0	↓ 0	↓ 0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		
	Perm		Free		Prot-Fix		<none>		Split		OLA		<none>		<none>		

Critical Movements Diagram



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

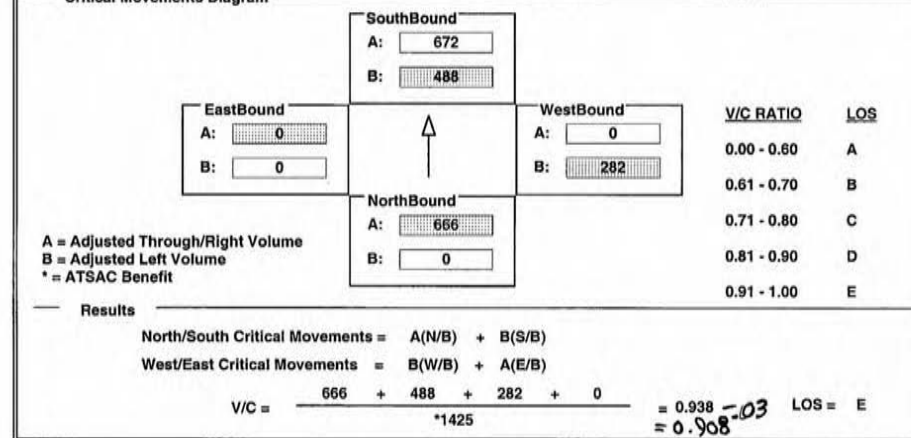
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2064	717	887	2017	0	806	0	164	0	0	0
AMBIENT		600	75									
RELATED												
PROJECT												
TOTAL	0	2664	792	887	2017	0	806	0	164	0	0	0
LANE	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓	↓ ↓ ↑ ↓ ↓ ↓
	0 0 4 0 0 1 0	2 0 3 0 0 0 0	3 0 0 0 0 1 0	0 0 0 0 0 0 0	3 0 0 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	
SIGNAL	Phasing Perm	RTOR Free	Phasing Prot-Fix	RTOR <none>	Phasing Split	RTOR OLA	Phasing <none>	RTOR <none>	Phasing <none>	RTOR <none>	Phasing <none>	RTOR <none>

Critical Movements Diagram



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

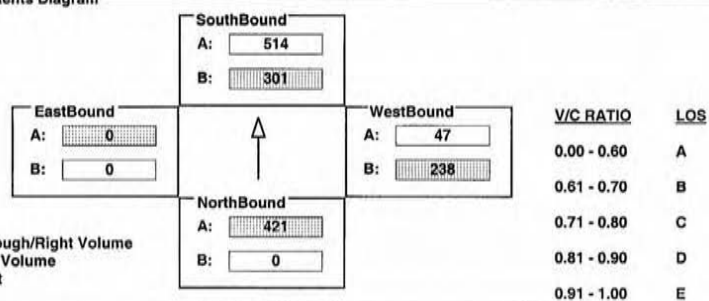
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
EXISTING	0	1682	537	547	1543	0	679	0	348	0	0	0					
AMBIENT																	
RELATED																	
PROJECT																	
TOTAL	0	1682	537	547	1543	0	679	0	348	0	0	0					
	L ₁	L ₂	L ₃	L ₄	L ₅	L ₆	L ₇	L ₈	L ₉	L ₁₀	L ₁₁	L ₁₂					
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		
SIGNAL	Perm		Free		Prot-Fix		<none>		Split		OLA		<none>		<none>		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{421 + 301 + 238 + 0}{*1425} = 0.604 \quad \text{LOS} = \text{B}$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

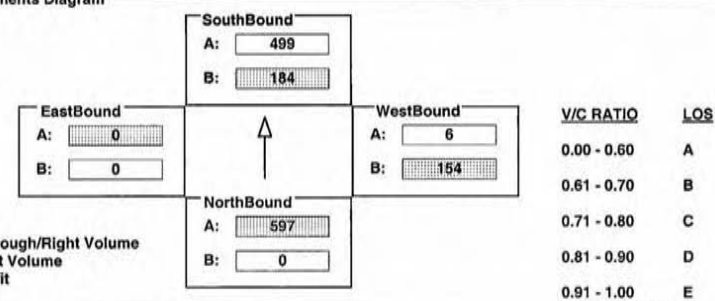
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND														
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT												
EXISTING	0	2425	918	334	1531	0	441	0	190	0	0	0												
AMBIENT																								
RELATED																								
PROJECT		-38			-35																			
TOTAL	0	2387	918	334	1496	0	441	0	190	0	0	0												
	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️	⬇️ ⬇️ ⬆️ ⬇️ ⬇️ ⬇️ ⬇️											
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Free	Prot-Fix		<none>	Split		OLA	<none>		<none>	<none>		<none>	<none>		<none>	<none>		<none>	<none>		<none>

■ Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{597 + 184 + 154 + 0}{*1425} = 0.586 \overset{.03}{=} 0.556 \quad \text{LOS} = A$$

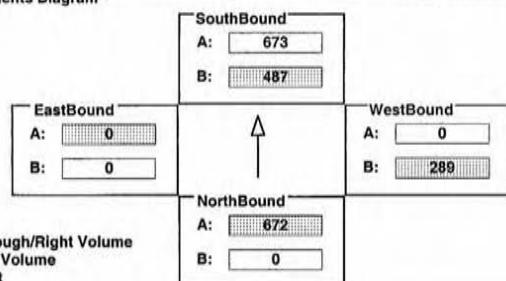
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44
AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/C
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2062	705	886	2019	0	827	0	170	0	0	0
AMBIENT		625	75									
RELATED												
PROJECT												
TOTAL	0	2687	780	886	2019	0	827	0	170	0	0	0
	4 1 1 1 1 1 1			4 1 1 1 1 1 1			4 1 1 1 1 1 1			4 1 1 1 1 1 1		
LANE	0 0 4 0 0 1 0			2 0 3 0 0 0 0			3 0 0 0 0 1 0			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{672 + 487 + 289 + 0}{*1425} = 0.946 = 0.95 \quad \text{LOS} = \text{E}$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

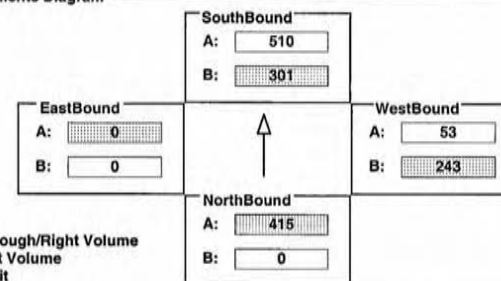
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1660	538	547	1530	0	695	0	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1660	538	547	1530	0	695	0	354	0	0	0
LANE	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 4	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 1	$\frac{1}{4}$ 0	$\frac{1}{4}$ 2	$\frac{1}{4}$ 0	$\frac{1}{4}$ 3	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0
	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 3	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0
	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 3	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0	$\frac{1}{4}$ 0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Free	Prot-Fix		<none>	Split		OLA	<none>		<none>

== Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{415 + 301 + 243 + 0}{*1425} = 0.603 - .03 \text{ LOS} = B$$

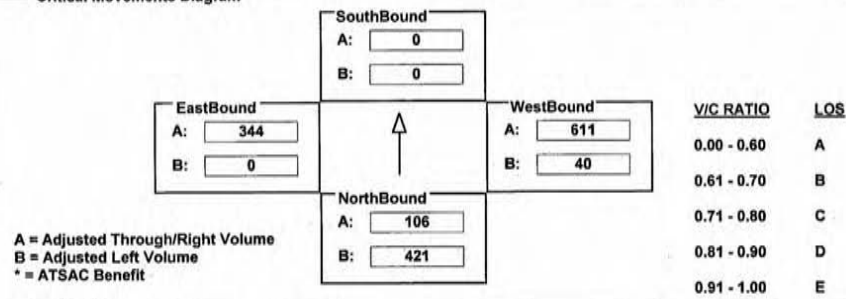
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	765	0	265	0	0	0	73	1832	0	0	953	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	765	0	265	0	0	0	73	1832	0	0	953	422
LANE	2	0	0	0	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{421 + 0 + 611 + 0}{1425} = 0.724 \rightarrow 10 \text{ LOS} = C$$

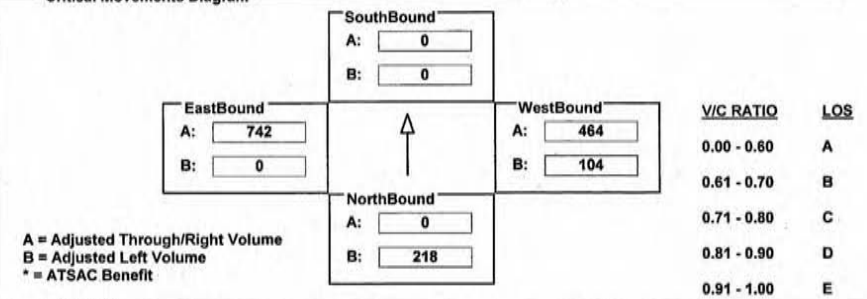
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	397	0	79	0	0	0	188	1393	0	0	2100	870
AMBIENT												
RELATED												
PROJECT												
TOTAL	397	0	79	0	0	0	188	1393	0	0	2100	870
LANE	2	0	0	0	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{218 + 0 + 104 + 742}{1425} = 0.677 \rightarrow 03 \text{ LOS} = B$$

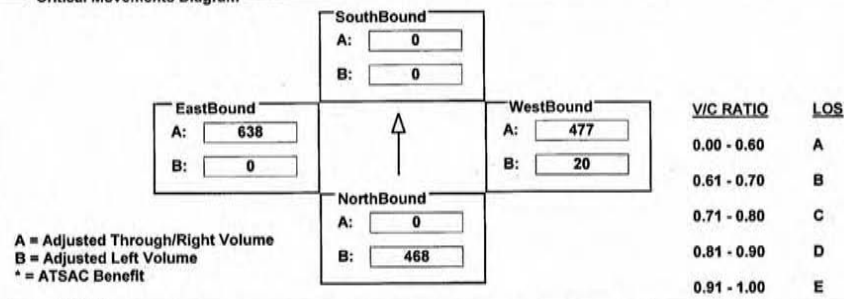
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	851	0	28	0	0	0	35	1432	0	0	1702	848
AMBIENT												
RELATED												
PROJECT												
TOTAL	851	0	28	0	0	0	35	1432	0	0	1702	848
LANE	2	0	0	0	0	0	2	0	3	0	0	0
Phasing	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{468 + 0 + 20 + 638}{1425} = 0.790 \text{ LOS} = C$$

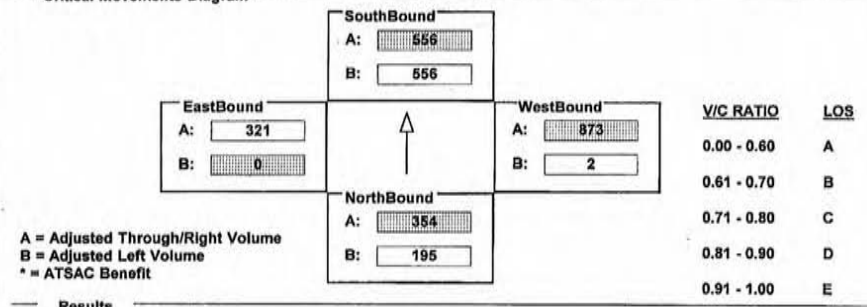
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AM Comments: 2015 Alt D Unmitigated - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	195	708	9	840	829	149	2	846	1429	0	948	336
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	708	9	840	829	149	2	846	1429	0	948	336
LANE	1	1	0	0	1	1	0	1	3	0	0	1
Phasing	Split	OLA	Prot-Fix	OLA	OLA	OLA	OLA	OLA	OLA	OLA	OLA	OLA

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{354 + 556 + 873 + 0}{1375} = 1.227 \text{ LOS} = F$$

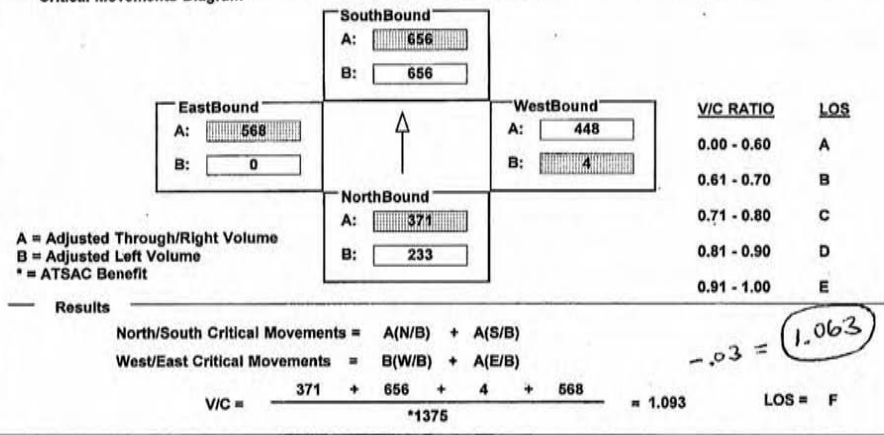
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: PM Comments: 2015 Alt D Unmitigated - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	742	2	1095	872	435	4	931	1104	0	1703	433
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	742	2	1095	872	435	4	931	1104	0	1703	433
LANE	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0
SIGNAL	Phasing Split	RTOR OLA	Phasing Split	RTOR OLA	Phasing Prot-Fix	RTOR OLA	Phasing Perm	RTOR OLA	Phasing OLA	RTOR OLA	Phasing OLA	RTOR OLA

Critical Movements Diagram



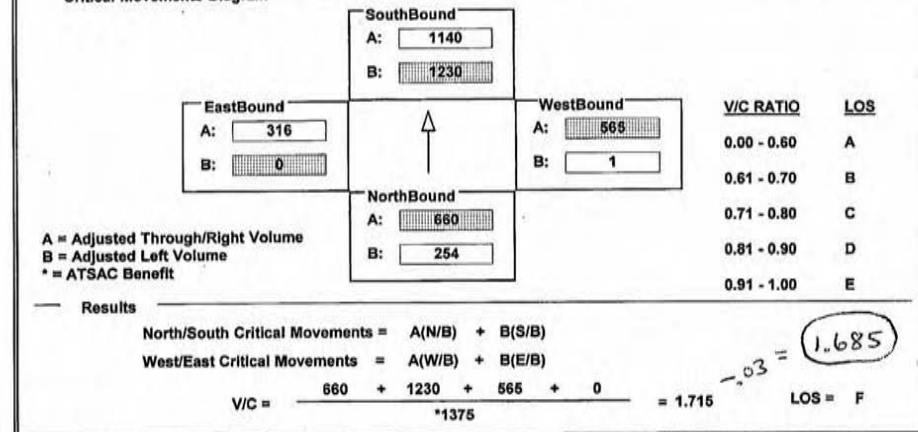
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AP Comments: 2015 Alt D Unmitigated - Airport Peak
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	254	1319	2	2237	1140	569	1	419	1795	0	830	435
AMBIENT												
RELATED												
PROJECT												
TOTAL	254	1319	2	2237	1140	569	1	419	1795	0	830	435
LANE	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0	1 1 0 0 1 1 0
SIGNAL	Phasing Split	RTOR OLA	Phasing Split	RTOR OLA	Phasing Prot-Fix	RTOR OLA	Phasing Perm	RTOR OLA	Phasing OLA	RTOR OLA	Phasing OLA	RTOR OLA

Critical Movements Diagram



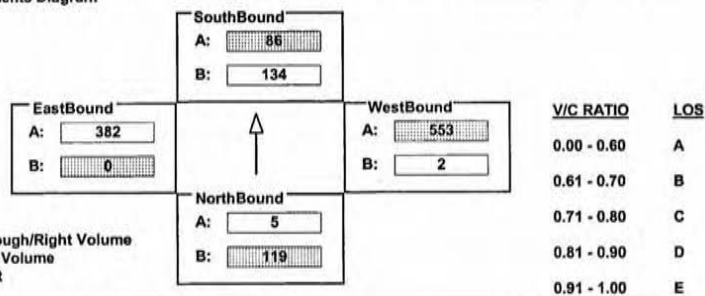
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AM Comments: AM Peak - Alt D With Lennox - MITDAM61 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	217	0	9	384	0	157	2	1658	632	0	1147	344
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	0	9	384	0	157	2	1658	632	0	1147	344
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 2 0 1 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Perm	OLA	Perm	OLA	Perm	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{A(S/B)} + \frac{A(S/B)}{B(N/B)}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{B(E/B)} + \frac{B(E/B)}{A(W/B)}$$

$$V/C = \frac{119 + 86 + 553 + 0}{*1375} = 0.481 - 0.03 \text{ LOS} = A$$

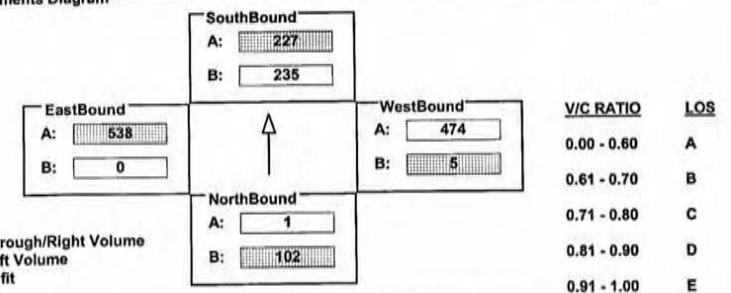
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: PM Comments: PM Peak - Alt D With Lennox - MITDPM61 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	185	0	2	671	0	413	5	1421	432	0	1615	453
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	0	2	671	0	413	5	1421	432	0	1615	453
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 2 0 1 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Perm	OLA	Perm	OLA	Perm	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{A(S/B)} + \frac{A(S/B)}{B(N/B)}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{B(E/B)} + \frac{B(E/B)}{A(W/B)}$$

$$V/C = \frac{102 + 227 + 5 + 538}{*1375} = 0.564 - 0.03 \text{ LOS} = A$$

CalcaDB

March 24, 2004 ,Wednesday 07:26:54 PM

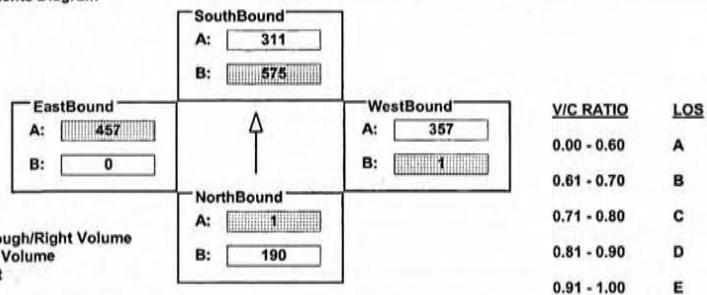
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AP Comments: Airp Peak - Alt D With Lennox - MITDOP61 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	345	0	2	2144	0	566	1	672	1263	0	557	339
AMBIENT				-500				400	-300		375	100
RELATED												
PROJECT												
TOTAL	345	0	2	1644	0	566	1	1072	963	0	932	439
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 2 0 1 0 0								
Phasing	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{1 + 575 + 1 + 457}{1375} = 0.682 - 0.03 \text{ LOS} = B$$

CalcaDB

March 24, 2004 ,Wednesday 07:27:01 PM

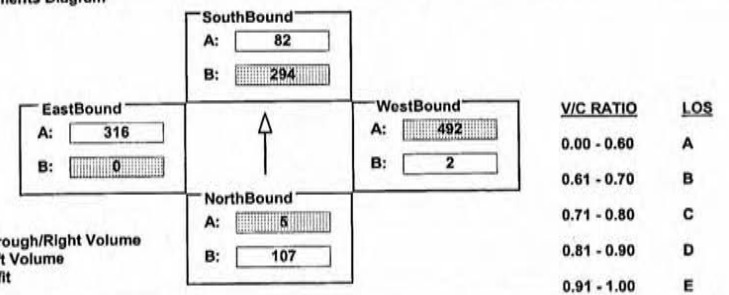
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AM Comments: AM Peak - Alt D W/out Lennox - FIN61AM 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	195	0	9	840	0	149	2	1146	1429	0	948	336
AMBIENT												
RELATED												
PROJECT							-300					
TOTAL	195	0	9	840	0	149	2	846	1429	0	948	336
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 3 0 0 1 0 0								
Phasing	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{5 + 294 + 492 + 0}{1375} = 0.575 - 0.03 \text{ LOS} = A$$

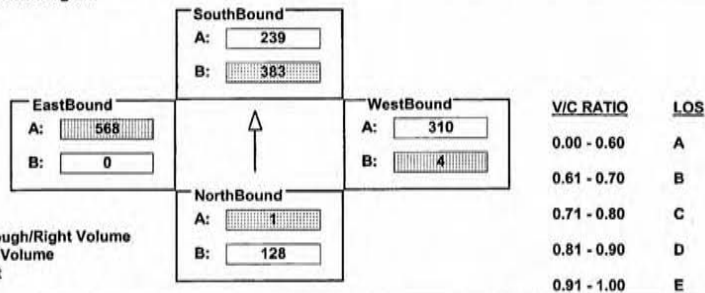
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: PM Comments: PM Peak - Alt D W/Lt Lennox - FIN61PM 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	0	2	1095	0	435	4	931	1104	0	1503	433
AMBIENT										200		
RELATED												
PROJECT												
TOTAL	233	0	2	1095	0	435	4	931	1104	0	1703	433
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 3 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Perm	OLA	Perm	OLA	Perm	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{1 + 383 + 4 + 568}{1375} = 0.695 \dots 03 \quad LOS = B$$

$$= 0.665$$

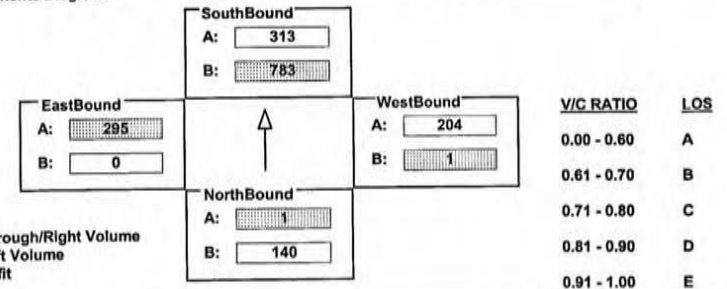
INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45
 AM/PM: AP Comments: Airp Peak - Alt D W/Lt Lennox - FIN61OP 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	254	0	2	2487	0	569	1	219	2295	0	455	335
AMBIENT				-250			200	-500		375	100	
RELATED												
PROJECT												
TOTAL	254	0	2	2237	0	569	1	419	1795	0	830	435
LANE	2 0 0 0 0 2 0	3 0 0 0 0 2 0	1 0 3 0 0 2 0	0 0 3 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Perm	OLA	Perm	OLA	Perm	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{1 + 783 + 1 + 295}{1375} = 0.785 \dots 03 \quad LOS = C$$

$$= 0.755$$

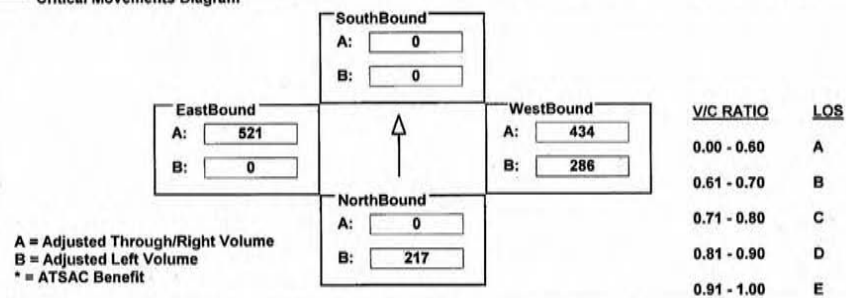
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	395	0	544	0	0	0	286	868	0	0	1043	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	395	0	544	0	0	0	286	868	0	0	1043	215
LANE	2	0	0	0	0	1	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{217 + 0 + 286 + 521}{*1425} = 0.649 - 03 \quad LOS = B$$

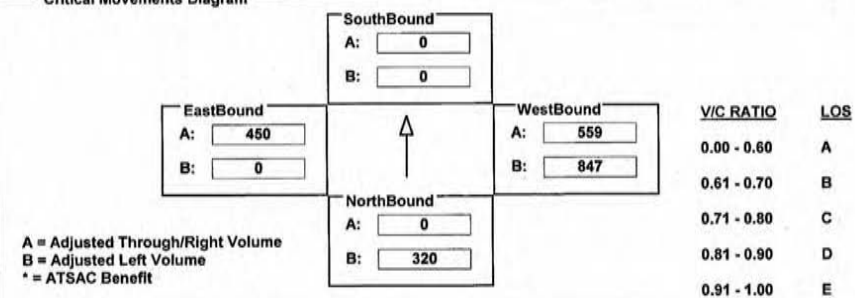
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	583	0	555	0	0	0	847	1118	0	0	889	610
AMBIENT												
RELATED												
PROJECT												
TOTAL	583	0	555	0	0	0	847	1118	0	0	889	610
LANE	2	0	0	0	0	1	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{320 + 0 + 847 + 450}{*1425} = 1.065 - 03 \quad LOS = F$$

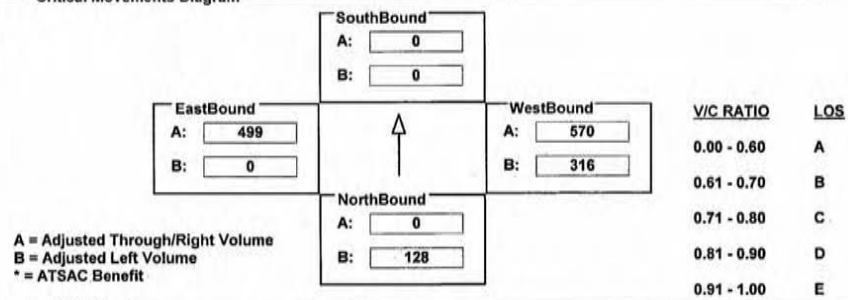
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	0	233	0	0	0	316	1141	0	0	997	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	0	233	0	0	0	316	1141	0	0	997	238
LANE	2 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 2 0 0 1 0	1 0 2 0 0 0 0	0 0 2 0 0 1 0						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{128 + 0 + 316 + 499}{*1425} = 0.592 - 0.03 = 0.562 \quad LOS = A$$

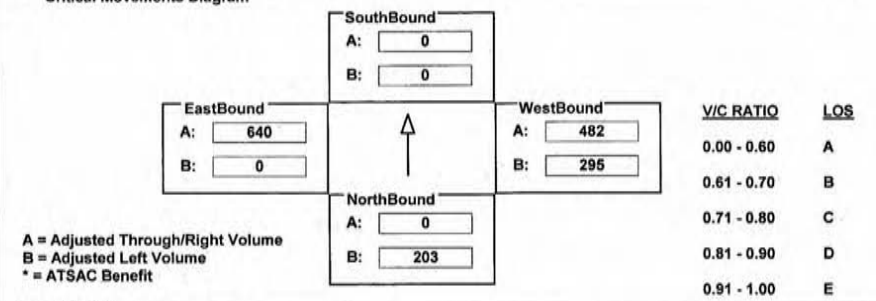
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	368	0	546	0	0	0	295	964	0	0	1280	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	368	0	546	0	0	0	295	964	0	0	1280	228
LANE	2 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0	0 0 2 0 0 0 0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Free	<none>		<none>	Prot-Fix		<none>	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{203 + 0 + 295 + 640}{*1425} = 0.728 - 0.03 = 0.699 \quad LOS = C$$

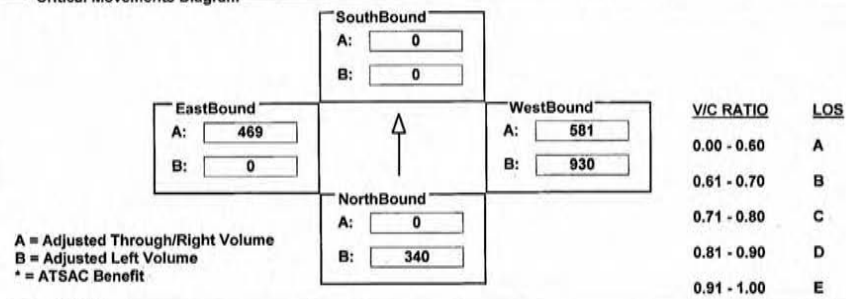
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	618	0	685	0	0	0	930	1162	0	0	939	584
AMBIENT												
RELATED												
PROJECT												
TOTAL	618	0	685	0	0	0	930	1162	0	0	939	584
LANE	2	0	0	0	0	1	0	2	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{340 + 0 + 930 + 469}{*1425} = 1.150 \div 0.3 \text{ LOS} = F$$

$$= 1.126$$

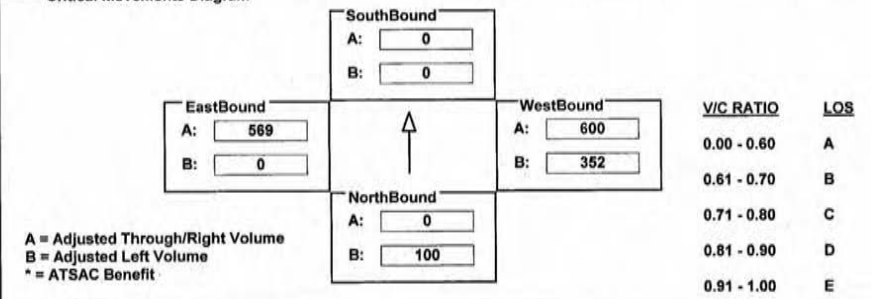
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	0	240	0	0	0	352	1199	0	0	1139	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	0	240	0	0	0	352	1199	0	0	1139	219
LANE	2	0	0	0	0	1	0	2	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{100 + 0 + 352 + 569}{*1425} = 0.646 \div 0.3 \text{ LOS} = B$$

$$= 0.616$$

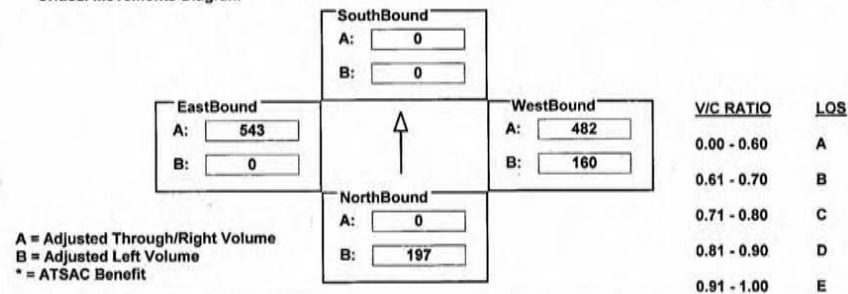
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	359	0	542	0	0	0	290	964	0	0	1287	221
AMBIENT											-200	
RELATED												
PROJECT												
TOTAL	359	0	542	0	0	0	290	964	0	0	1087	221
LANE	2	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{197 + 0 + 160 + 543}{*1425} = 0.562 \rightarrow 0.532 \quad LOS = A$$

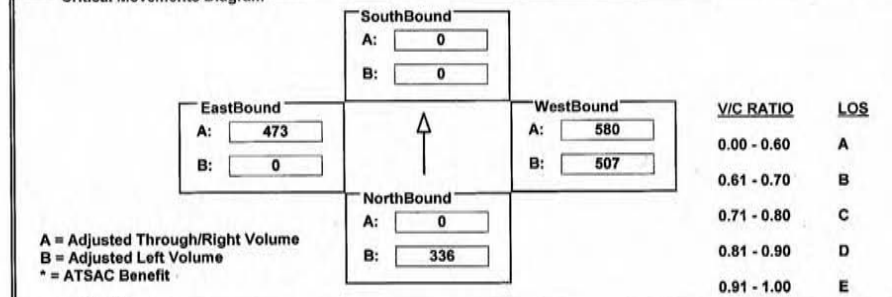
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	611	0	687	0	0	0	921	1160	0	0	945	575
AMBIENT												
RELATED												
PROJECT												
TOTAL	611	0	687	0	0	0	921	1160	0	0	945	575
LANE	2	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{336 + 0 + 507 + 473}{*1425} = 0.854 \rightarrow 0.824 \quad LOS = D$$

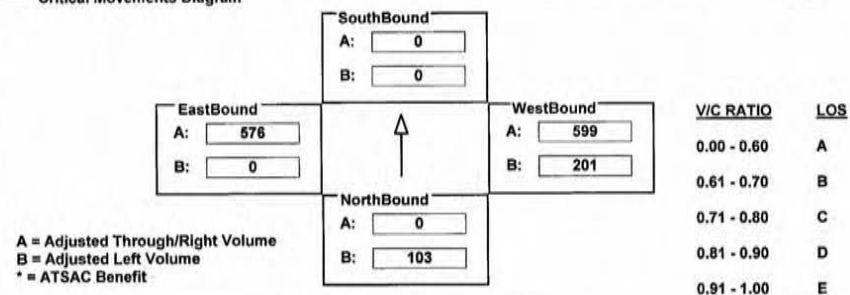
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	187	0	264	0	0	0	365	1197	0	0	1152	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	0	264	0	0	0	365	1197	0	0	1152	214
LANE	2	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{103 + 0 + 201 + 576}{*1425} = 0.548 - .03 \quad LOS = A$$

$$= 0.518$$

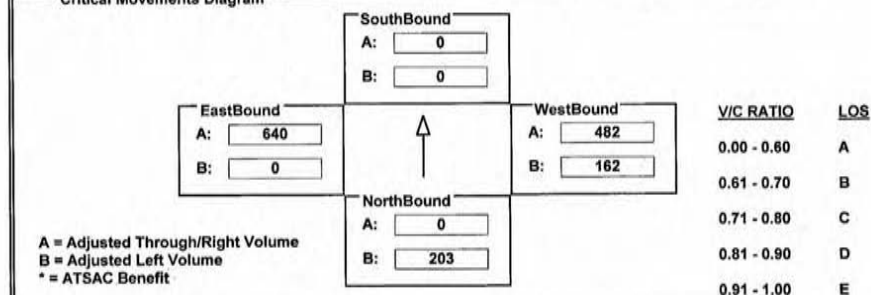
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	368	0	546	0	0	0	295	964	0	0	1280	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	368	0	546	0	0	0	295	964	0	0	1280	228
LANE	2	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{203 + 0 + 162 + 640}{*1425} = 0.635 - .03 \quad LOS = B$$

$$= 0.605$$

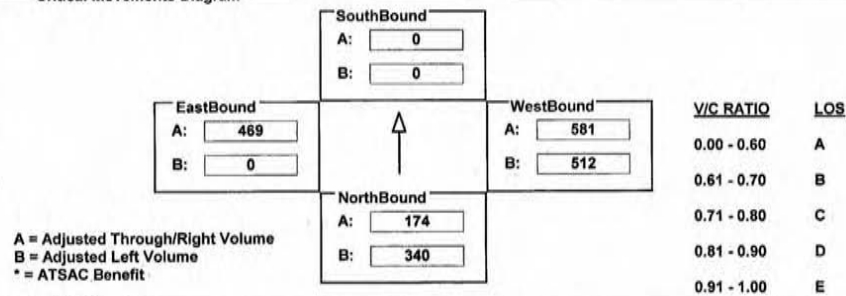
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	618	0	685	0	0	0	930	1162	0	0	939	584
AMBIENT												
RELATED												
PROJECT												
TOTAL	618	0	685	0	0	0	930	1162	0	0	939	584
LANE	2	0	0	0	0	1	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{340 + 0 + 512 + 489}{*1425} = 0.857 - 0.03 = 0.827 \quad LOS = D$$

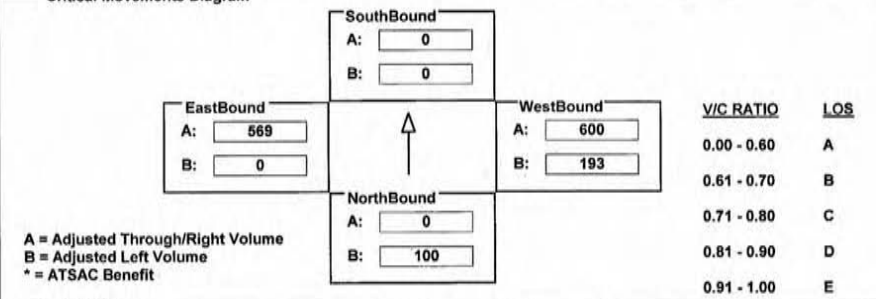
INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	0	240	0	0	0	352	1199	0	0	1139	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	0	240	0	0	0	352	1199	0	0	1139	219
LANE	2	0	0	0	0	1	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{100 + 0 + 193 + 569}{*1425} = 0.535 - 0.03 = 0.505 \quad LOS = A$$

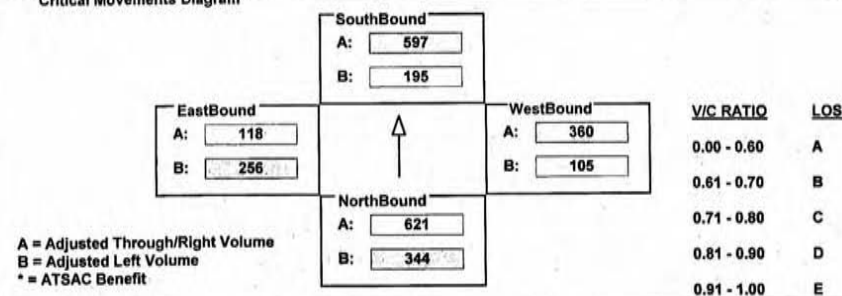
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	344	1863	599	354	2162	226	190	247	457	465	353	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	344	1863	599	354	2162	226	190	247	457	465	353	190
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{344 + 597 + 360 + 256}{1375} = 1.132 - 0.10 \text{ LOS} = F$$

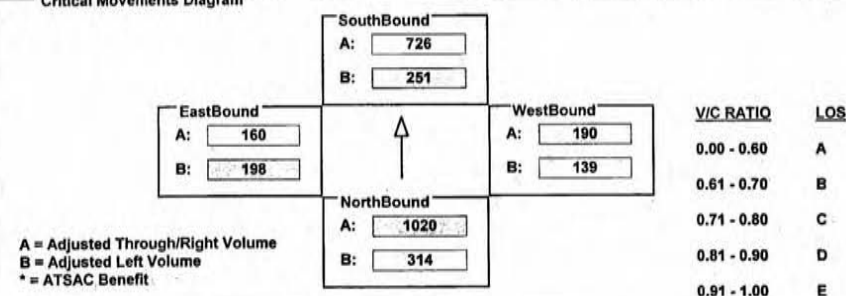
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	314	1938	1089	457	2743	160	252	569	298	360	398	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	314	1938	1089	457	2743	160	252	569	298	360	398	317
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{1020 + 251 + 190 + 198}{1375} = 1.207 - 0.10 \text{ LOS} = F$$

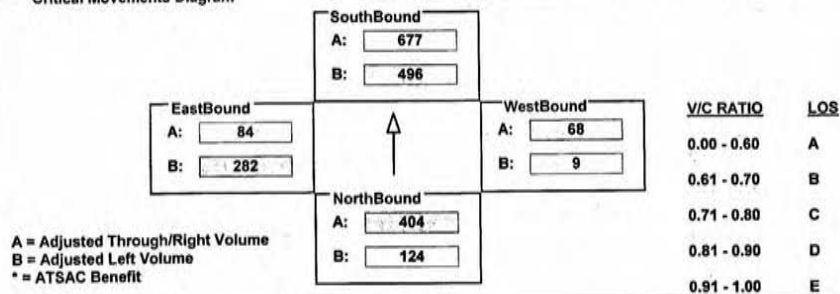
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	1212	227	902	2163	545	17	204	263	514	251	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	1212	227	902	2163	545	17	204	263	514	251	31
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{404 + 496 + 68 + 282}{*1375} = 0.839 - .03 \text{ LOS} = D$$

$$= 0.809$$

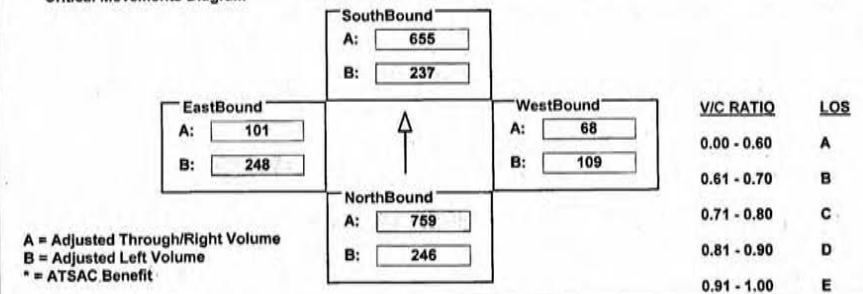
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	246	2276	647	706	2224	298	23	203	91	450	303	84
AMBIENT												
RELATED												
PROJECT			-200	-275	200	-100	175					
TOTAL	246	2276	447	431	2424	198	198	203	91	450	303	84
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0
SIGNAL	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{759 + 237 + 68 + 248}{*1375} = 0.884 - .03 \text{ LOS} = D$$

$$= 0.854$$

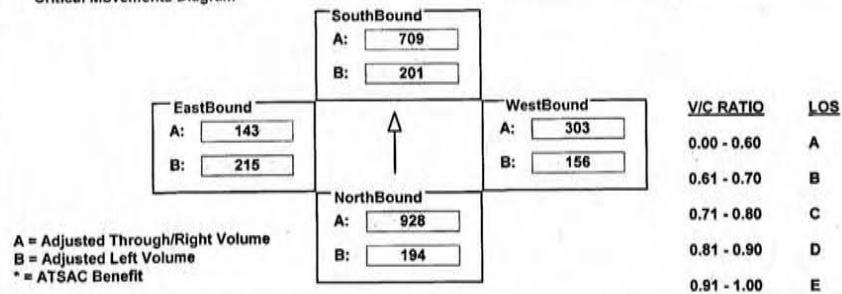
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	1941	1085	365	2713	121	284	594	504	391	430	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1941	1085	365	2713	121	284	594	504	391	430	230
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{928 + 201 + 303 + 215}{1375} = 1.128 - .03 \text{ LOS} = F$$

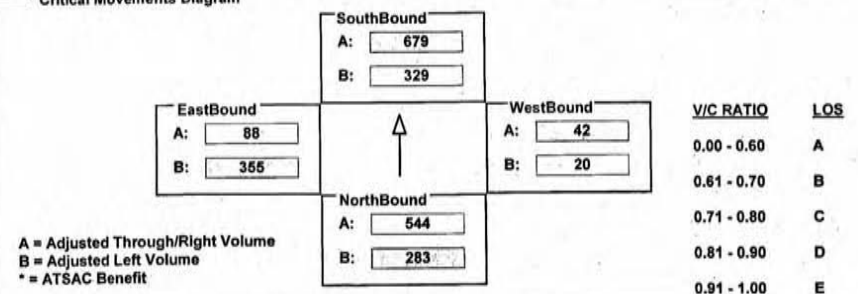
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	283	1632	255	422	2370	519	12	126	95	646	264	76
AMBIENT				175	-175		25		175			
RELATED						-300						
PROJECT												
TOTAL	283	1632	255	597	2195	-519	37	126	270	646	264	76
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{283 + 679 + 42 + 355}{1375} = 0.918 - .03 \text{ LOS} = E$$

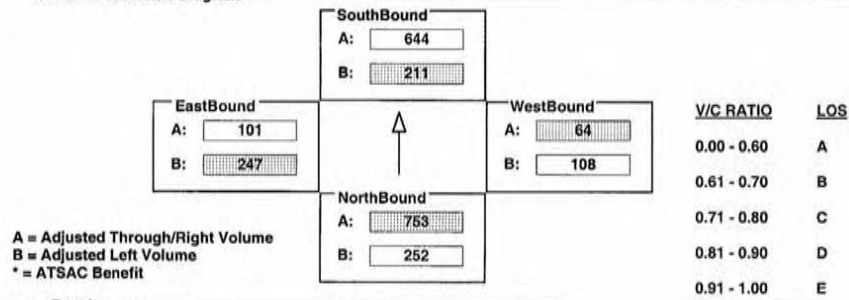
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	252	2260	643	683	2231	297	22	193	84	449	302	87
AMBIENT												
RELATED												
PROJECT			-200	-300	150	-100	175					
TOTAL	252	2260	443	383	2381	197	197	193	84	449	302	87
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{753 + 211 + 64 + 247}{1375} = 0.857 \text{ } ^{03} \text{ LOS} = D$$

$$= 0.827$$

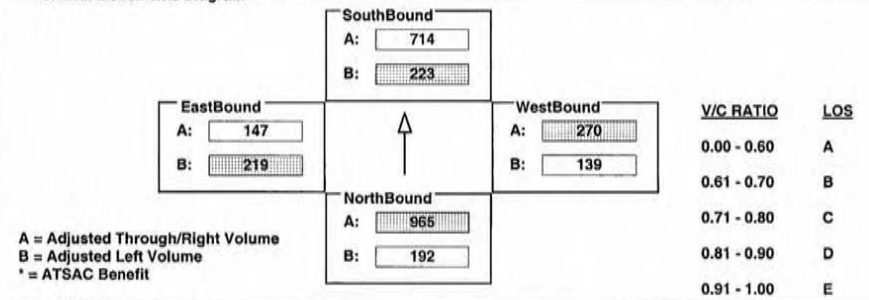
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	192	1962	1104	406	2726	130	254	568	493	399	441	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	1962	1104	406	2726	130	254	568	493	399	441	213
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{965 + 223 + 270 + 219}{1375} = 1.150 \text{ } ^{03} \text{ LOS} = F$$

$$= 1.120$$

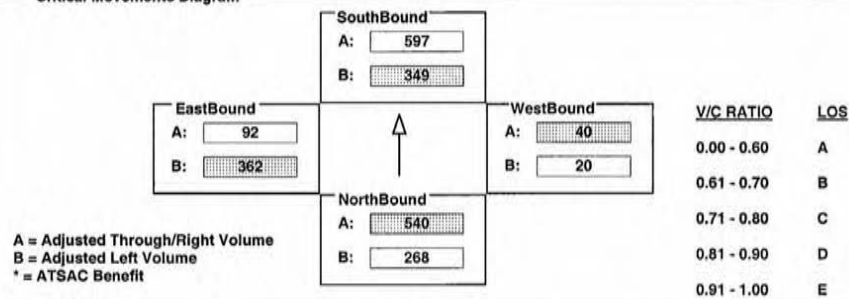
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/6
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	268	1621	259	459	2334	527	11	121	96	659	275	72
AMBIENT				175	-175		25		175			
RELATED						-300						
PROJECT												
TOTAL	268	1621	259	634	2159	227	36	121	271	659	275	72
LANE	1 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{540 + 349 + 40 + 362}{1375} = 0.869 - 0.03 = 0.839 \quad \text{LOS} = D$$

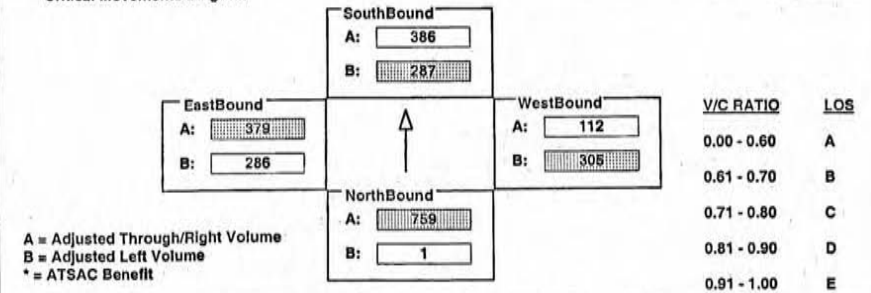
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2083	1064	522	1354	190	554	223	474	286	908	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2083	1064	522	1354	190	554	223	474	286	908	228
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	OLA	Split	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{759 + 287 + 305 + 379}{1375} = 1.188 - 0.03 = 1.158 \quad \text{LOS} = F$$

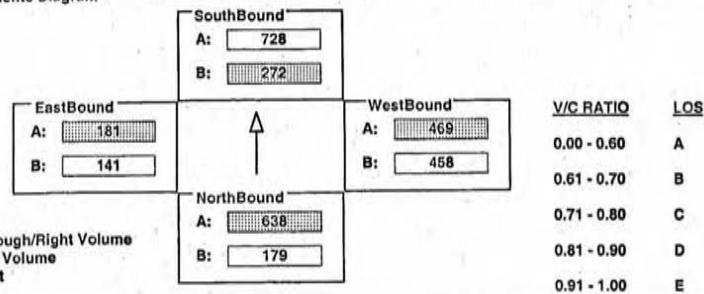
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	179	2551	919	495	1660	728	832	937	760	141	444	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2551	919	495	1660	728	832	937	760	141	444	98
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0								
Phasing												
RTOR												
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{638 + 272 + 469 + 181}{*1375} = 1.065 - .03 \quad \text{LOS} = F$$

$$= 1.035$$

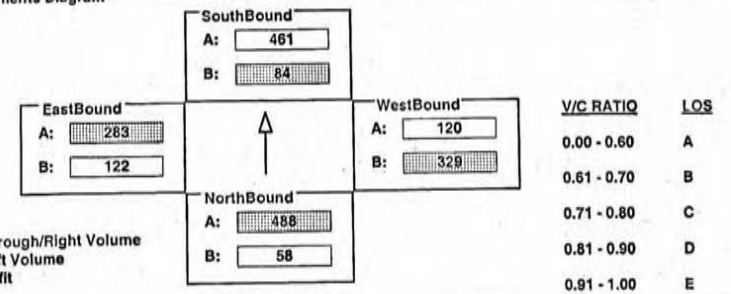
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AP Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	1951	438	153	1567	277	598	154	371	122	425	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	1951	438	153	1567	277	598	154	371	122	425	283
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0								
Phasing												
RTOR												
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{488 + 84 + 329 + 283}{*1375} = 0.791 - .03 \quad \text{LOS} = C$$

$$= 0.761$$

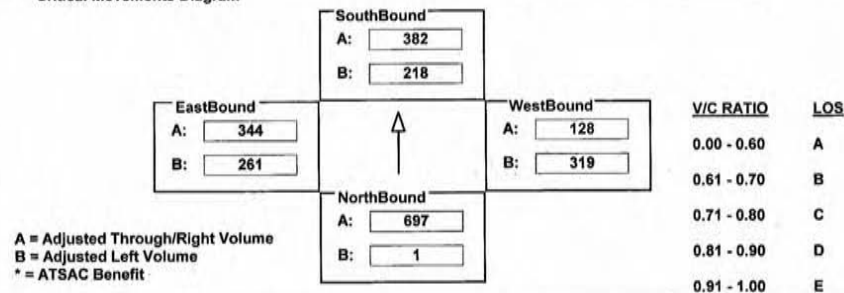
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2156	1316	596	1116	211	581	257	536	261	1059	24
AMBIENT												
RELATED												
PROJECT			-300		-200	200					-50	
TOTAL	1	2156	1016	396	1316	211	581	257	536	261	1009	24
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{697 + 218 + 319 + 344}{*1375} = 1.078 - .03 = 1.048 \quad LOS = F$$

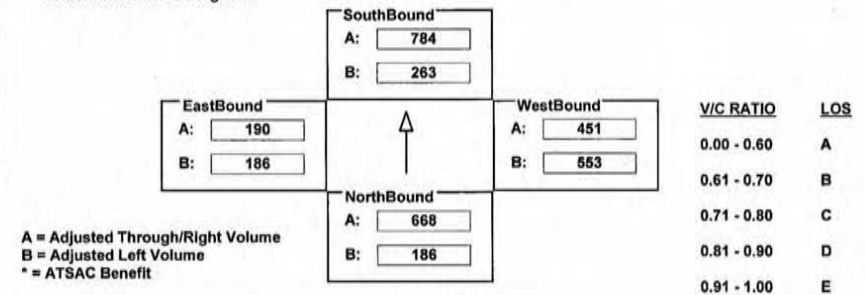
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 1/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	186	2871	1004	278	1574	784	1280	902	724	186	719	202
AMBIENT		-200	-70	200	175		-275				-275	-75
RELATED												
PROJECT												
TOTAL	186	2671	934	478	1749	784	1005	902	724	186	444	127
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 1 0 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 1 0 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{186 + 784 + 553 + 190}{*1375} = 1.176 - .03 = 1.146 \quad LOS = F$$

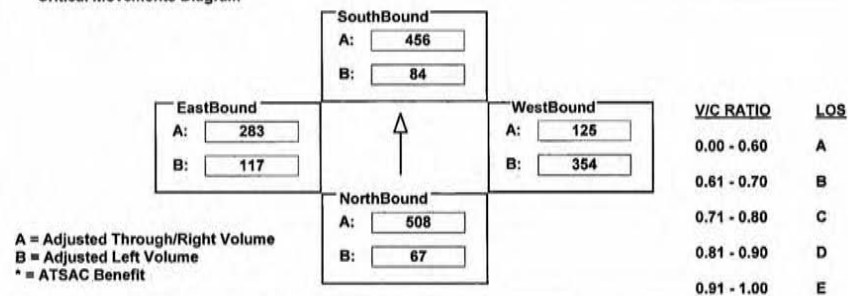
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	2032	488	153	1537	287	643	175	381	117	436	283
AMBIENT			150									
RELATED												
PROJECT												
TOTAL	67	2032	638	153	1537	287	643	175	381	117	436	283
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{508 + 84 + 354 + 283}{1375} = 0.824 \approx 0.83 \text{ LOS} = D$$

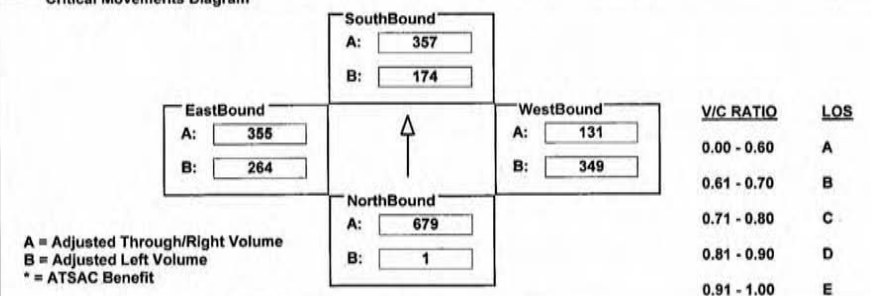
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2140	1328	517	1044	185	634	263	533	264	1088	27
AMBIENT			-300	-200	200						-50	
RELATED												
PROJECT												
TOTAL	1	2140	1028	317	1244	185	634	263	533	264	1038	27
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{679 + 174 + 349 + 355}{1375} = 1.062 \approx 1.03 \text{ LOS} = F$$

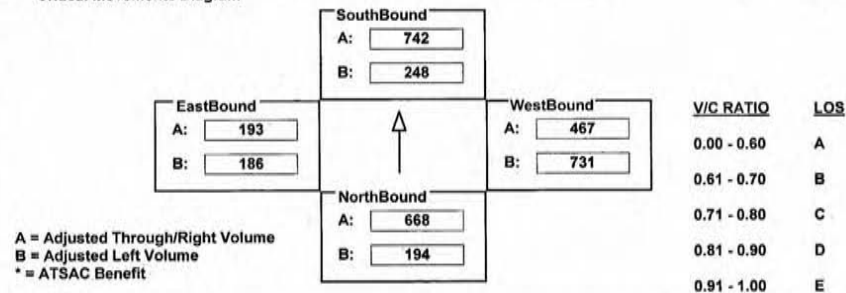
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	2872	998	251	1496	742	1328	933	718	186	717	212
AMBIENT		-200		200	175						-275	-75
RELATED												
PROJECT												
TOTAL	194	2672	998	451	1671	742	1328	933	718	186	442	137
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Prot-Var	OLA	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{194 + 742 + 731 + 193}{*1375} = \frac{1283}{1375} = 0.93 \quad LOS = F$$

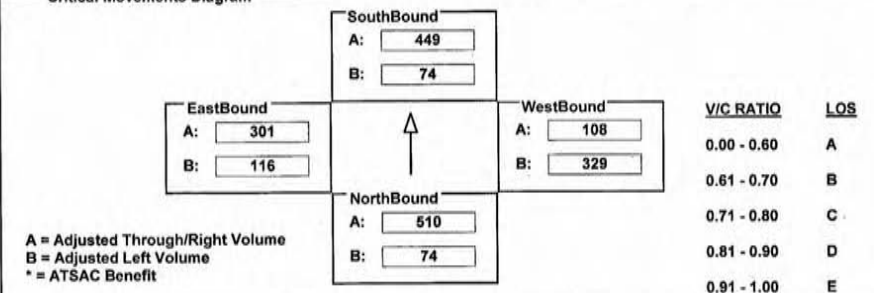
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	2038	470	135	1508	289	597	167	332	116	416	301
AMBIENT			150									
RELATED												
PROJECT												
TOTAL	74	2038	620	135	1508	289	597	167	332	116	416	301
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0	1 0 2 0 1 0 0	2 0 3 0 1 0 0	2 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto	Prot-Var	OLA	Split	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{510 + 74 + 329 + 301}{*1375} = \frac{1283}{1375} = 0.93 \quad LOS = D$$

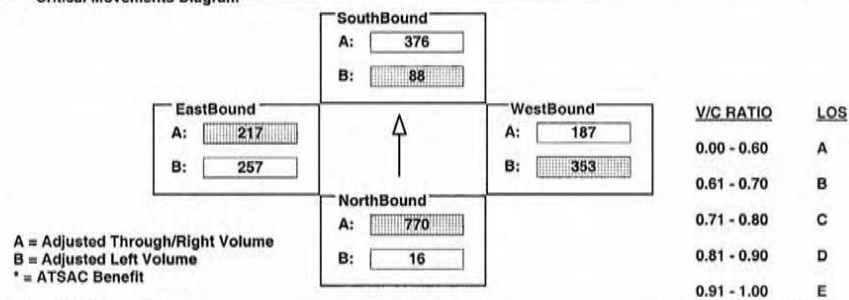
INTERSECTION DATA SUMMARY SHEET

N/S: Sepulveda Blvd W/E: La Tijera Blvd I/S No: 83
 AM/PM: **AM** Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	2309	81	88	1127	51	353	284	90	257	434	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	2309	81	88	1127	51	353	284	90	257	434	109
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{770 + 88 + 353 + 217}{*1425} = 0.932 \sim .03 \text{ LOS} = E$$

$$= 0.902$$

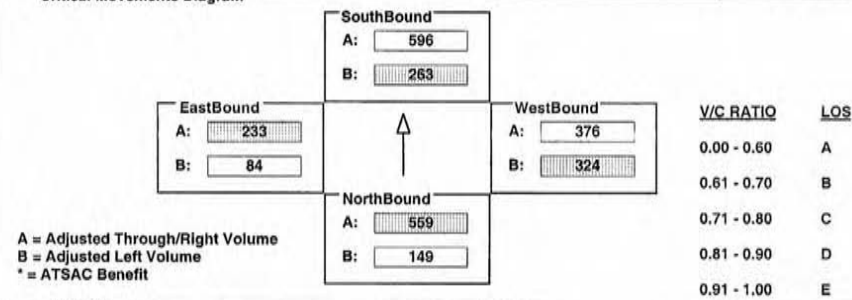
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: **PM** Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	1678	239	263	1787	145	324	590	162	84	465	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	1678	239	263	1787	145	324	590	162	84	465	38
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{559 + 263 + 324 + 233}{*1425} = 0.898 \sim .03 \text{ LOS} = D$$

$$= 0.868$$

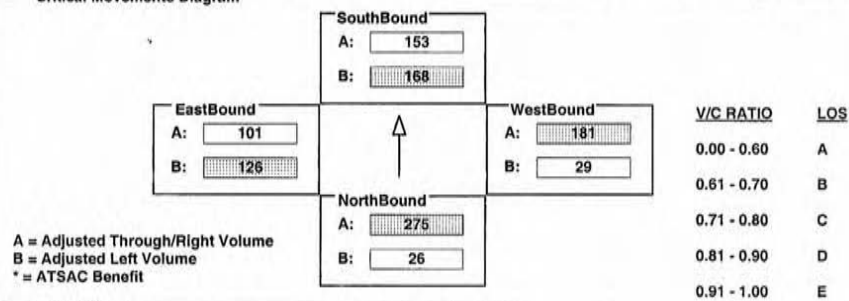
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP **AIRPORT PEAK**
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	825	76	168	460	61	29	187	175	126	202	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	825	76	168	460	61	29	187	175	126	202	10
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + B(E/B)}{1425}$$

$$V/C = \frac{275 + 168 + 181 + 126}{1425} = 0.456 - .03 \text{ LOS} = A$$

$$= 0.426$$

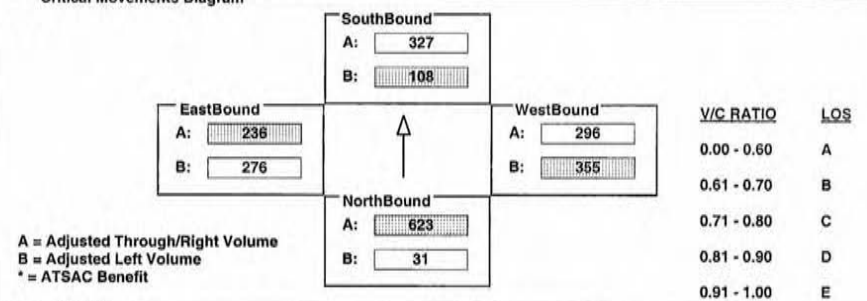
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: AM Comments: 2015 Mit D - AM **WITH LENNOX 1/C**
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	1918	103	108	980	91	355	592	99	276	602	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	1868	153	108	980	91	355	592	99	276	602	107
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1425}$$

$$V/C = \frac{623 + 108 + 355 + 236}{1425} = 0.858 - .03 \text{ LOS} = D$$

$$= 0.828$$

CalcaDB

March 4, 2004, Thursday 03:18:17 PM

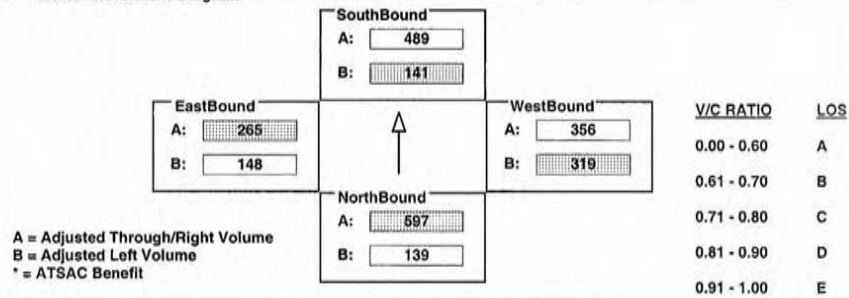
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	139	1391	203	291	1468	176	319	711	197	148	740	54
AMBIENT		400		-150								
RELATED												
PROJECT												
TOTAL	139	1791	203	141	1468	176	319	711	197	148	740	54
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{597 + 141 + 319 + 265}{*1425} = 0.858 \text{ -- } .03 \text{ LOS} = D$$

$$= 0.828$$

CalcaDB

March 4, 2004, Thursday 03:18:21 PM

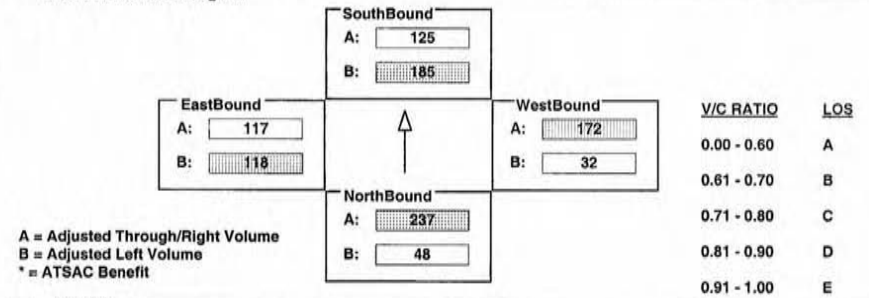
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	48	710	117	185	375	81	32	343	148	118	339	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	710	117	185	375	81	32	343	148	118	339	13
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{237 + 185 + 172 + 118}{*1425} = 0.430 \text{ -- } .03 \text{ LOS} = A$$

$$= 0.400$$

CalcaDB

March 4, 2004, Thursday 03:18:27 PM

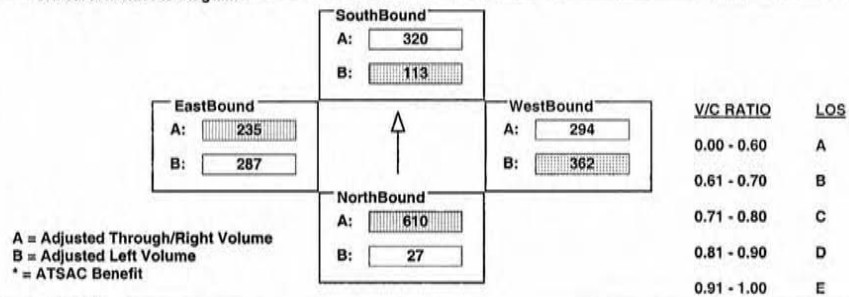
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: AM Comments: FIN61AM 2015 AM Peak - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	1910	99	113	982	89	362	588	110	287	603	103
AMBIENT		-50	50									
RELATED												
PROJECT		-31			-21							
TOTAL	27	1829	149	113	961	89	362	588	110	287	603	103
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1425}$$

$$V/C = \frac{610 + 113 + 362 + 235}{1425} = 0.856 \approx 0.83 \text{ LOS} = D$$

CalcaDB

March 4, 2004, Thursday 03:18:31 PM

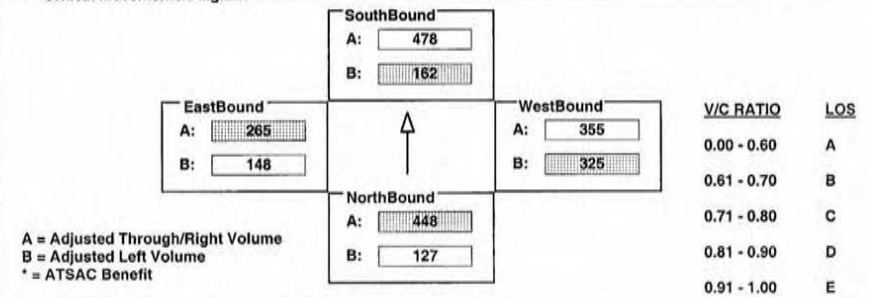
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: PM Comments: FIN61PM 2015 PM Peak - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	127	1380	202	312	1474	173	325	709	213	148	743	51
AMBIENT				-150								
RELATED												
PROJECT		-36			-41							
TOTAL	127	1344	202	162	1433	173	325	709	213	148	743	51
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{B(W/B) + A(E/B)}{1425}$$

$$V/C = \frac{448 + 162 + 325 + 265}{1425} = 0.772 \approx 0.74 \text{ LOS} = C$$

CalcaDB

March 4, 2004, Thursday 03:18:36 PM

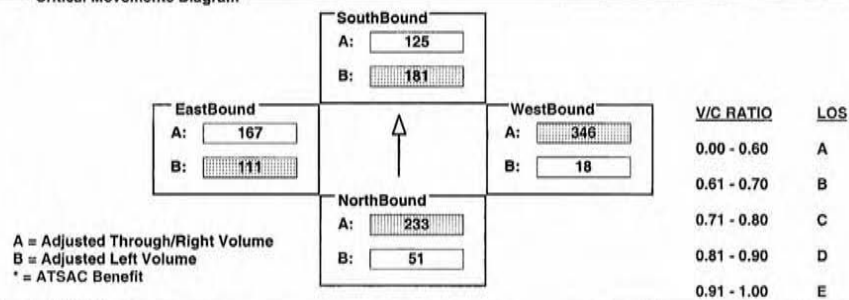
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83
 AM/PM: AM Comments: FIN610P 2015 AIRPORT PEAK - ALT. D WITHOUT LEVIX
 COUNT DATE: STUDY DATE: GROWTH FACTOR: 1/4

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	698	121	181	376	83	32	346	136	111	334	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	698	121	181	376	83	32	346	136	111	334	13
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	2 0 1 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{233 + 181 + 346 + 111}{1425} = 0.541 - .03 \text{ LOS} = A$$

$$= 0.511$$

CalcaDB

March 11, 2004, Thursday 10:29:14 AM

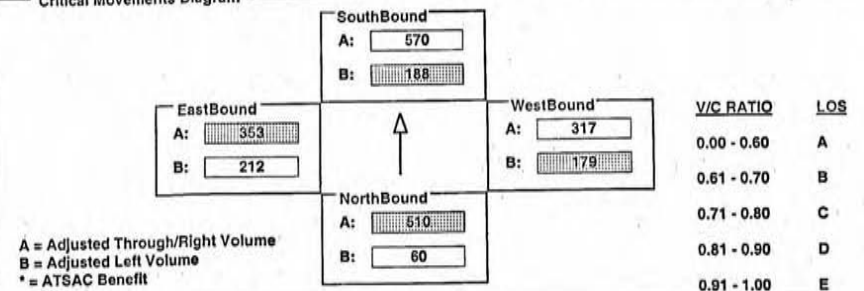
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	1874	168	188	1635	75	179	634	422	212	707	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1874	168	188	1635	75	179	634	422	212	707	134
LANE	1 0 3 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	OLA	Prot-Fix	Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{510 + 188 + 179 + 353}{1375} = 0.825 - .03 \text{ LOS} = D$$

$$= 0.795$$

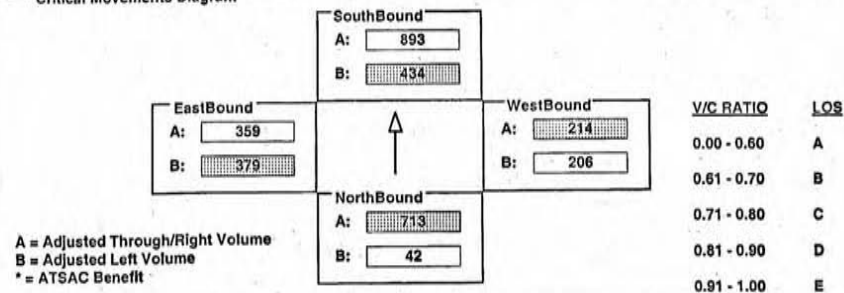
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	2676	178	434	2553	127	206	427	502	379	717	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	2676	178	434	2553	127	206	427	502	379	717	139
LANE	1 0 3 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{713 + 434 + 214 + 379}{*1375} = 1.195 - .03 = 1.165 \quad \text{LOS} = F$$

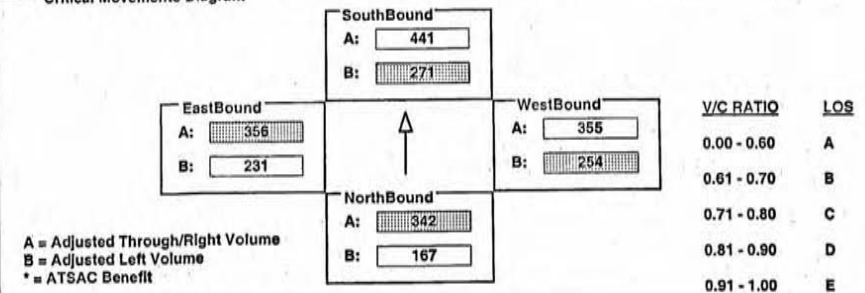
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	167	1256	111	271	1128	196	254	709	223	231	713	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1256	111	271	1128	196	254	709	223	231	713	71
LANE	1 0 3 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{342 + 271 + 254 + 356}{*1375} = 0.819 - .03 = 0.789 \quad \text{LOS} = D$$

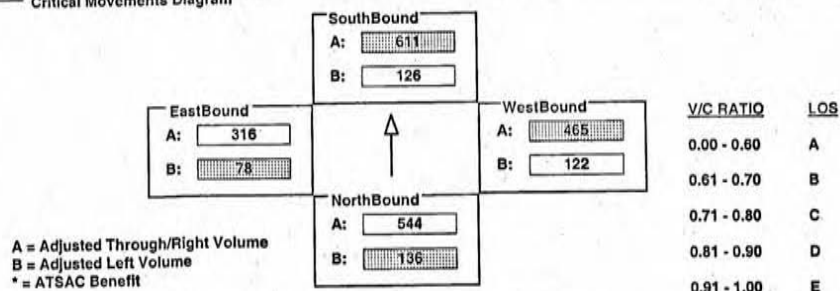
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: AM Comments: AM - Alt D W/Lennox (MITDAM61) AM Peak 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	136	2176	192	126	1834	100	222	929	316	141	720	229
AMBIENT												
RELATED												
PROJECT						200						
TOTAL	136	2176	192	126	1834	300	222	929	316	141	720	229
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{136 + 611 + 465 + 78}{*1375} = 0.868 - .03 = 0.838 \quad \text{LOS} = D$$

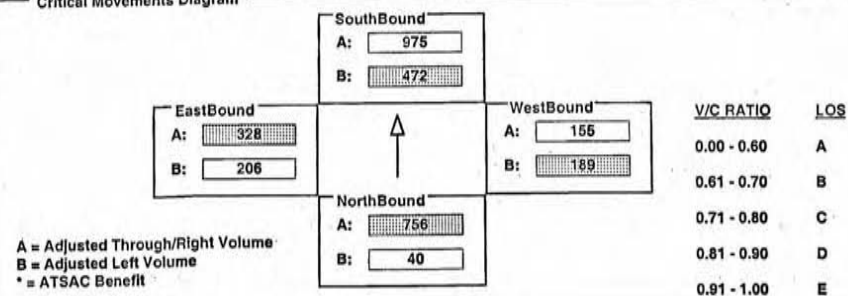
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: PM Comments: PM - Alt D W/Lennox (MITDPM61) PM Peak 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	3223	155	472	2925	123	344	309	892	574	846	213
AMBIENT												
RELATED		-200						-300		-200		-75
PROJECT												
TOTAL	40	3023	155	472	2925	123	344	309	592	374	846	138
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{756 + 472 + 189 + 328}{*1375} = 1.199 - .03 = 1.169 \quad \text{LOS} = F$$

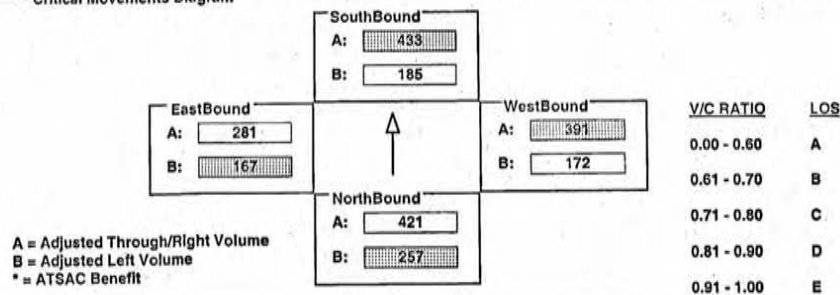
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: **AP** Comments: Airport Peak - Alt D W/Lennox (MITDOP61) *Airport Peak 2015*
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	1683	171	185	1299	133	413	682	187	204	721	122
AMBIENT						100	-100	100		100		
RELATED												
PROJECT												
TOTAL	257	1683	171	185	1299	233	313	782	187	304	721	122
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0
Phasing	Prot-Var			Auto			Prot-Var			OLA		
SIGNAL	Prot-Var			Auto			Prot-Var			Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{257 + 433 + 391 + 167}{*1375} = 0.838 \sim 0.808 \text{ LOS} = D$$

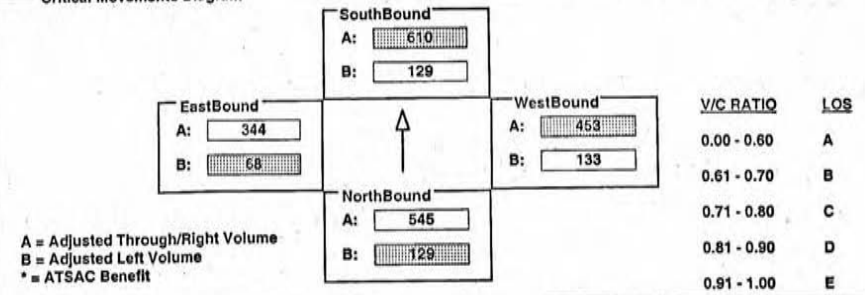
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: **AM** Comments: FIN61AM - 2015 Am Peak - Alt D. Mit. w/et Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	2179	210	129	1830	89	242	906	324	123	687	212
AMBIENT						200						
RELATED												
PROJECT												
TOTAL	129	2179	210	129	1830	289	242	906	324	123	687	212
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	1 0 4 0 0 1 0
Phasing	Perm			Auto			Prot-Fix			OLA		
SIGNAL	Perm			Auto			Prot-Fix			Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{129 + 610 + 453 + 68}{*1375} = 0.846 \sim 0.816 \text{ LOS} = D$$

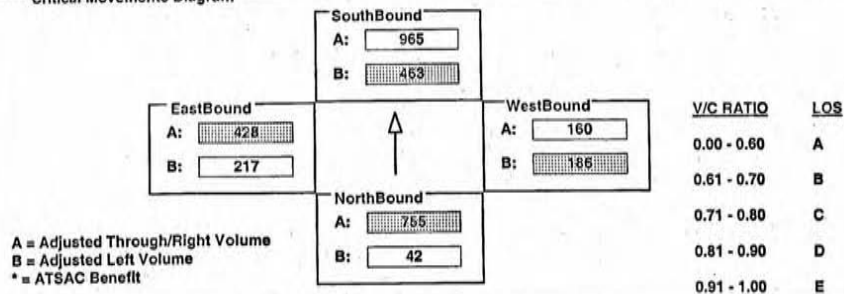
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: PM Comments: FIN61PM - 2015 PM Peak - Alt D Mt. W/out Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	3219	152	463	2894	128	338	320	891	594	855	216
AMBIENT		-200							-300	-200		-75
RELATED												
PROJECT												
TOTAL	42	3019	152	463	2894	128	338	320	591	394	855	141
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
Phasing												
RTOR												
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{755 + 463 + 186 + 428}{*1375} = 1.262 - .03 \text{ LOS} = F$$

$$= 1.232$$

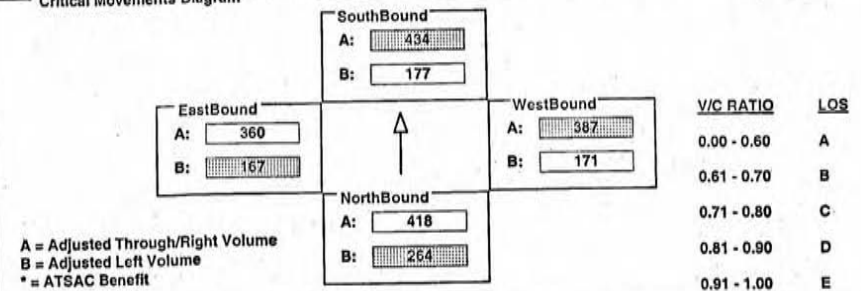
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88
 AM/PM: AP Comments: FIN610P - 2015 Airport Peak - Alt D Mt. W/out Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	264	1670	170	177	1301	132	411	674	178	203	719	126
AMBIENT						100	-100	100		100		
RELATED												
PROJECT												
TOTAL	264	1670	170	177	1301	232	311	774	178	303	719	126
LANE	1 0 4 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
Phasing												
RTOR												
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{264 + 434 + 387 + 167}{*1375} = 0.841 - .03 \text{ LOS} = D$$

$$= 0.811$$

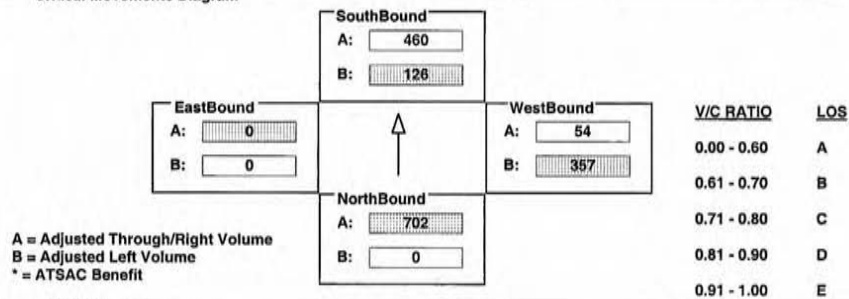
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2806	281	229	1838	0	1021	0	179	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2806	281	229	1838	0	1021	0	179	0	0	0
LANE	0	0	4	0	0	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram



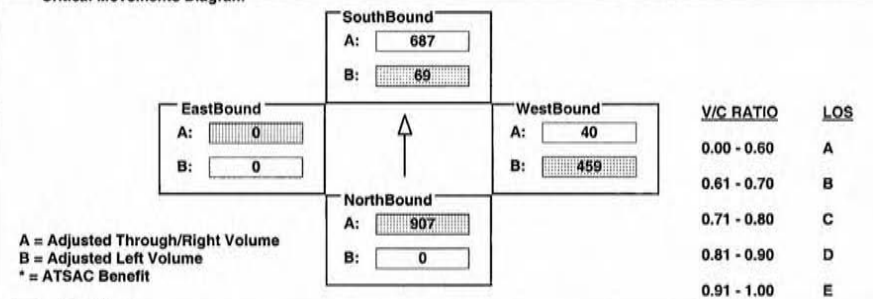
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3629	1046	125	2748	0	1313	0	108	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3629	1046	125	2748	0	1313	0	108	0	0	0
LANE	0	0	4	0	0	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram



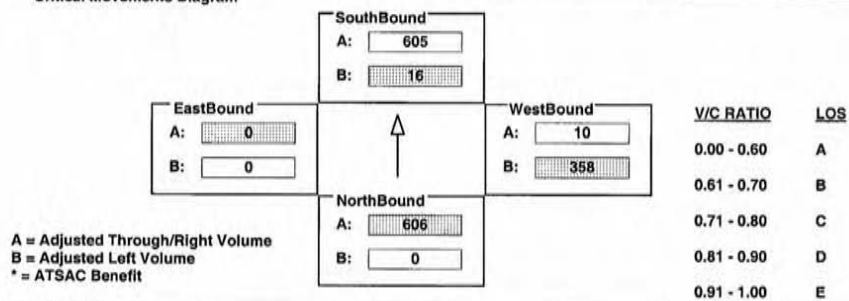
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2423	722	28	2422	0	1023	0	26	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2423	722	28	2422	0	1023	0	26	0	0	0
LANE	4 4											

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{606 + 16 + 358 + 0}{*1425} = 0.618 \rightarrow 0.03 \text{ LOS} = B = 0.588$$

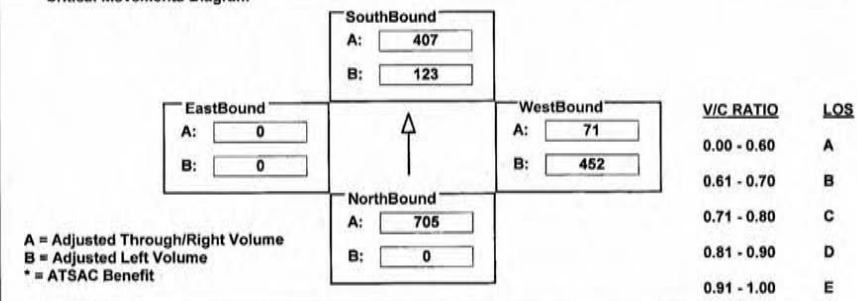
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX 1/2
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3120	133	24	1627	0	1290	0	194	0	0	0
AMBIENT												
RELATED												
PROJECT		-300	300	200								
TOTAL	0	2820	433	224	1627	0	1290	0	194	0	0	0
LANE	0 0 4 0 0 1 0	0 0 4 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 1 1	0 0 0 0 0 0 0							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>	<none>	<none>	<none>	<none>

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{705 + 123 + 452 + 0}{*1425} = 0.828 \rightarrow 0.03 \text{ LOS} = D = 0.798$$

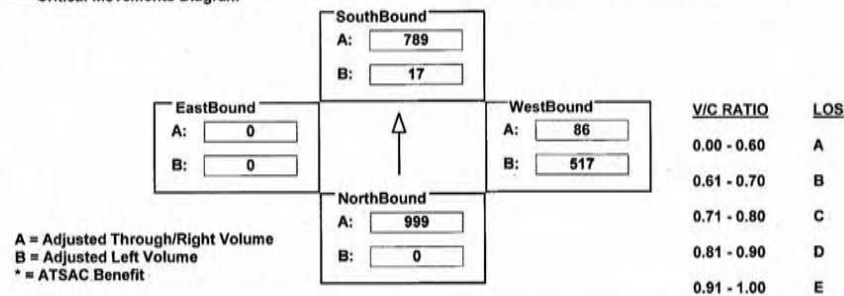
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4194	1895	31	3155	0	1476	0	103	0	0	0
AMBIENT		-200	-500									
RELATED												
PROJECT												
TOTAL	0	3994	1395	31	3155	0	1476	0	103	0	0	0
LANE	0 0 4 0 0 1 0	2 0 4 0 0 0 0	2 0 0 0 0 0 1 1	0 0 0 0 0 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{999 + 17 + 517 + 0}{*1425} = 1.006 - .03 \approx 0.976 \quad LOS = F$$

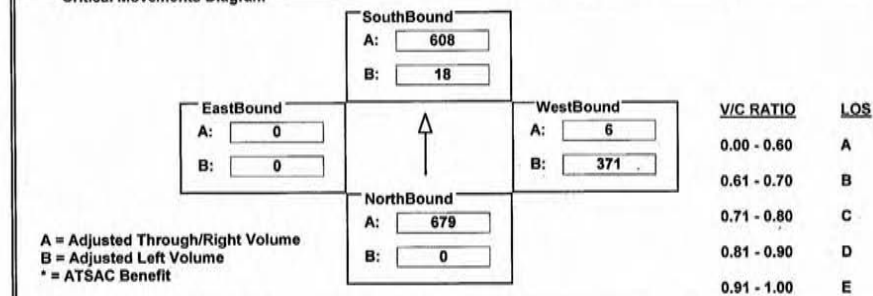
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2565	966	33	2433	0	1061	0	24	0	0	0
AMBIENT		150	-150									
RELATED												
PROJECT												
TOTAL	0	2715	816	33	2433	0	1061	0	24	0	0	0
LANE	0 0 4 0 0 1 0	2 0 4 0 0 0 0	2 0 0 0 0 0 1 1	0 0 0 0 0 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{679 + 18 + 371 + 0}{*1425} = 0.679 - .03 \approx 0.649 \quad LOS = B$$

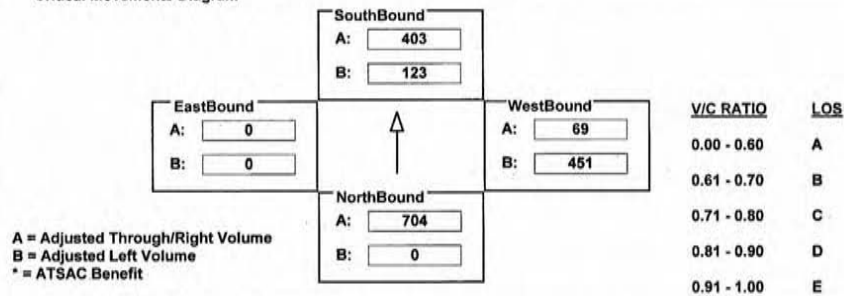
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3116	135	24	1611	0	1288	0	193	0	0	0
AMBIENT		-300	300	200								
RELATED												
PROJECT												
TOTAL	0	2816	435	224	1611	0	1288	0	193	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing												
RTOR												
SIGNAL	Perm			OLA			Prot-Fix			<none>		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{704 + 123 + 451 + 0}{*1425} = 0.827 \rightarrow 0.83 \text{ LOS} = D$$

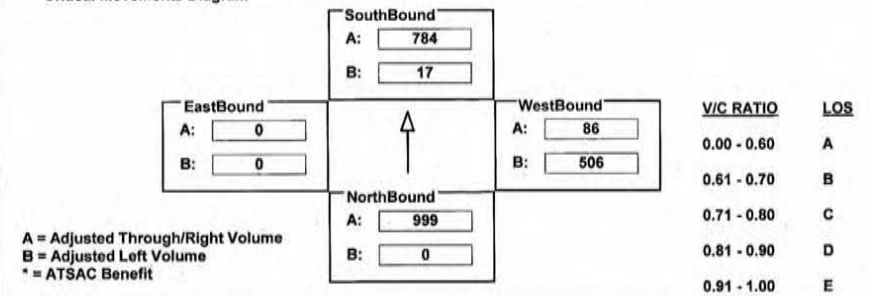
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4197	1871	31	3136	0	1446	0	103	0	0	0
AMBIENT		-200	-500									
RELATED												
PROJECT												
TOTAL	0	3997	1371	31	3136	0	1446	0	103	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing												
RTOR												
SIGNAL	Perm			OLA			Prot-Fix			<none>		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{999 + 17 + 506 + 0}{*1425} = 0.998 \rightarrow 0.99 \text{ LOS} = E$$

CalcaDB

December 4, 2003, Thursday 11:36:10 PM

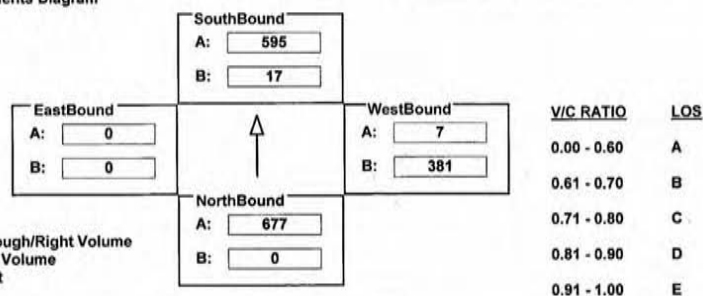
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENOX
 COUNT DATE: STUDY DATE: GROWTH FACTOR: 1/c

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2560	936	30	2380	0	1089	0	24	0	0	0
AMBIENT		150	-150									
RELATED												
PROJECT												
TOTAL	0	2710	786	30	2380	0	1089	0	24	0	0	0
LANE	0 0 4 0 0 1 0	2 0 4 0 0 0 0	2 0 0 0 0 1 1	0 0 0 0 0 0 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{677 + 17 + 381 + 0}{1425} = 0.684 - 0.03 = 0.654 \text{ LOS} = B$$

CalcaDB

March 23, 2004, Tuesday 07:40:04 PM

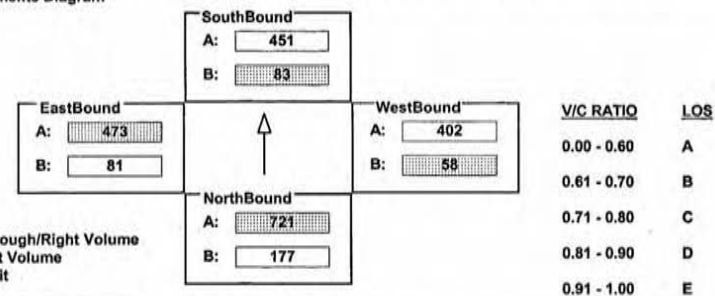
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	177	2162	98	83	1352	153	58	804	291	147	946	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	2162	98	83	1352	153	58	804	291	147	946	143
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{721 + 83 + 58 + 473}{1375} = 0.901 - 0.03 = 0.871 \text{ LOS} = E$$

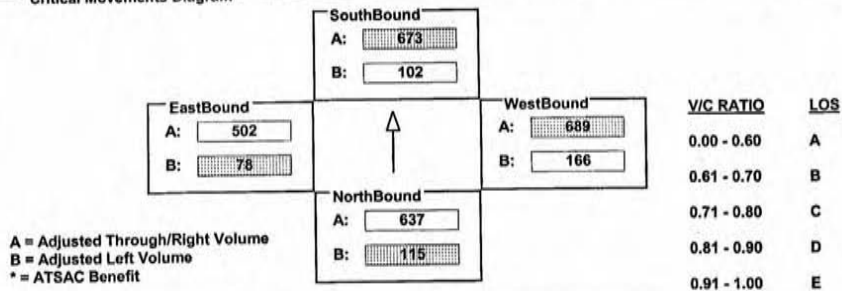
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	1911	104	102	2020	225	166	836	542	141	1003	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	1911	104	102	2020	225	166	836	542	141	1003	180
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{115 + 673 + 689 + 78}{*1375} = 1.061 - .03 \text{ LOS} = F$$

$$= 1.031$$

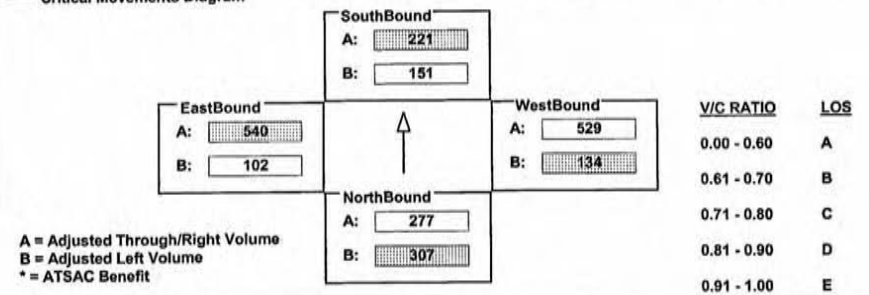
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AP Comments: 2015 Adj. Environmental Baseline - OP
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	307	832	114	151	662	116	134	960	98	185	1080	195
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	832	114	151	662	116	134	960	98	185	1080	195
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{307 + 221 + 134 + 540}{*1375} = 0.804 - .03 \text{ LOS} = D$$

$$= 0.774$$

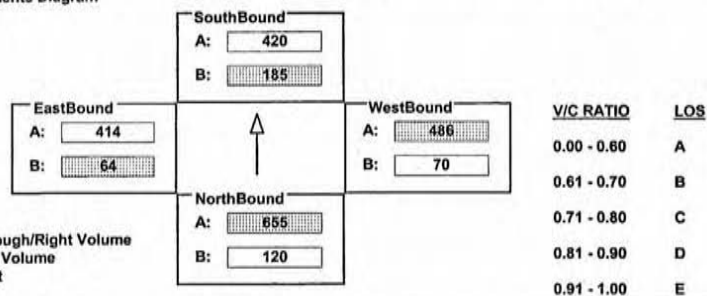
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AM Comments: MITDAM61 - Alt D With Lennox Am Peak 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	1965	56	85	1359	128	70	971	327	116	828	122
AMBIENT												
RELATED												
PROJECT				100	-100							
TOTAL	120	1965	56	185	1259	128	70	971	327	116	828	122
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{655 + 185 + 486 + 64}{*1375} = 0.941 \text{ LOS} = E$$

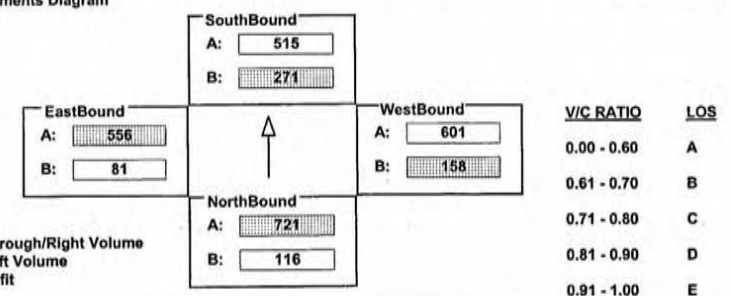
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: PM Comments: MITDPM61 - Alt D With Lennox PM Peak 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	1763	114	121	1695	247	158	1201	260	147	1112	167
AMBIENT		400		150	-150			300				
RELATED												
PROJECT												
TOTAL	116	2163	114	271	1545	247	158	1201	560	147	1112	167
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{721 + 271 + 158 + 556}{*1375} = 1.171 \text{ LOS} = F$$

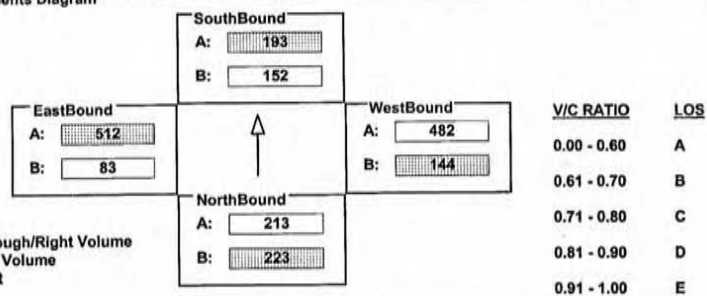
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AP Comments: MITDOP61 - Alt D With Lennox Airport Peak 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	223	639	102	152	578	95	144	963	103	150	1023	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	639	102	152	578	95	144	963	103	150	1023	160
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0
Phasing	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)
 West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{223 + 193 + 144 + 512}{*1375} = 0.710 - 03 \text{ LOS} = C$$

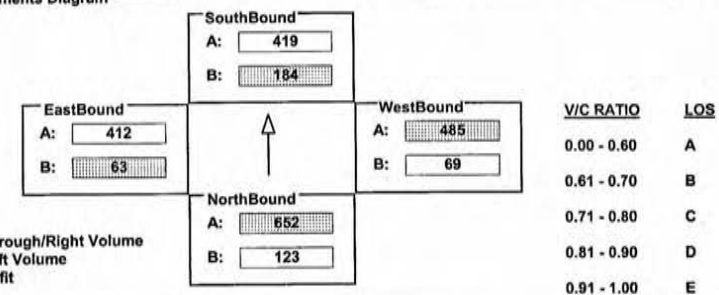
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AM Comments: FIN61AM 2015-AM Peak-Mitigated w/ Lennox
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1957	56	84	1357	130	69	970	316	115	824	124
AMBIENT				100	-100							
RELATED												
PROJECT												
TOTAL	123	1957	56	184	1257	130	69	970	316	115	824	124
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0	2 0 2 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 0 1 0
Phasing	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)
 West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{652 + 184 + 485 + 63}{*1375} = 0.937 - 03 \text{ LOS} = E$$

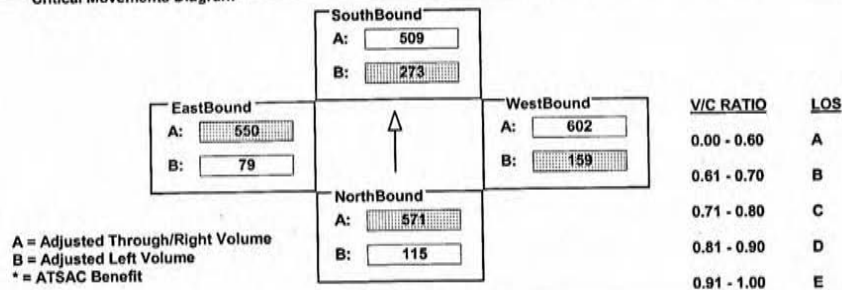
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: PM Comments: FIN61PM 2015 PM PEAK - MITIGATED w/out LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	1750	115	123	1708	248	159	1203	260	143	1099	163
AMBIENT				150	-150				300			
RELATED												
PROJECT		-36			-31							
TOTAL	115	1714	115	273	1527	248	159	1203	560	143	1099	163
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
SIGNAL	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{571 + 273 + 159 + 550}{*1375} = 1.059 \approx 1.029 \quad \text{LOS} = F$$

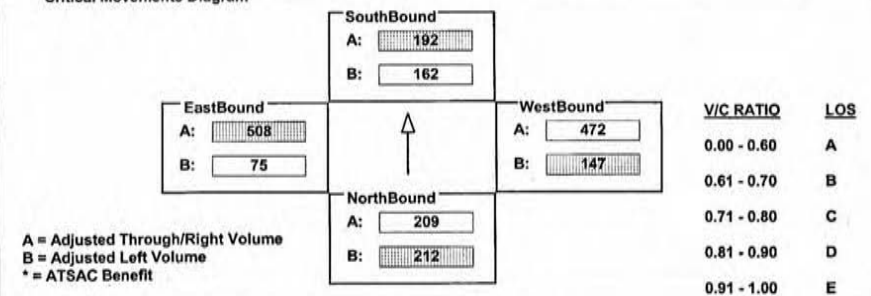
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99
 AM/PM: AP Comments: FIN61OP 2015 AIRPORT PEAK - MITIGATED w/out LENNOX 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	626	108	162	577	91	147	944	105	137	1015	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	626	108	162	577	91	147	944	105	137	1015	149
LANE	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 3 0 0 1 0
SIGNAL	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{212 + 192 + 147 + 508}{*1375} = 0.700 \approx 0.670 \quad \text{LOS} = C$$

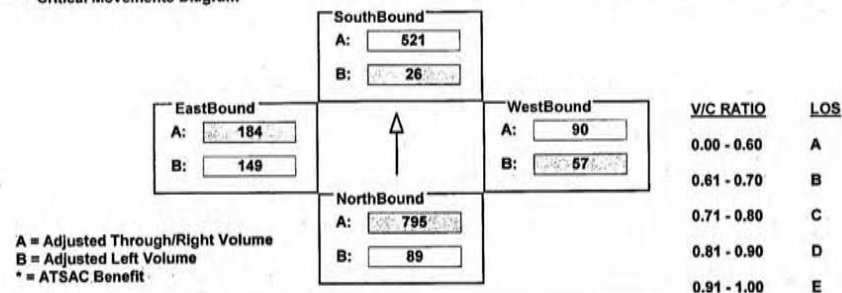
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	89	3178	32	47	2012	71	57	90	43	149	44	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	3178	32	47	2012	71	57	90	43	149	44	140
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{795 + 26 + 57 + 184}{1375} = 0.772 \quad LOS = C$$

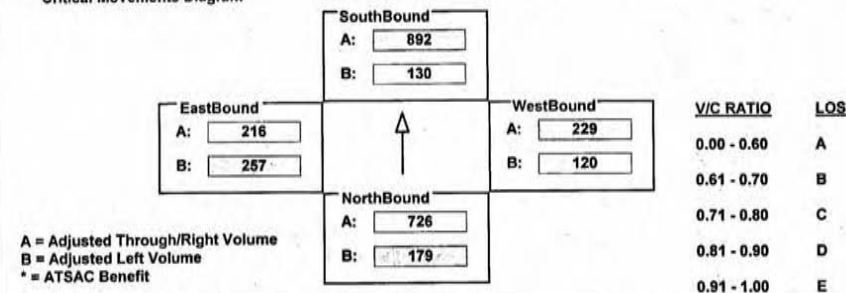
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	179	2906	44	237	3395	172	120	229	75	257	115	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2906	44	237	3395	172	120	229	75	257	115	101
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{179 + 892 + 229 + 257}{1375} = 1.132 \quad LOS = F$$

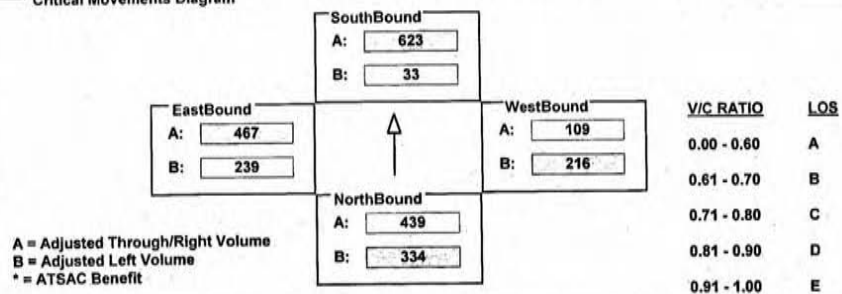
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	334	1754	121	60	2413	79	216	109	58	239	197	270
AMBIENT												
RELATED												
PROJECT												
TOTAL	334	1754	121	60	2413	79	216	109	58	239	197	270
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{334 + 623 + 216 + 467}{1375} = 1.193 \quad LOS = F$$

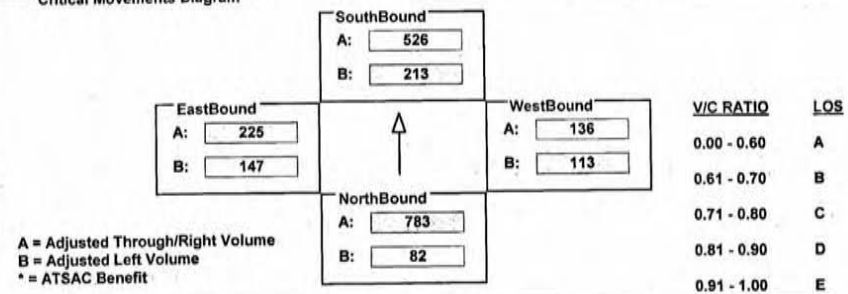
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	82	3332	50	62	2047	55	113	136	74	147	65	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	3132	250	387	2047	55	113	136	74	147	65	160
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{783 + 213 + 113 + 225}{1425} = 0.866 \text{ (handwritten: } 0.836 \text{)} \quad LOS = D$$

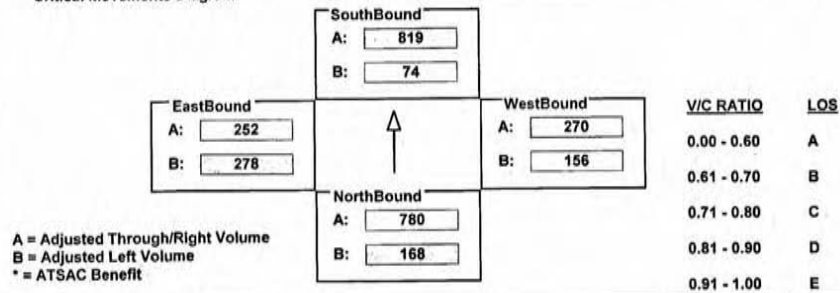
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 1/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	168	3119	55	135	3119	156	156	270	101	278	146	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	3119	55	135	3119	156	156	270	101	278	146	106
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{168 + 819 + 270 + 278}{*1425} = 1.007 \approx 1.03 \text{ LOS} = F$$

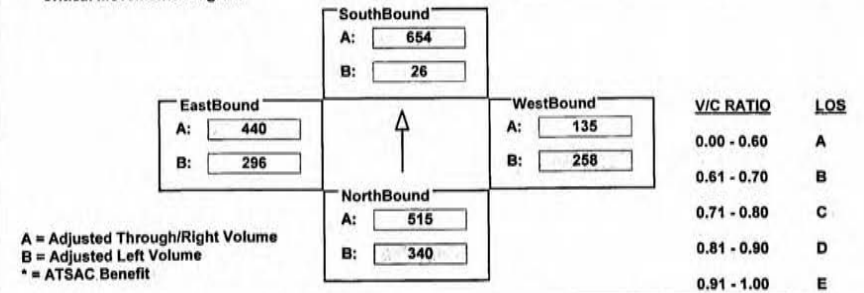
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	340	2059	92	48	2530	86	258	135	82	296	159	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	340	2059	92	48	2530	86	258	135	82	296	159	281
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{340 + 654 + 258 + 440}{*1425} = 1.117 \approx 1.03 \text{ LOS} = F$$

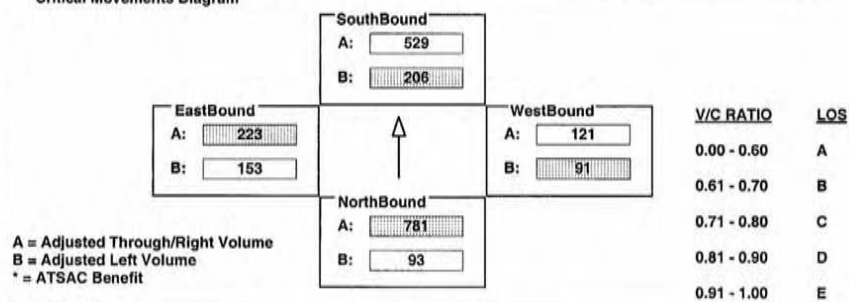
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX 1/K
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	93	3326	40	49	2055	62	91	121	58	153	54	169
AMBIENT		-200	200	325								
RELATED												
PROJECT												
TOTAL	93	3126	240	374	2055	62	91	121	58	153	54	169
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{781 + 206 + 91 + 223}{1375} = 0.876 \approx 0.846 \text{ LOS} = D$$

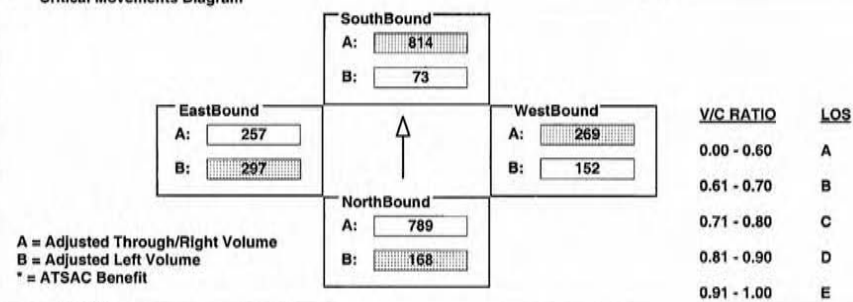
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/K
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	168	3154	53	132	3099	159	152	269	102	297	148	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	3154	53	132	3099	159	152	269	102	297	148	109
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{168 + 814 + 269 + 297}{1375} = 1.056 \approx 1.026 \text{ LOS} = F$$

CalcaDB

December 3, 2003 ,Wednesday 04:28:02 PM

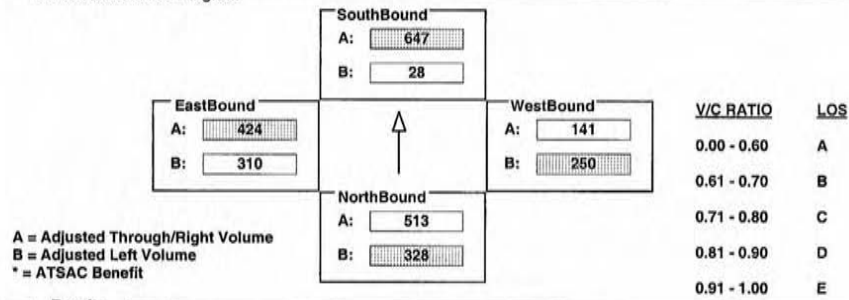
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100
 AM/PM: AM Comments: 2015 Airport Peak - Alt. D without Lennox I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2050	88	51	2495	91	250	141	88	310	160	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2050	88	51	2495	91	250	141	88	310	160	264
LANE	1 0 4 0 0 1 0	2 0 3 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{A(S/B)} + \frac{A(S/B)}{B(N/B)}$$

$$\text{West/East Critical Movements} = \frac{B(W/B)}{A(E/B)} + \frac{A(E/B)}{B(W/B)}$$

$$V/C = \frac{328 + 647 + 250 + 424}{1375} = 1.129 \text{ LOS} = F$$

CalcaDB

December 5, 2003 ,Friday 01:19:20 AM

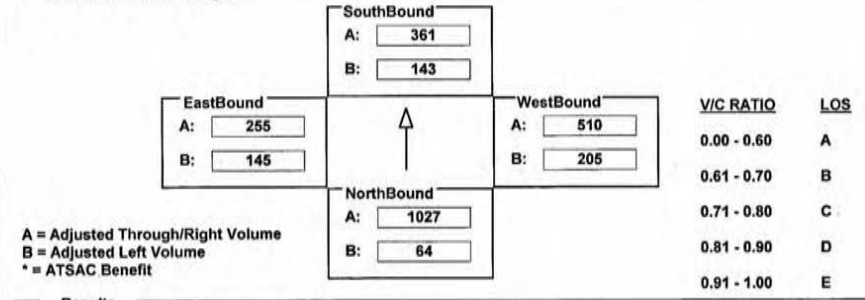
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	4106	514	260	1082	53	373	379	510	264	764	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	4106	514	260	1082	53	373	379	510	264	764	142
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B)}{B(S/B)} + \frac{B(S/B)}{A(N/B)}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{B(E/B)} + \frac{B(E/B)}{A(W/B)}$$

$$V/C = \frac{1027 + 143 + 510 + 145}{1375} = 1.327 \text{ LOS} = F$$

CalcaDB

December 5, 2003 ,Friday 01:20:13 AM

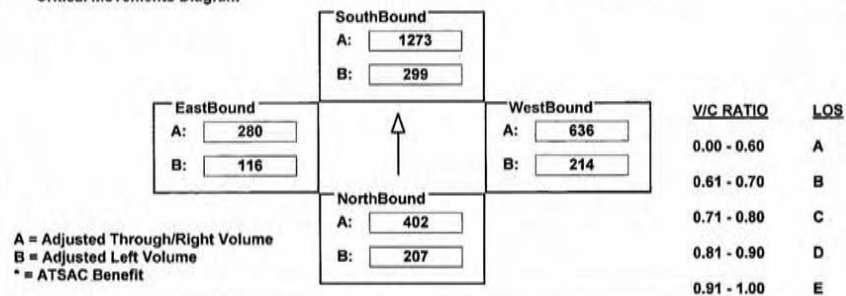
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	376	1606	437	543	3820	376	389	844	636	211	787	280
AMBIENT												
RELATED												
PROJECT												
TOTAL	376	1606	437	543	3820	376	389	844	636	211	787	280
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{207 + 1273 + 636 + 116}{1375} = 1.623 \quad LOS = F$$

CalcaDB

December 5, 2003 ,Friday 01:21:24 AM

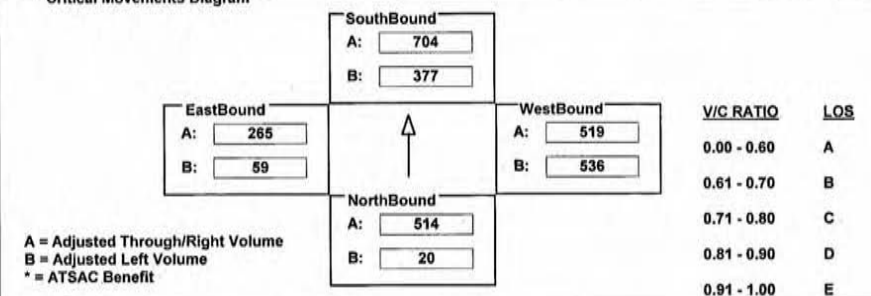
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP **AIRPORT PEAK**
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	2054	1022	686	2111	14	974	211	519	108	405	265
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	2054	1022	686	2111	14	974	211	519	108	405	265
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{514 + 377 + 536 + 265}{1375} = 1.231 \quad LOS = F$$

POSTAM

CalcaDB

December 5, 2003 ,Friday 01:24:00 AM

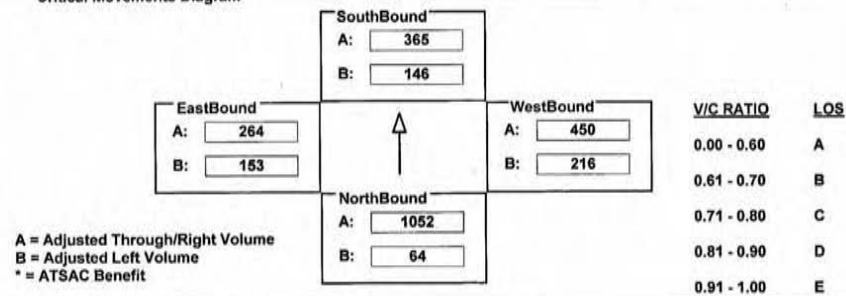
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	4208	518	265	1094	53	392	396	550	279	792	146
AMBIENT												
RELATED												
PROJECT									-100			
TOTAL	116	4208	518	265	1094	53	392	396	450	279	792	146
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1052 + 146 + 450 + 163}{1375} = 1.310 \quad LOS = F$$

POSTPM

CalcaDB

December 5, 2003 ,Friday 01:24:40 AM

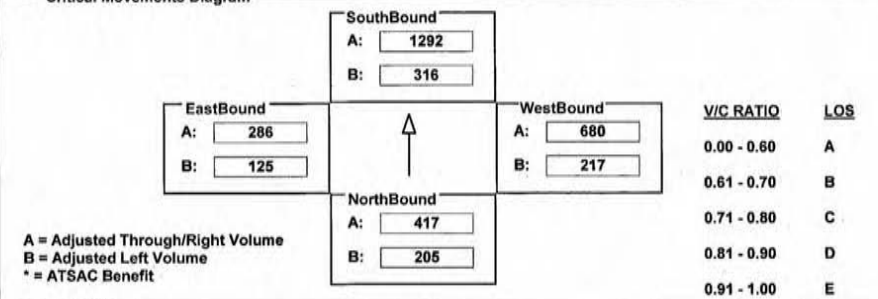
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	373	1666	449	575	3876	179	395	861	680	227	837	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	373	1666	449	575	3876	179	395	861	680	227	837	286
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{205 + 1292 + 680 + 125}{1375} = 1.674 \quad LOS = F$$

POSTOP

CalcaDB

December 5, 2003 ,Friday 01:25:45 AM

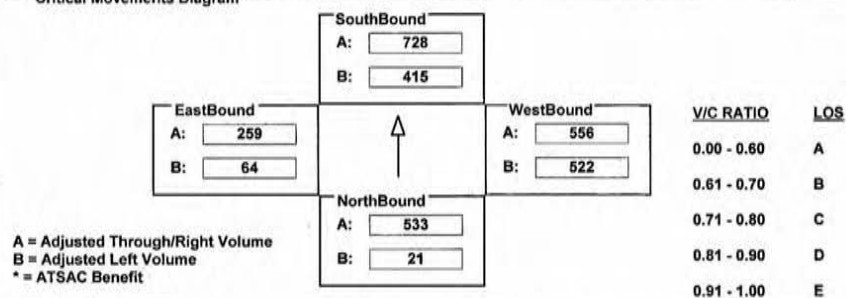
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D UNMITIGATED
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	2131	1024	754	2184	16	949	231	556	116	420	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2131	1024	754	2184	16	949	231	556	116	420	259
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{533 + 415 + 522 + 259}{1375} = 1.257 \quad LOS = F$$

MITDAM61

CalcaDB

December 5, 2003 ,Friday 01:27:08 AM

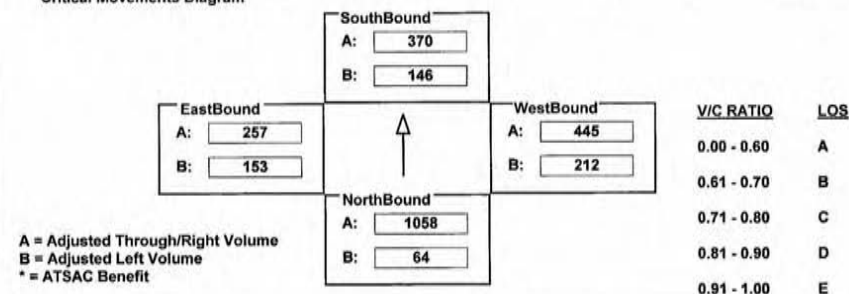
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	117	4232	509	265	1109	55	385	396	545	278	771	144
AMBIENT												
RELATED												
PROJECT									-100			
TOTAL	117	4232	509	265	1109	55	385	396	445	278	771	144
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1058 + 146 + 445 + 153}{1375} = 1.241 \quad LOS = F$$

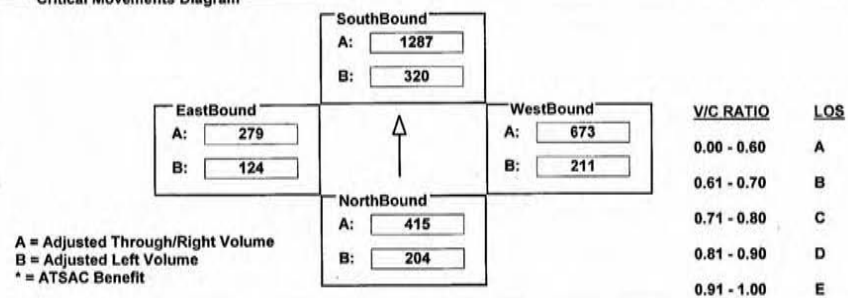
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	371	1662	447	581	3860	181	384	850	673	226	831	279
AMBIENT												
RELATED												
PROJECT												
TOTAL	371	1662	447	581	3860	181	384	850	673	226	831	279
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{204 + 1287 + 673 + 124}{*1375} = 1.594 \cdot 03 \text{ LOS} = F$$

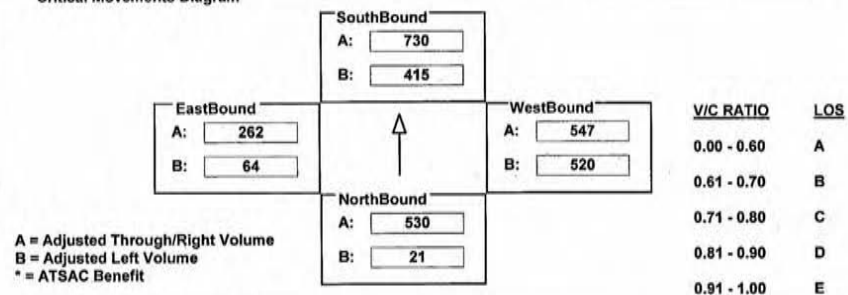
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	2120	1029	755	2191	16	945	232	547	116	423	262
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	2120	1029	755	2191	16	945	232	547	116	423	262
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{530 + 415 + 520 + 262}{*1375} = 1.186 \cdot 03 \text{ LOS} = F$$

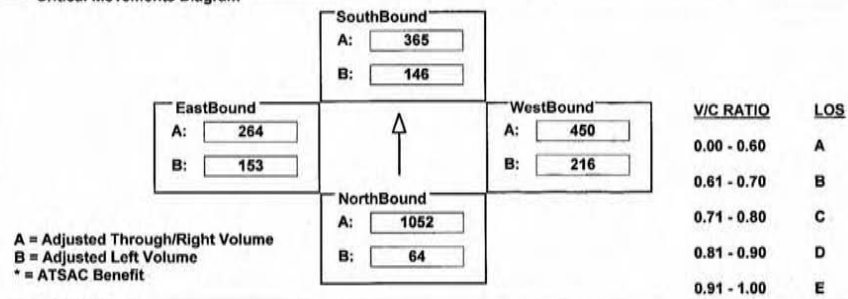
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX IK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	4208	518	265	1094	53	392	396	550	279	792	146
AMBIENT												
RELATED												
PROJECT									-100			
TOTAL	116	4208	518	265	1094	53	392	396	450	279	792	146
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1052 + 146 + 450 + 153}{*1375} = 1.240 \sim .03 \text{ LOS} = F$$

$$= 1.210$$

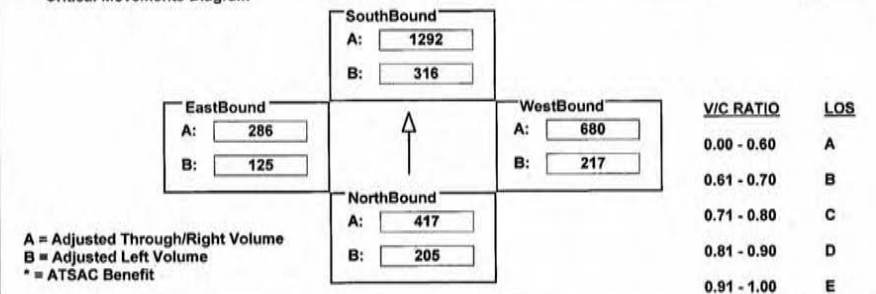
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX IK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	373	1666	449	575	3876	179	395	861	680	227	837	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	373	1666	449	575	3876	179	395	861	680	227	837	286
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
SIGNAL	Phasing Prot-Var	RTOR OLA	Phasing Prot-Var	RTOR Auto	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>	Phasing Prot-Var	RTOR <none>

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{205 + 1292 + 680 + 125}{*1375} = 1.604 \sim .03 \text{ LOS} = F$$

$$= 1.574$$

CalcaDB

December 5, 2003 ,Friday 01:07:08 AM

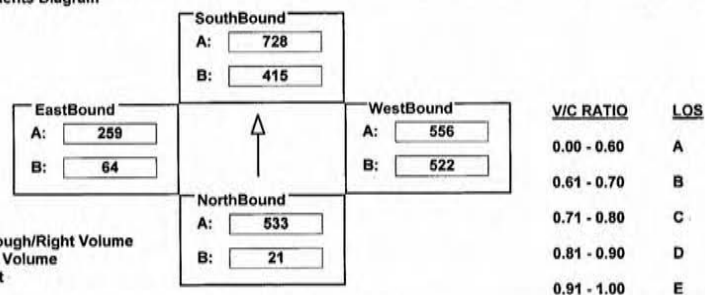
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	2131	1024	754	2184	16	949	231	556	116	420	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2131	1024	754	2184	16	949	231	556	116	420	259
LANE	2 0 4 0 0 1 0	2 0 3 0 0 1 0	2 0 2 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0	2 0 3 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{533 + 415 + 522 + 259}{1375} = 1.187 \approx 1.157 \quad LOS = F$$

CalcaDB

December 3, 2003 ,Wednesday 10:44:15 AM

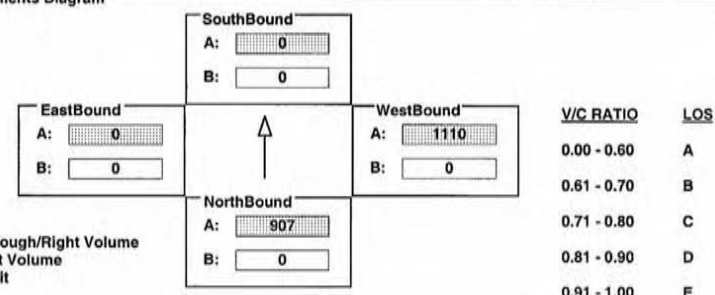
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2722	0	0	0	0	0	0	3170	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2722	0	0	0	0	0	0	3170	0	0	0
LANE	0 0 3 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{907 + 0 + 1110 + 0}{1500} = 1.345 \quad LOS = F$$

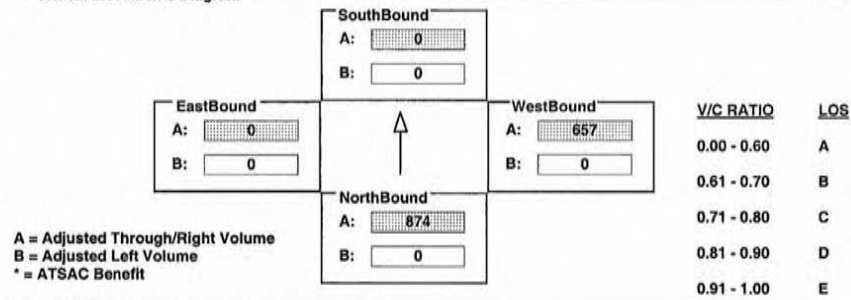
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2621	0	0	0	0	0	0	1877	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2621	0	0	0	0	0	0	1877	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{874 + 0 + 657 + 0}{1500} = 1.021 \quad \text{LOS} = F$$

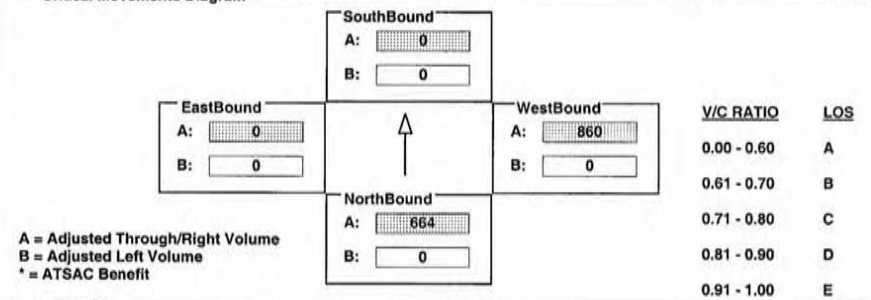
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1991	0	0	0	0	0	0	2456	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1991	0	0	0	0	0	0	2456	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{664 + 0 + 860 + 0}{1500} = 1.016 \quad \text{LOS} = F$$

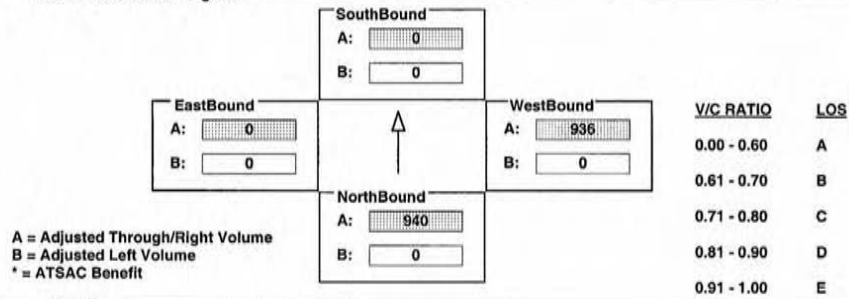
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITH LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2819	0	0	0	0	0	0	2675	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2819	0	0	0	0	0	0	2675	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3
Phasing												
RTOR												
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{940 + 0 + 936 + 0}{*1500} = 1.181 - .03 = 1.151 \quad LOS = F$$

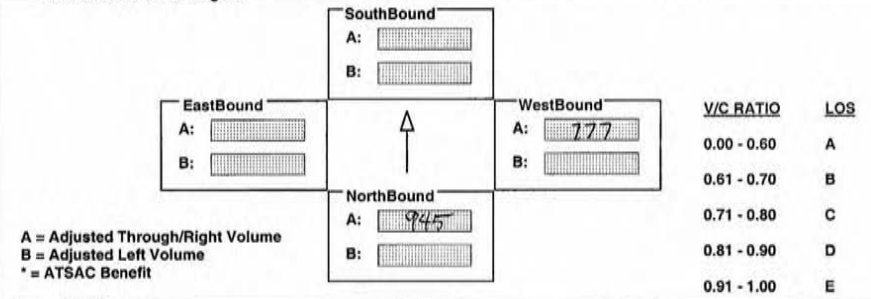
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF N/O IMPERIAL HW I/S No: 105
 AM/PM: PM Comments: PM Peak - Alt D with Lennox 1/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING		2834							2219			
AMBIENT												
RELATED												
PROJECT												
TOTAL												
LANE		3							3			
Phasing												
RTOR												
SIGNAL												

Critical Movements Diagram



Results

North/South Critical Movements = +

West/East Critical Movements = +

$$V/C = \frac{945 + 0 + 777 + 0}{*1500} = 1.078 - .03 = 1.048 \quad LOS = F$$

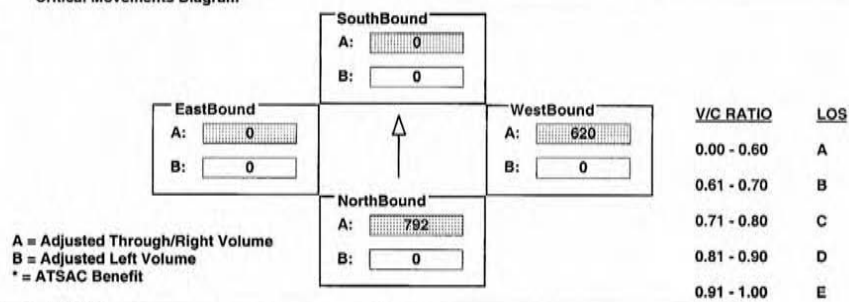
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2375	0	0	0	0	0	0	1772	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2375	0	0	0	0	0	0	1772	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3
Phasing												
RTOR												
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{792 + 0 + 620 + 0}{1500} = 0.871 \approx 0.841 \text{ LOS} = D$$

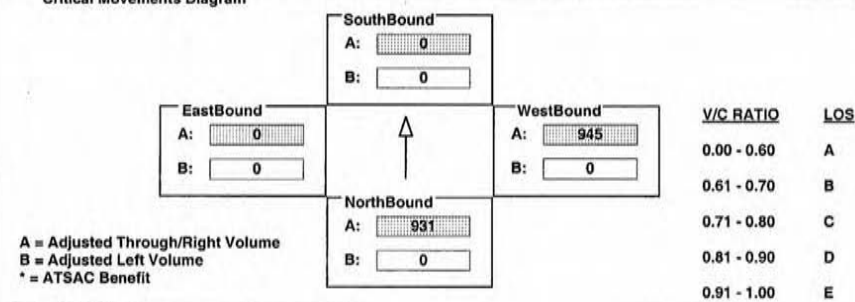
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2794	0	0	0	0	0	0	2699	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2794	0	0	0	0	0	0	2699	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3
Phasing												
RTOR												
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + A(E/B)$$

$$V/C = \frac{931 + 0 + 945 + 0}{1500} = 1.181 \approx 1.151 \text{ LOS} = F$$

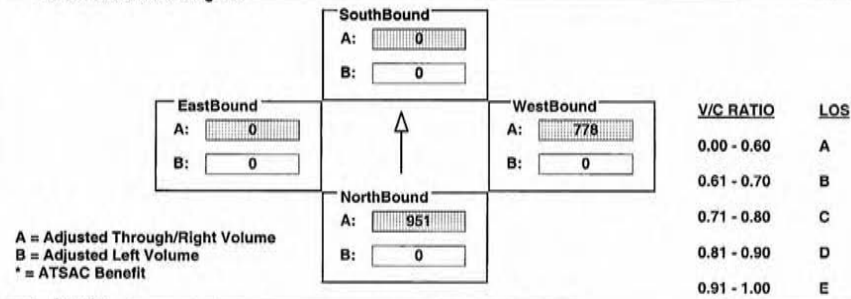
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/K
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2852	0	0	0	0	0	0	2222	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2852	0	0	0	0	0	0	2222	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			<none>			<none>			<none>		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{951 + 0 + 778 + 0}{*1500} = 1.083 \cdot 0.3 \text{ LOS} = F$$

$$= 1.053$$

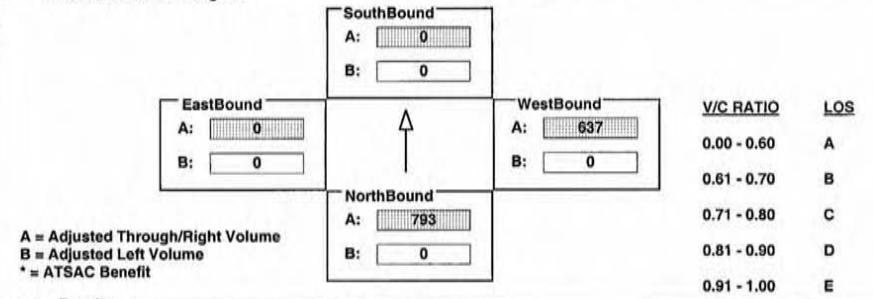
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/K
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2378	0	0	0	0	0	0	1819	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2378	0	0	0	0	0	0	1819	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			<none>			<none>			<none>		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{793 + 0 + 637 + 0}{*1500} = 0.883 \cdot 0.3 \text{ LOS} = D$$

$$= 0.853$$

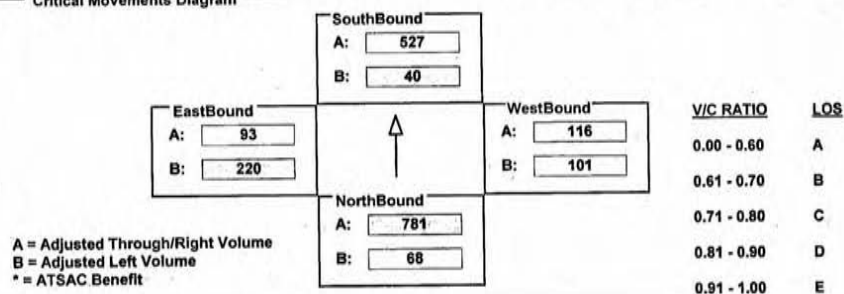
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - AM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	2323	19	40	1447	136	101	116	103	400	56	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	2323	19	40	1447	136	101	116	103	400	56	93
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{781 + 40 + 116 + 220}{*1425} = 0.742 - 03 \quad LOS = C$$

$$= 0.712$$

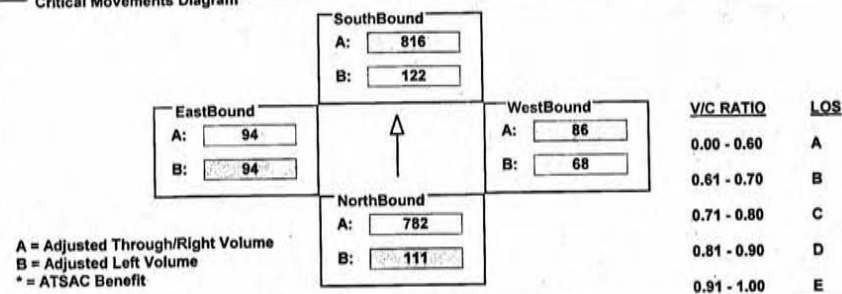
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: PM Comments: 2015 Adj. Environmental Baseline - PM
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	111	2319	26	122	2149	298	68	86	68	170	94	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	2319	26	122	2149	298	68	86	68	170	94	59
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{111 + 816 + 86 + 94}{*1425} = 0.707 - 03 \quad LOS = C$$

$$= 0.677$$

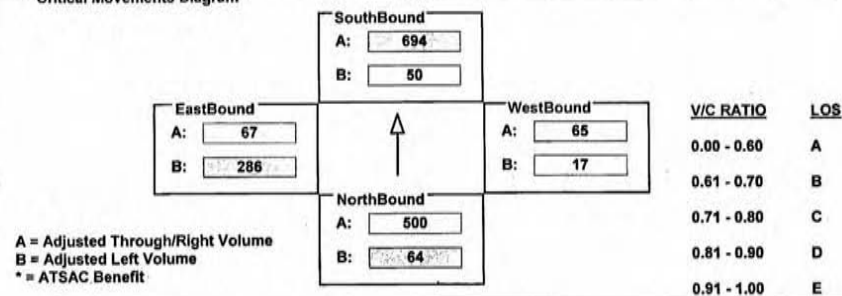
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: 2015 Adj. Environmental Baseline - OP AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1491	9	50	1485	596	17	65	41	520	34	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1491	9	50	1485	596	17	65	41	520	34	67
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
SIGNAL	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{64 + 694 + 65 + 286}{*1425} = 0.708 \approx 0.71 \text{ LOS} = C$$

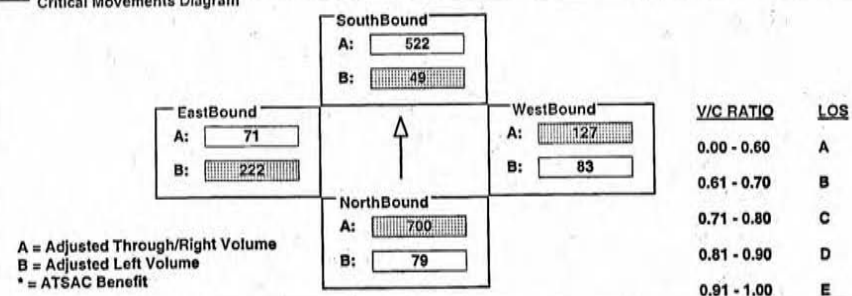
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: MITDAM61 2015 AM Peak - Alt D. Mit w/ Lenny 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	2082	19	49	1373	194	83	143	111	404	55	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	2082	19	49	1373	194	83	143	111	404	55	71
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
SIGNAL	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{700 + 49 + 127 + 222}{*1425} = 0.701 \approx 0.71 \text{ LOS} = C$$

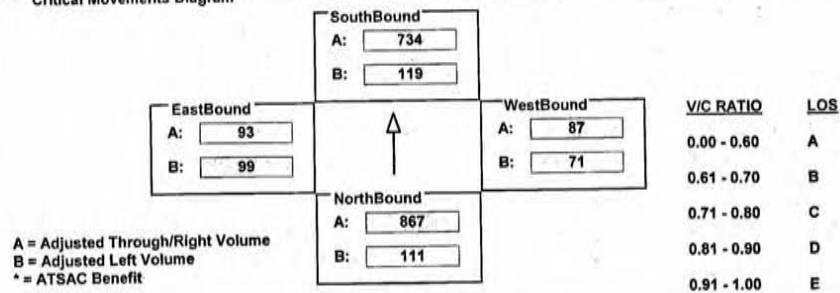
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/C 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	111	1875	25	119	1902	300	71	87	71	179	93	61
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	111	2575	25	119	1902	300	71	87	71	179	93	61
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{867 + 119 + 87 + 99}{1425} = 0.752 \approx 0.722 \text{ LOS} = C$$

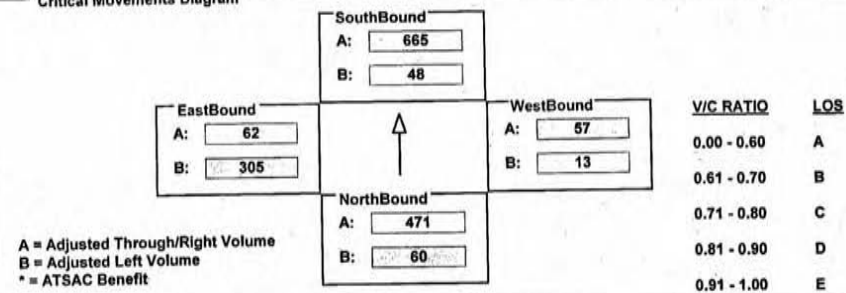
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	1406	7	48	1369	627	13	57	37	555	34	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1406	7	48	1369	627	13	57	37	555	34	62
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Perm	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{60 + 665 + 57 + 305}{1425} = 0.693 \approx 0.663 \text{ LOS} = B$$

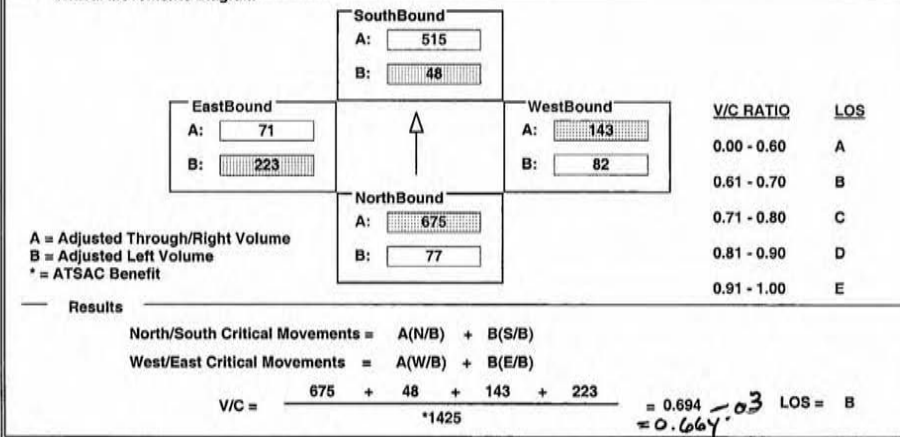
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	2045	18	48	1378	197	82	143	112	405	54	71
AMBIENT												
RELATED												
PROJECT		-39			-31							
TOTAL	77	2006	18	48	1347	197	82	143	112	405	54	71
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



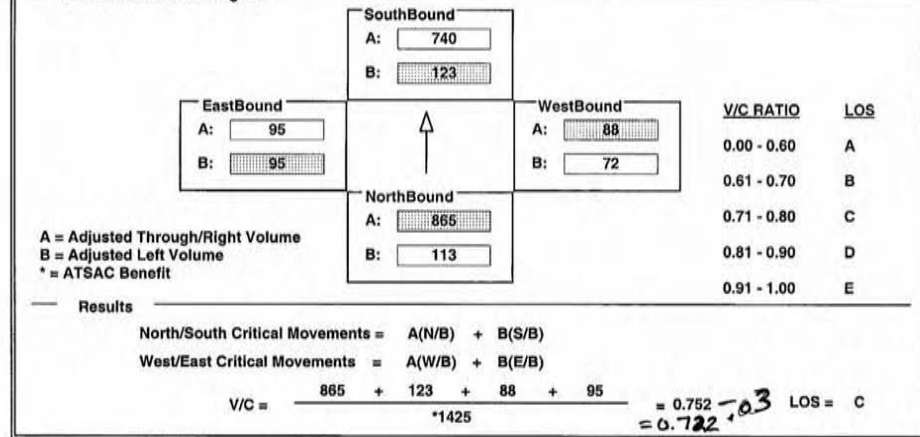
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	1869	27	123	1919	301	72	88	70	172	95	60
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	113	2569	27	123	1919	301	72	88	70	172	95	60
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



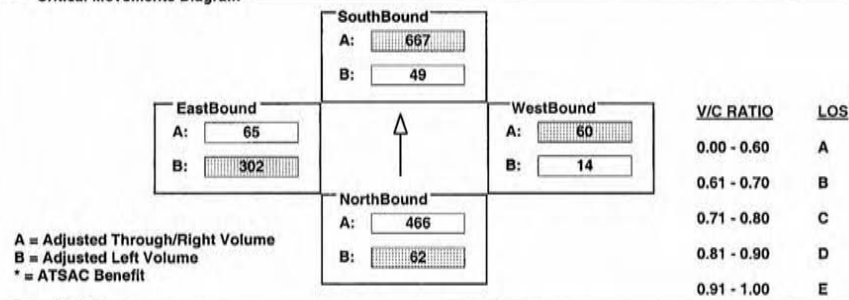
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	62	1391	8	49	1376	625	14	60	37	549	35	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	1391	8	49	1376	625	14	60	37	549	35	65
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto		

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{62 + 667 + 60 + 302}{*1425} = 0.696 \sim 0.70 \quad LOS = B$$

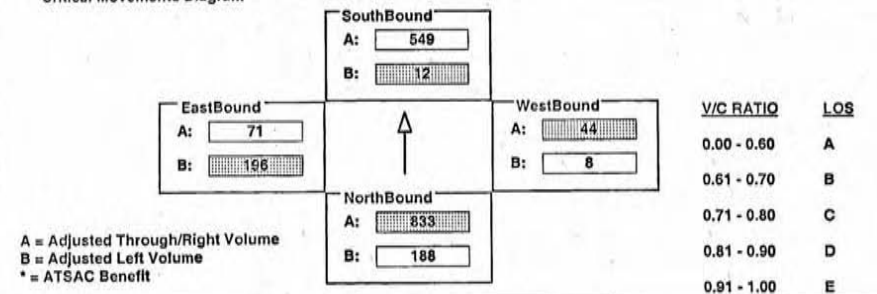
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: AM Comments: 2015 Env. Base - AM (I/S #G)
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	341	2498	11	12	1323	325	8	71	8	196	71	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	2498	11	12	1323	325	8	71	8	196	71	104
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0	2 0 1 0 0 1 0							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Free		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{833 + 12 + 44 + 196}{*1425} = 0.691 \sim 0.70 \quad LOS = B$$

0308UPD

CalcaDB

March 8, 2004 ,Monday 02:59:12 PM

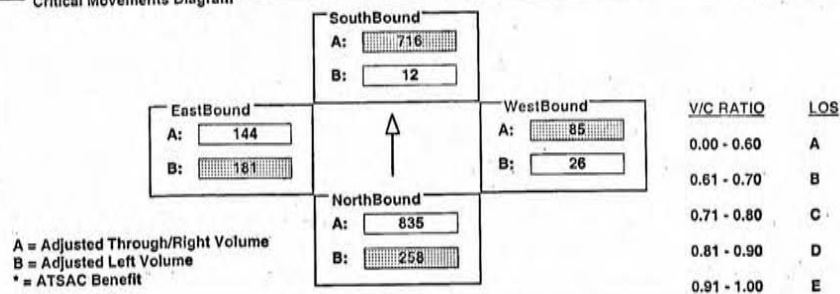
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: PM Comments: 2015 Env. Base - PM (I/S #G)
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	469	2505	23	12	1935	212	26	108	9	181	144	292
AMBIENT												
RELATED												
PROJECT												
TOTAL	469	2505	23	12	1935	212	26	108	9	181	144	292
LANE	2	0	3	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Free		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{258 + 716 + 85 + 181}{*1425} = 0.800 - .03 \text{ LOS} = D$$

$$= 0.770$$

0308UPD

CalcaDB

March 8, 2004 ,Monday 03:01:24 PM

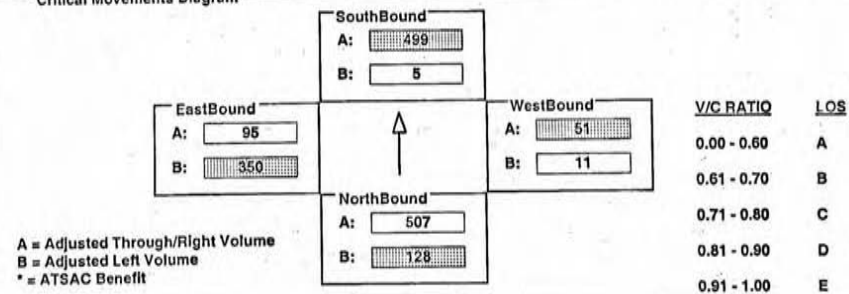
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: AP Comments: 2015 Env. Base - OP (I/S #G) AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	1521	5	5	1284	214	11	72	7	350	95	305
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	1521	5	5	1284	214	11	72	7	350	95	305
LANE	2	0	3	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Free		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{128 + 499 + 51 + 350}{*1425} = 0.651 - .03 \text{ LOS} = B$$

$$= 0.621$$

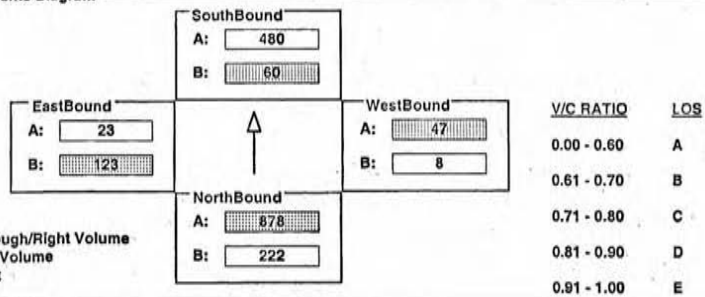
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	403	2633	12	60	1282	157	8	38	40	123	23	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	403	2633	12	60	1282	157	8	38	40	123	23	282
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = \frac{A(N/B)}{B(N/B)} + \frac{B(S/B)}{B(S/B)}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{B(W/B)} + \frac{B(E/B)}{B(E/B)}$$

$$V/C = \frac{878 + 60 + 47 + 123}{1425} = 0.708 - .03 = 0.678 \quad \text{LOS} = C$$

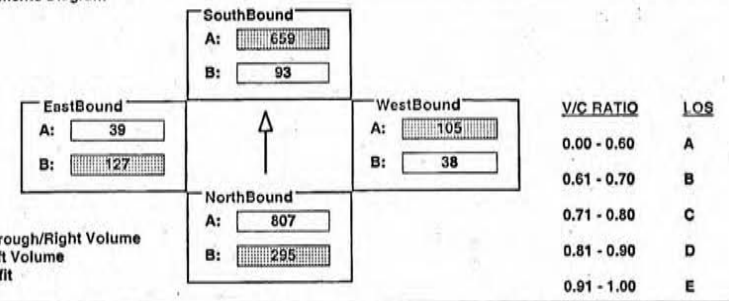
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: PM Comments: PM Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	537	2422	46	93	1871	106	38	48	57	127	39	604
AMBIENT												
RELATED												
PROJECT												
TOTAL	537	2422	46	93	1871	106	38	48	57	127	39	604
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{B(N/B)} + \frac{A(S/B)}{B(S/B)}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{B(W/B)} + \frac{B(E/B)}{B(E/B)}$$

$$V/C = \frac{295 + 659 + 105 + 127}{1425} = 0.762 - .03 = 0.732 \quad \text{LOS} = C$$

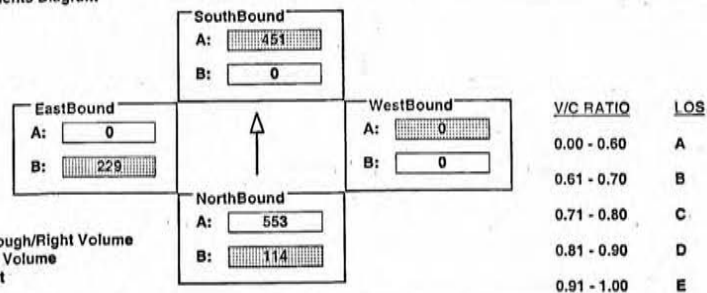
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: **AP** Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	208	1658	0	0	1179	174	0	0	0	229	0	569
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1658	0	0	1179	174	0	0	0	229	0	569
LANE	2	0	3	0	0	1	0	1	0	0	1	0
Phasing	Prot-Fix			Auto			Perm			Auto		
SIGNAL	Prot-Fix			Auto			Perm			Free		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1425} + \frac{A(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1425} + \frac{B(E/B)}{1425}$$

$$\text{V/C} = \frac{114 + 451 + 0 + 229}{1425} = 0.487 - 0.03 = 0.457 \quad \text{LOS} = A$$

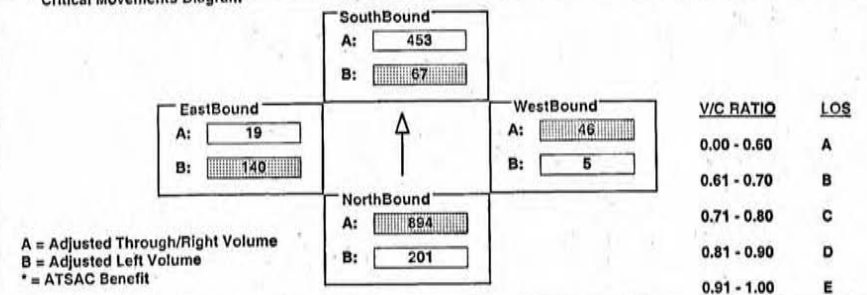
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: **AM** Comments: FIN24AM 2015 AM Peak - Alt D w/out Lennox IC
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	435	2578	9	67	1204	336	5	37	44	180	19	166
AMBIENT												
RELATED												
PROJECT	-70	103		-60	-121					-40		20
TOTAL	365	2681	9	67	1144	215	5	37	44	140	19	186
LANE	2	0	3	0	0	1	0	1	0	0	1	0
Phasing	Prot-Fix			Auto			Perm			Auto		
SIGNAL	Prot-Fix			Auto			Perm			Free		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B)}{1425} + \frac{A(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{A(W/B)}{1425} + \frac{B(E/B)}{1425}$$

$$\text{V/C} = \frac{894 + 67 + 46 + 140}{1425} = 0.735 - 0.03 = 0.705 \quad \text{LOS} = C$$

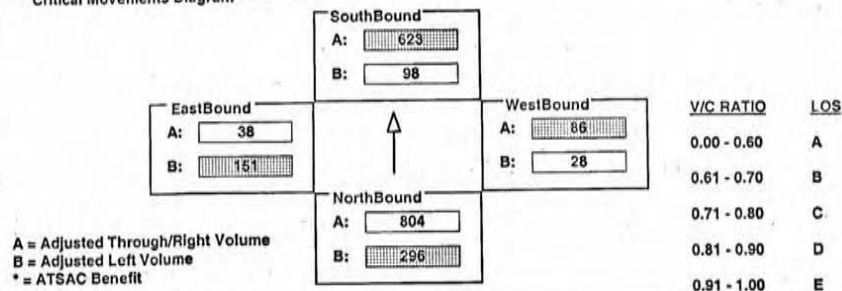
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: PM Comments: FIN24PM 2015 PM - A1+D w/out Lennox 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	522	2436	38	98	1830	281	28	53	62	187	38	439
AMBIENT												
RELATED												
PROJECT	16	-24			-99	-144				-36		61
TOTAL	538	2412	38	98	1731	137	28	53	62	151	38	500
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Free				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{B(N/B) + A(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + B(E/B)}{1425}$$

$$\text{V/C} = \frac{296 + 623 + 86 + 151}{1425} = 0.741 \text{ LOS} = C$$

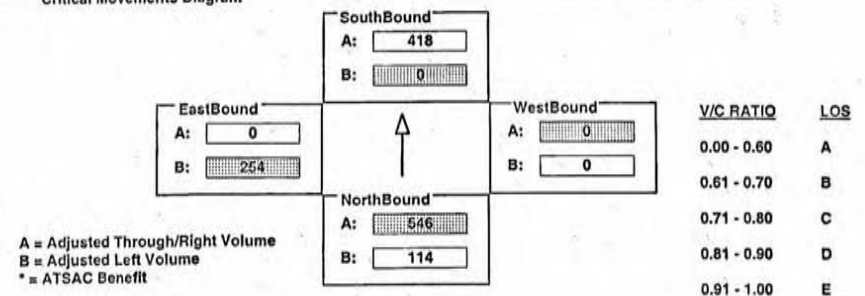
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39
 AM/PM: AP Comments: FIN24AP 2015-AP A1+D w/out Lennox 1/c
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	248	1575	0	0	1116	319	0	0	0	325	0	435
AMBIENT												
RELATED												
PROJECT	-40	63			-65	-115				-71		52
TOTAL	208	1638	0	0	1051	204	0	0	0	254	0	487
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Free				

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = \frac{A(N/B) + B(S/B)}{1425}$$

$$\text{West/East Critical Movements} = \frac{A(W/B) + B(E/B)}{1425}$$

$$\text{V/C} = \frac{546 + 0 + 0 + 254}{1425} = 0.491 \text{ LOS} = A$$

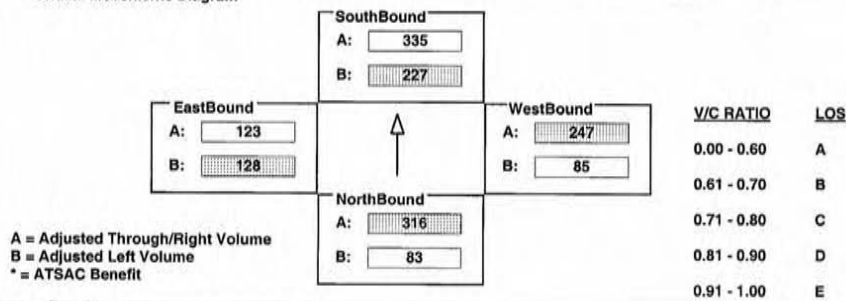
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: 2015 ADJ. ENVIRONMENTAL BASE - AM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	941	359	227	779	227	85	574	167	128	343	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	941	359	227	779	227	85	574	167	128	343	26
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{316 + 227 + 247 + 128}{1375} = 0.668 \quad LOS = B$$

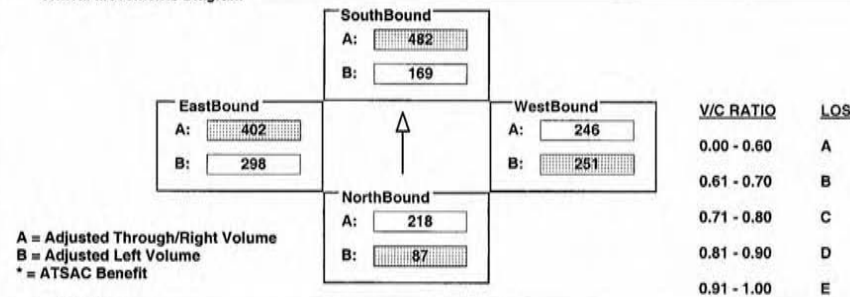
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: PM Comments: 2015 ADJ. ENVIRONMENTAL BASE - PM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	158	447	343	169	1242	203	251	542	195	298	989	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	447	343	169	1242	203	251	542	195	298	989	218
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{87 + 482 + 251 + 402}{1375} = 0.889 \quad LOS = D$$

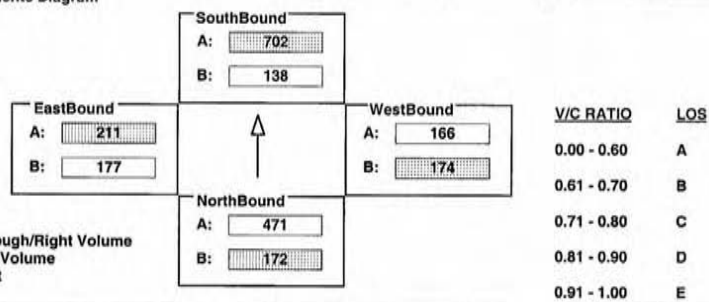
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: 2015 ADJ. ENVIRONMENTAL BASE - AIRPORT PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	312	1412	247	138	1731	375	174	447	52	177	437	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	312	1412	247	138	1731	375	174	447	52	177	437	196
LANE	2 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $B(N/B) + A(S/B)$

West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{172 + 702 + 174 + 211}{1375} = 0.916 \quad LOS = E$$

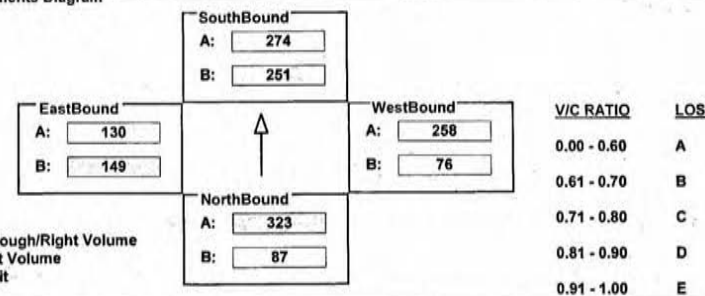
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	157	969	336	251	821	282	76	600	172	149	363	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	969	336	251	821	282	76	600	172	149	363	26
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = $A(N/B) + B(S/B)$

West/East Critical Movements = $A(W/B) + B(E/B)$

$$V/C = \frac{323 + 251 + 258 + 149}{1375} = 0.643 \quad LOS = B$$

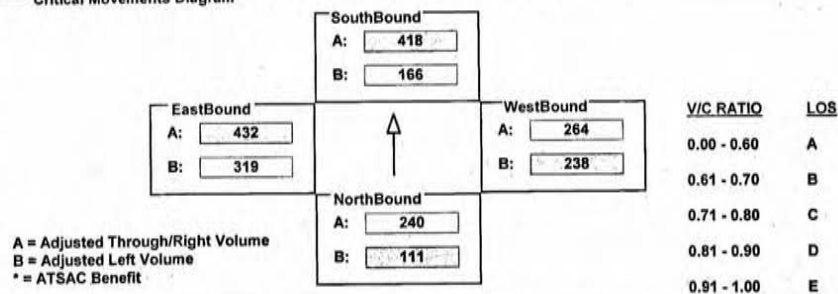
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: PM Comments: PM Peak - Alt D With Lennox 1/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	202	469	359	166	1255	243	238	612	180	319	1056	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	202	469	359	166	1255	243	238	612	180	319	1056	240
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{111 + 418 + 238 + 432}{*1375} = 0.802 \text{ } ^{.03} \text{ LOS} = D$$

$$= 0.772$$

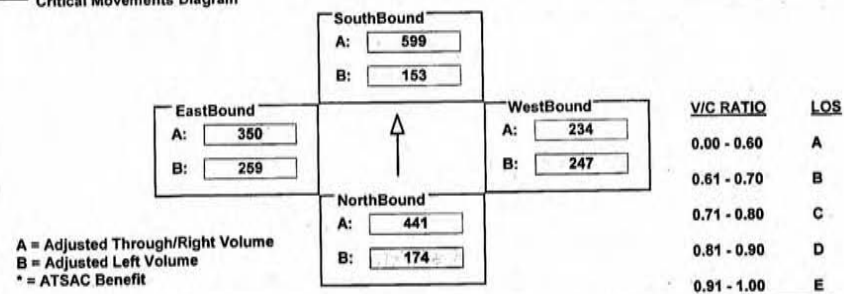
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	316	1322	267	153	1796	388	247	634	68	259	738	311
AMBIENT												
RELATED												
PROJECT												
TOTAL	316	1322	267	153	1796	388	247	634	68	259	738	311
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{174 + 599 + 247 + 350}{*1375} = 0.926 \text{ } ^{.03} \text{ LOS} = E$$

$$= 0.896$$

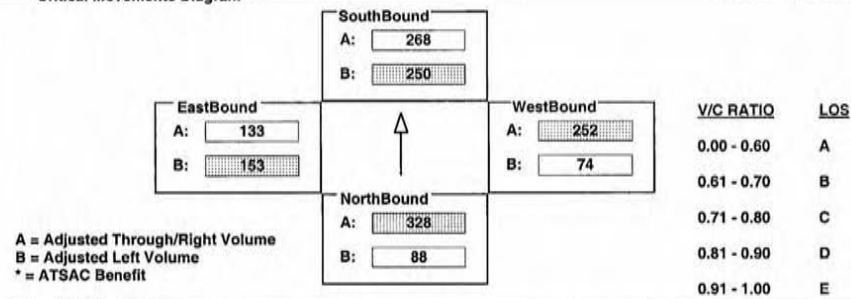
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	159	985	342	250	803	278	74	587	169	153	374	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	985	342	250	803	278	74	587	169	153	374	27
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{328 + 250 + 252 + 153}{1375} = 0.645 - 0.03 = 0.615 \quad \text{LOS} = B$$

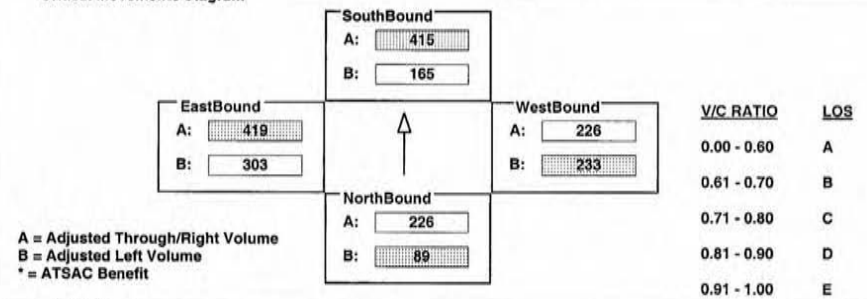
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/4
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	437	342	165	1246	204	233	506	172	303	1024	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	437	342	165	1246	204	233	506	172	303	1024	233
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{89 + 415 + 233 + 419}{1375} = 0.771 - 0.03 = 0.741 \quad \text{LOS} = C$$

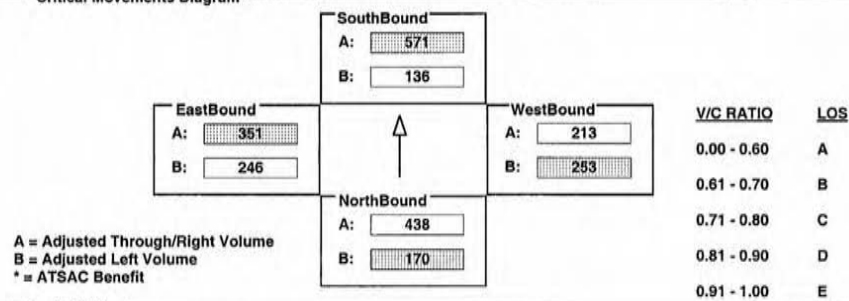
INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LEVNOX
 COUNT DATE: STUDY DATE: GROWTH FACTOR: 1/K

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	310	1315	274	136	1714	329	253	577	63	246	725	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	310	1315	274	136	1714	329	253	577	63	246	725	327
LANE	2 0 3 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{170 + 571 + 253 + 351}{*1375} = 0.908 - .03 \text{ LOS} = E$$

$$= 0.878$$

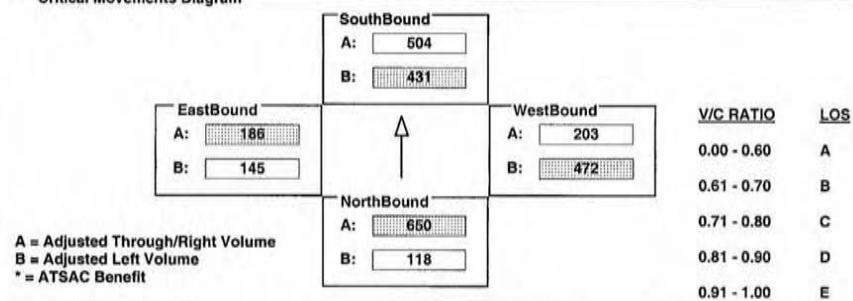
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: RTE-90 W/B I/S No: 89
 AM/PM: AM Comments: 2015 Env. Base - AM (I/S #H)
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2081	309	835	1512	0	416	0	743	0	0	0
AMBIENT	214	-131	-63	-52		235	56	406	-135	145	372	76
RELATED												
PROJECT												
TOTAL	214	1950	246	783	1512	235	472	406	608	145	372	76
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Free	Prot-Fix	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$

$$V/C = \frac{650 + 431 + 472 + 186}{*1375} = 1.195 - .03 \text{ LOS} = F$$

$$= 1.165$$

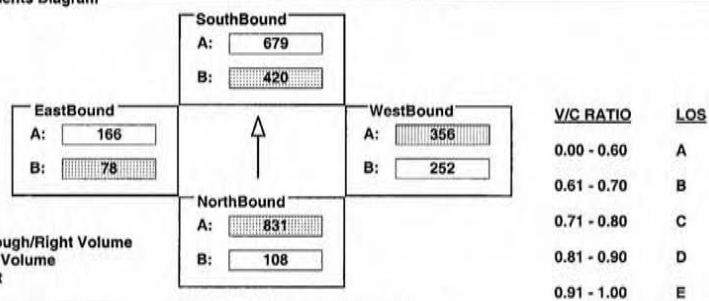
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: RTE-90 W/B I/S No: 89
AM/PM: PM Comments: I/S #H - 2015 base - post ADJ. ENVIRONMENTAL BASE - PM PER
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	2615	222	864	2235	0	397	0	869	0	0	0	
AMBIENT	197	-122		-101	-197	280	-145	712	-188	78	332	206	
RELATED													
PROJECT													
TOTAL	197	2493	222	763	2038	280	252	712	681	78	332	206	
	⬇️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️			⬇️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️			⬇️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️			⬇️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️ ⬆️			
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		
SIGNAL	Prot-Fix	Free		Prot-Fix	Auto		Prot-Var	Auto		Prot-Var	Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{831 + 420 + 356 + 78}{*1375} = 1.155 \rightarrow .03 \text{ LOS} = F$$

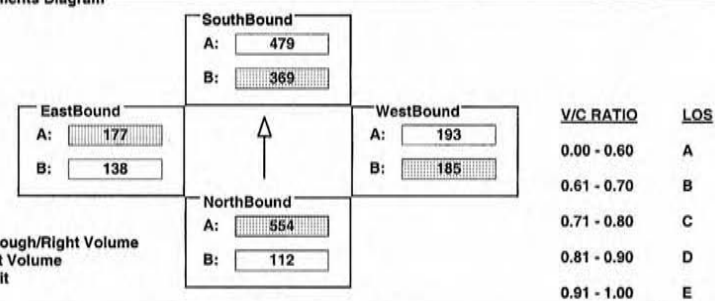
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1661	14	670	1437	0	185	0	843	0	0	0
AMBIENT	203					223		386		138	353	72
RELATED												
PROJECT												
TOTAL	203	1661	14	670	1437	223	185	386	843	138	353	72
LANE	$\frac{1}{2}$ 2	$\frac{1}{2}$ 0	$\frac{1}{2}$ 3	$\frac{1}{2}$ 0	$\frac{1}{2}$ 0	$\frac{1}{2}$ 1	$\frac{1}{2}$ 0	$\frac{1}{2}$ 2	$\frac{1}{2}$ 0	$\frac{1}{2}$ 0	$\frac{1}{2}$ 2	$\frac{1}{2}$ 0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Free	Prot-Fix		Auto	Prot-Var		OLA	Prot-Var		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{554 + 369 + 185 + 177}{*1375} = 0.865 \text{ } \overset{03}{=} 0.835 \text{ LOS} = D$$

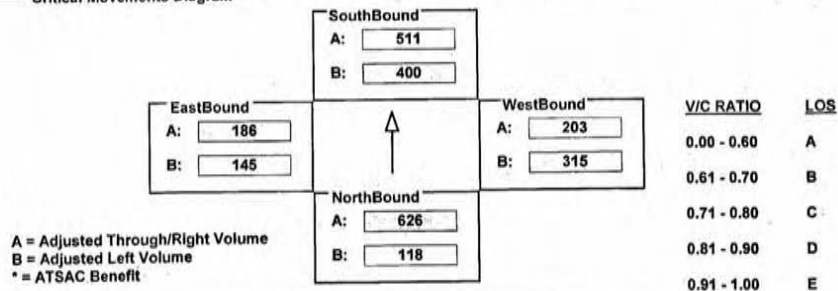
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	214	1879	181	727	1532	235	315	406	628	145	372	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	1879	181	727	1532	235	315	406	628	145	372	76
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Free	Prot-Fix	Auto	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{626 + 400 + 315 + 186}{1375} = 1.041 \text{ } \text{LOS} = F$$

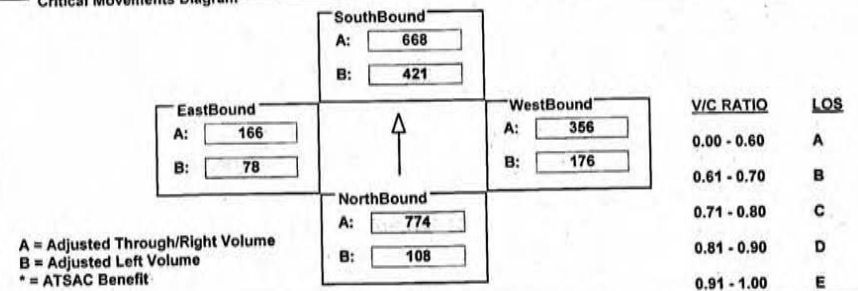
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	197	2323	305	765	2003	280	176	712	530	78	332	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	2323	305	765	2003	280	176	712	530	78	332	206
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Free	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{774 + 421 + 356 + 78}{1375} = 1.115 \text{ } \text{LOS} = F$$

CalcaDB

November 25, 2003, Tuesday 11:31:18 AM

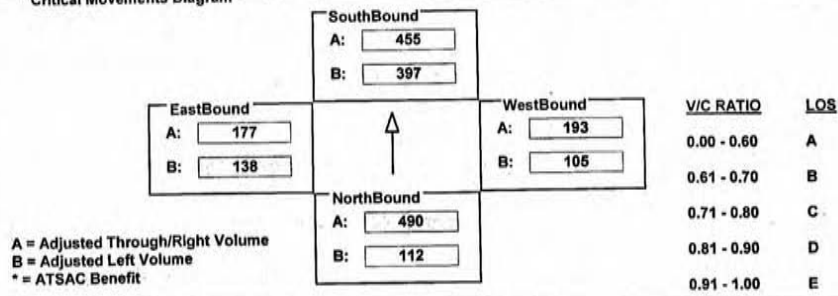
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	203	1470	10	721	1365	223	105	385	688	138	353	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	203	1470	10	721	1365	223	105	385	688	138	353	73
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0
SIGNAL	Phasing Prot-Fix	RTOR Free	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{490 + 397 + 193 + 138}{*1375} = 0.816 \rightarrow 0.83 \text{ LOS} = D$$

$$= 0.786$$

CalcaDB

December 4, 2003, Thursday 05:19:02 PM

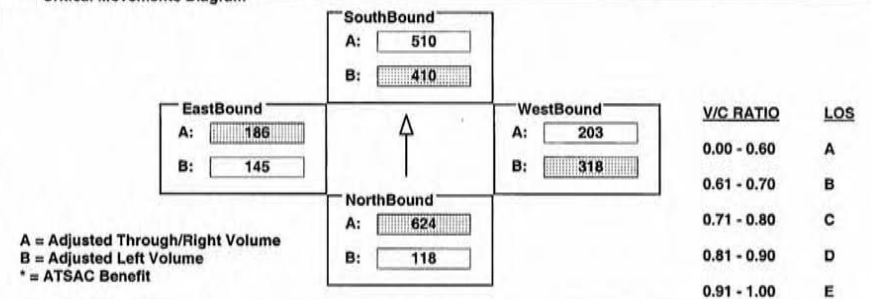
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: AM Comments: 2015 AM PEAK - ALT. D WITHOUT LENNOX IC
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2104	232	1072	1778	0	424	0	923	0	0	0
AMBIENT				-175					-175			
RELATED												
PROJECT	214	-231	-63	-152	-249	235	-106	406	-135	145	372	76
TOTAL	214	1873	169	745	1529	235	318	406	613	145	372	76
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0	1 0 2 0 0 2 0
SIGNAL	Phasing Prot-Fix	RTOR Free	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{624 + 410 + 318 + 186}{*1375} = 1.049 \rightarrow 1.03 \text{ LOS} = F$$

$$= 1.019$$

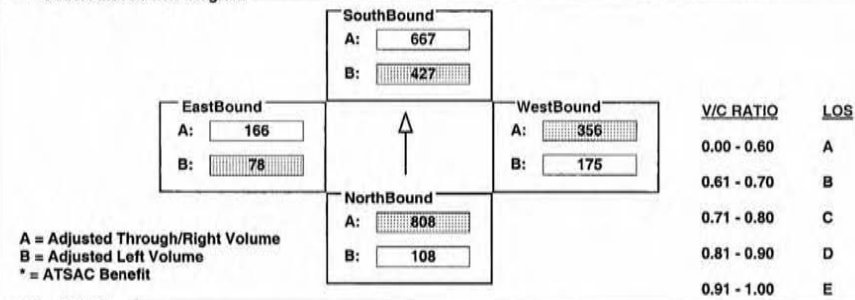
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2547	371	1077	2498	0	320	0	910	0	0	0
AMBIENT		100		-200								
RELATED												
PROJECT	197	-222	-77	-101	-497	280	-145	712	-388	78	332	206
TOTAL	197	2425	294	776	2001	280	175	712	522	78	332	206
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
SIGNAL	Phasing Prot-Fix	RTOR Free	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{808 + 427 + 356 + 78}{1375} = 1.144 - .03 \text{ LOS} = F$$

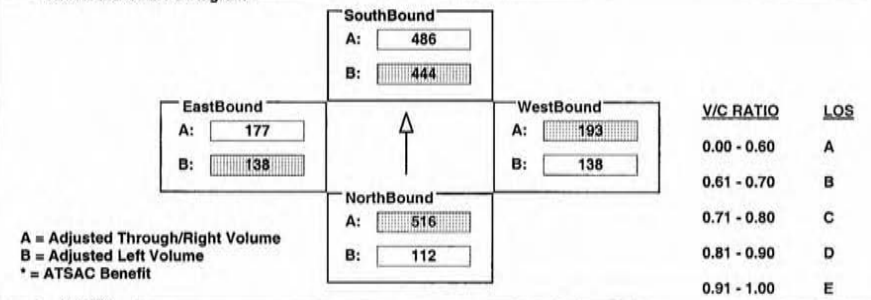
INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX 1/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1738	29	1472	1195	0	359	0	980	0	0	0
AMBIENT				-500	500		-175					
RELATED												
PROJECT	203	-191	-8	-165	-237	223	-46	386	-176	138	353	72
TOTAL	203	1547	21	807	1458	223	138	386	804	138	353	72
LANE	2 0 3 0 0 1 0	2 0 3 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 1 0	1 0 2 0 0 2 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0
SIGNAL	Phasing Prot-Fix	RTOR Free	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR OLA	Phasing Prot-Fix	RTOR Auto	Phasing Prot-Fix	RTOR Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{516 + 444 + 193 + 138}{1375} = 0.869 - .03 \text{ LOS} = D$$

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

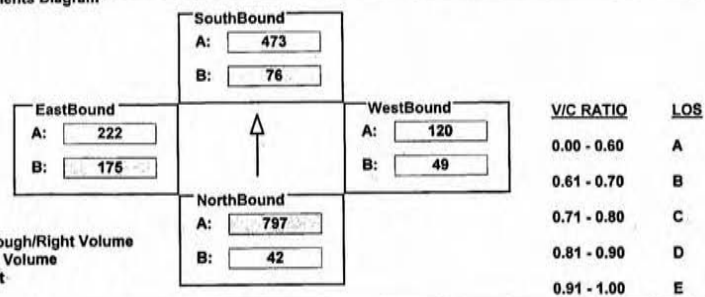
AM/PM: AM Comments: 2015 Env. Base - AM (I/S #M)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	2356	35	76	1420	80	49	104	86	175	222	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	2356	35	76	1420	80	49	104	86	175	222	53
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{797 + 76 + 120 + 175}{*1500} = 0.709 - 0.03 = 0.679 \quad LOS = C$$

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

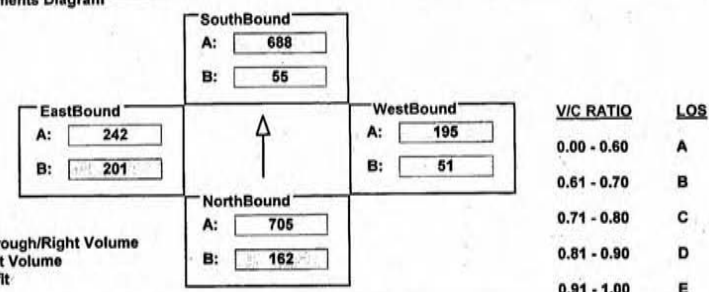
AM/PM: PM Comments: I/S #M - 2015 base - post PM PEAK

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	2085	29	55	2065	262	51	241	46	201	242	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	2085	29	55	2065	262	51	241	46	201	242	116
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{162 + 688 + 195 + 201}{*1500} = 0.761 - 0.03 = 0.731 \quad LOS = C$$

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

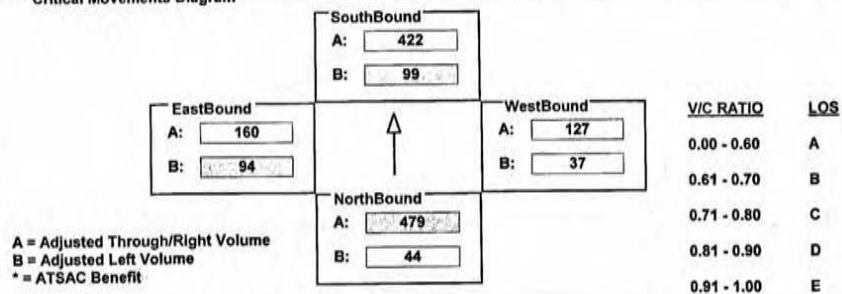
AM/PM: AP Comments: 2015 Env. Base - Airport Peak (I/S #M)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	1410	28	99	1266	134	37	147	70	94	160	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	1410	28	99	1266	134	37	147	70	94	160	26
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{479 + 99 + 127 + 94}{1500} = 0.463 - .03 \text{ LOS} = A$$

$$= 0.433$$

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

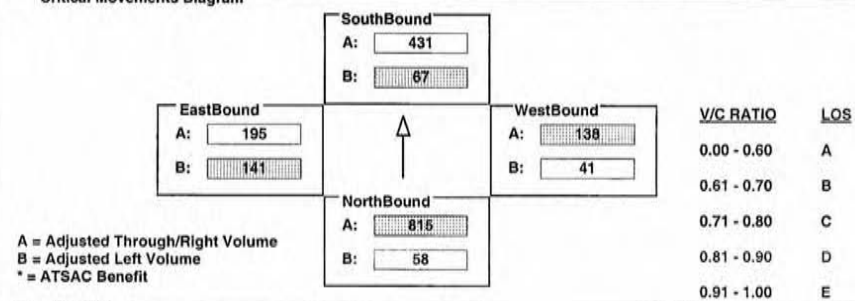
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC 2015

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	2381	64	67	1292	108	41	99	138	141	195	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2381	64	67	1292	108	41	99	138	141	195	150
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	0 1 0 0 1 0 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{815 + 67 + 138 + 141}{1500} = 0.704 - .03 \text{ LOS} = C$$

































































$$= 0.674$$

CalcaDB

March 4, 2004, Thursday 02:31:21 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	SEPULVEDA BLVD	W/E:	79TH/80TH ST	I/S No:	136
AM/PM:	PM	Comments:	PM Peak - Alt D With Lennox 1/c 2015		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	254	2720	74	111	2077	255	73	178	91	241	200	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	254	2720	74	111	2077	255	73	178	91	241	200	152
LANE	      	      	      	      	      	      	      	      	      			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto













Critical Movements Diagram				
<div> <div>EastBound</div> <div>A: 200</div> <div>B: 241</div> </div>		<div> <div>SouthBound</div> <div>A: 692</div> <div>B: 111</div> </div>		<div> <div>WestBound</div> <div>A: 135</div> <div>B: 73</div> </div>
		<div> <div>NorthBound</div> <div>A: 931</div> <div>B: 254</div> </div>		
				<div> <div>V/C RATIO</div> <div>0.00 - 0.60</div> <div>0.61 - 0.70</div> <div>0.71 - 0.80</div> <div>0.81 - 0.90</div> <div>0.91 - 1.00</div> </div>
				<div> <div>LOS</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div> </div>
<div> <div>A = Adjusted Through/Right Volume</div> <div>B = Adjusted Left Volume</div> <div>* = ATSAC Benefit</div> </div>				
<div> <div>Results</div> <div> <div>North/South Critical Movements =</div> <div>A(N/B) + B(S/B)</div> <div>West/East Critical Movements =</div> <div>A(W/B) + B(E/B)</div> <div> <div>V/C =</div> <div>931 + 111 + 135 + 241</div> <div>= 0.875 - .03</div> <div>= 0.845</div> <div>LOS = D</div> </div> </div> </div>				

CalcaDB

March 4, 2004, Thursday 02:34:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	SEPULVEDA BLVD	W/E:	79TH/80TH ST	I/S No:	136
AM/PM:	AM	Comments:	Airport Peak - Alt. D With Lennox IC 2015		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	1114	84	180	1057	125	106	265	176	88	277	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1114	84	180	1057	125	106	265	176	88	277	43
LANE	 1	 0	 2	 0	 1	 0	 0	 1	 0	 3	 0	 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram				
<div> <div>EastBound</div> <div>A: 277</div> <div>B: 88</div> </div>		<div> <div>SouthBound</div> <div>A: 352</div> <div>B: 180</div> </div>		<div> <div>WestBound</div> <div>A: 221</div> <div>B: 106</div> </div>
		<div> <div>NorthBound</div> <div>A: 399</div> <div>B: 69</div> </div>		
				<div> <div>V/C RATIO</div> <div>0.00 - 0.60</div> <div>0.61 - 0.70</div> <div>0.71 - 0.80</div> <div>0.81 - 0.90</div> <div>0.91 - 1.00</div> </div>
				<div> <div>LOS</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div> </div>
<div> <div>A = Adjusted Through/Right Volume</div> <div>B = Adjusted Left Volume</div> <div>* = ATSAC Benefit</div> </div>				
<div> <div>Results</div> <div> <div>North/South Critical Movements =</div> <div>A(N/B) + B(S/B)</div> <div>West/East Critical Movements =</div> <div>B(W/B) + A(E/B)</div> <div> <div>V/C =</div> <div>399 + 180 + 106 + 277</div> <div>= 0.571 - .03</div> <div>= 0.541</div> <div>LOS = A</div> </div> </div> </div>				

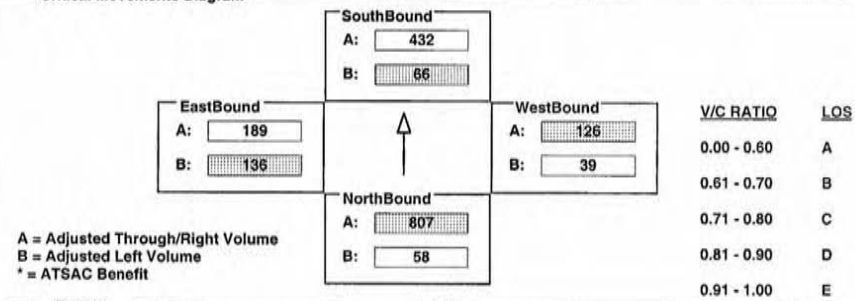
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136
 AM/PM: AM Comments: FIN24AM 2015 AM PEAK - ALT. D WITHOUT LENNOX
 COUNT DATE: STUDY DATE: GROWTH FACTOR: 1/c

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	2359	63	66	1297	107	39	92	126	136	189	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2359	63	66	1297	107	39	92	126	136	189	150
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{807 + 66 + 126 + 136}{*1500} = 0.687 - .03 \text{ LOS} = B$$

$$= 0.657$$

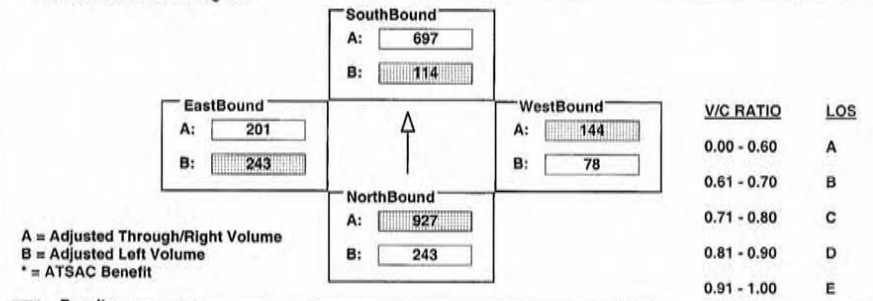
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136
 AM/PM: PM Comments: FIN24PM 2015 PM PEAK - ALT. D WITHOUT LENNOX
 COUNT DATE: STUDY DATE: GROWTH FACTOR: 1/c

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	2008	73	114	2092	253	78	188	99	243	201	149
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	243	2708	73	114	2092	253	78	188	99	243	201	149
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	<none>	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{927 + 114 + 144 + 243}{*1500} = 0.882 - .03 \text{ LOS} = D$$

$$= 0.852$$

CalcaDB

March 4, 2004, Thursday 02:42:24 PM

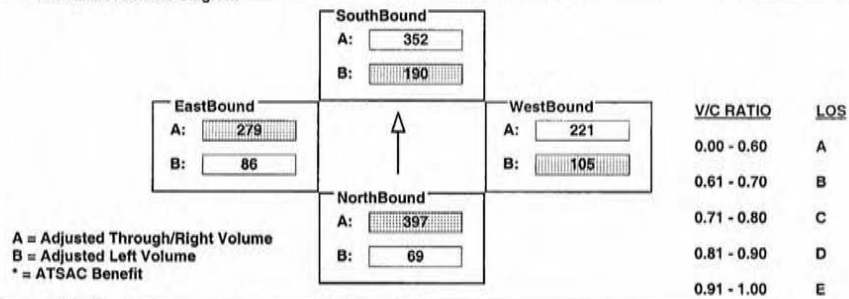
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136
 AM/PM: AM Comments: FIN240P 2015 AIRPORT PEAK - ALT D WITHOUT
 COUNT DATE: STUDY DATE: GROWTH FACTOR: LENNOX 1/4

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	1104	86	190	1057	127	105	265	177	86	279	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1104	86	190	1057	127	105	265	177	86	279	41
LANE	1 0 2 0 1 0 0	1 0 3 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{397 + 190 + 105 + 279}{*1500} = 0.577 \approx 0.577 \quad \text{LOS} = A$$

CalcaDB

November 25, 2003, Tuesday 11:39:19 AM

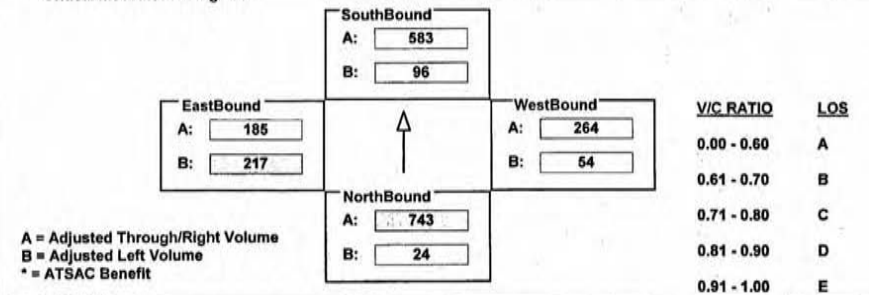
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AM Comments: 2015 Env. Base - AM (I/S #N)
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	2228	22	96	1660	89	54	110	154	217	185	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	2228	22	96	1660	89	54	110	154	217	185	41
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = A(N/B) + B(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{743 + 96 + 264 + 217}{*1500} = 0.810 \approx 0.780 \quad \text{LOS} = D$$

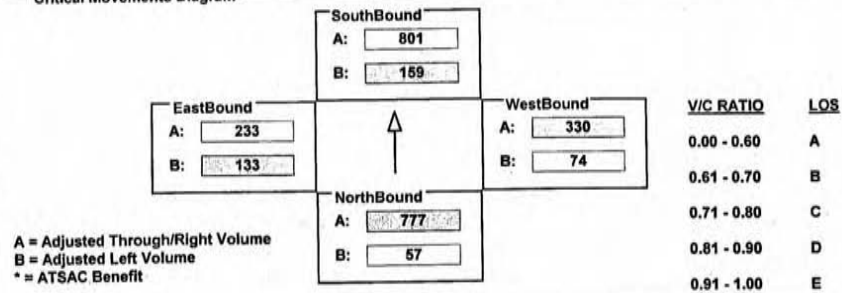
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: PM Comments: I/S #N - 2015 base - post PM PEAK
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	2331	47	159	2237	166	74	206	124	133	233	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	2331	47	159	2237	166	74	206	124	133	233	42
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{777 + 159 + 330 + 133}{*1500} = 0.863 - .03 \text{ LOS} = D$$

$$= 0.933$$

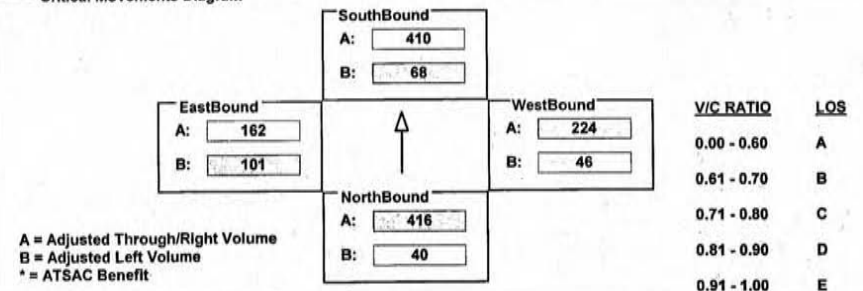
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AP Comments: 2015 Env. Base - Airport Peak (I/S #N)
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	1247	23	68	1130	101	46	153	71	101	162	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	1247	23	68	1130	101	46	153	71	101	162	34
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0	1 0 1 0 0 1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{416 + 68 + 224 + 101}{*1500} = 0.469 - .03 \text{ LOS} = A$$

$$= 0.439$$

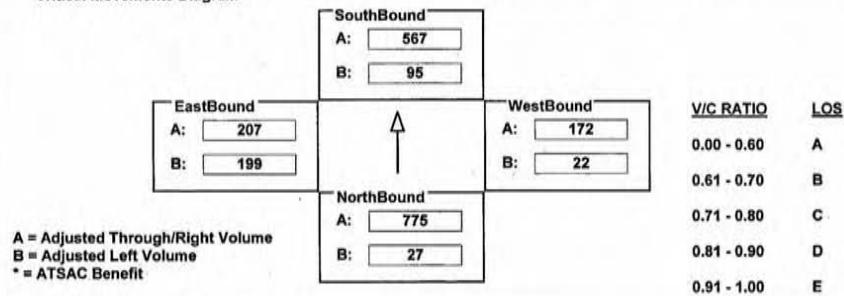
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	2326	13	95	1632	68	22	161	172	199	207	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	2326	13	95	1632	68	22	161	172	199	207	61
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{775 + 95 + 172 + 199}{*1500} = 0.757 - .03 \quad LOS = C$$

$$= 0.727$$

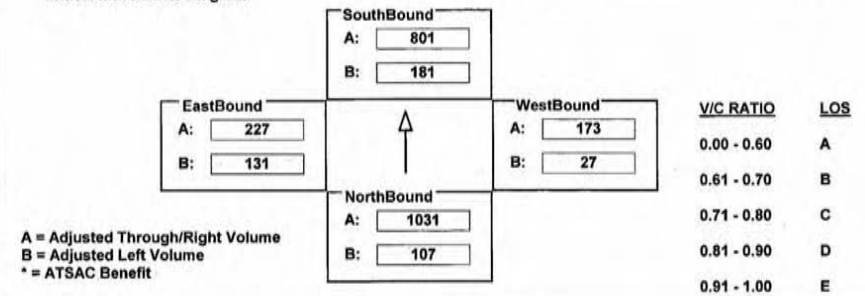
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: PM Comments: PM Peak - Alt D With Lennox I/c 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	3094	46	181	2286	118	27	293	156	131	227	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	3094	46	181	2286	118	27	293	156	131	227	81
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1031 + 181 + 173 + 131}{*1500} = 0.941 - .03 \quad LOS = E$$

$$= 0.911$$

CalcaDB

December 5, 2003 ,Friday 12:14:25 AM

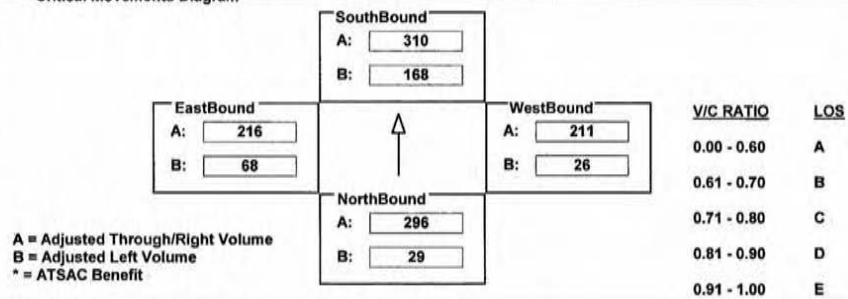
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC 2015
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	889	35	168	848	82	26	223	211	68	216	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	889	35	168	848	82	26	223	211	68	216	15
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{296 + 168 + 211 + 68}{*1500} = 0.425 - 0.03 \text{ LOS} = A$$

$$= 0.395$$

CalcaDB

December 5, 2003 ,Friday 01:39:42 AM

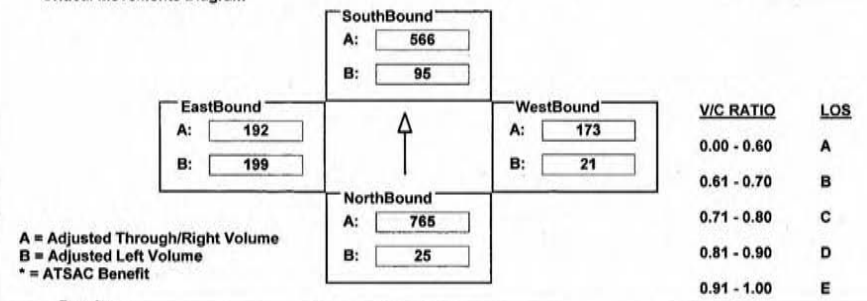
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AM Comments: 2015 AM Peak - Alt. D Without Lennox IC
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	2295	12	95	1629	70	21	154	173	199	192	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	2295	12	95	1629	70	21	154	173	199	192	56
LANE	1 0 3 0 0 1 0	1 0 2 0 1 0 0	0 1 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0	1 0 1 0 0 1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{765 + 95 + 173 + 199}{*1500} = 0.751 - 0.03 \text{ LOS} = C$$

$$= 0.721$$

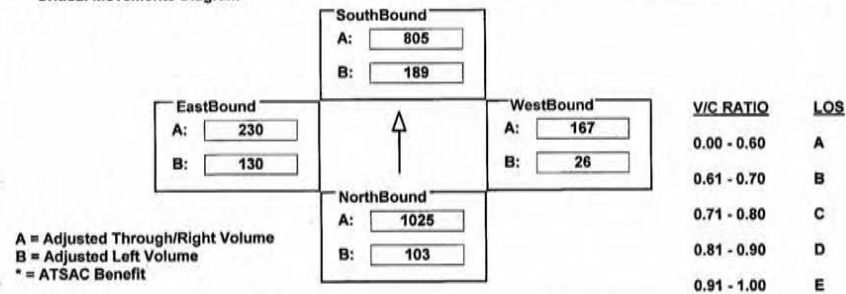
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: PM Comments: 2015 PM PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	2376	47	189	2298	117	26	281	154	130	230	80
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	103	3076	47	189	2298	117	26	281	154	130	230	80
LANE	1 0 3	0 0 1	0	1 0 2	0 1 0	0	0 1 1	0 0 1	0	1 0 1	0 0 1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1025 + 189 + 167 + 130}{*1500} = 0.937 \text{ LOS} = E$$

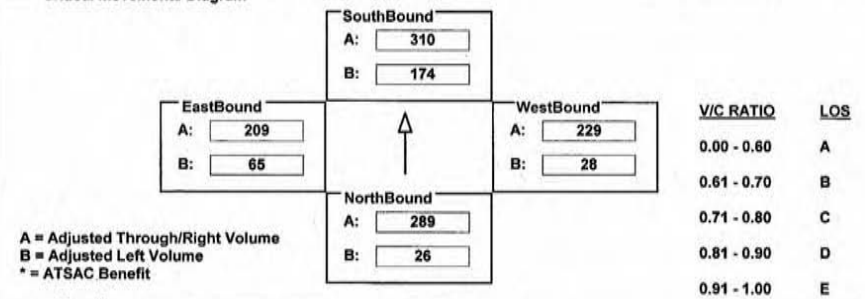
INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137
 AM/PM: AM Comments: 2015 AIRPORT PEAK - ALT. D WITHOUT LENNOX I/C
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	868	35	174	852	77	28	223	229	65	209	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	868	35	174	852	77	28	223	229	65	209	14
LANE	1 0 3	0 0 1	0	1 0 2	0 1 0	0	0 1 1	0 0 1	0	1 0 1	0 0 1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{289 + 174 + 229 + 65}{*1500} = 0.435 \text{ LOS} = A$$

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