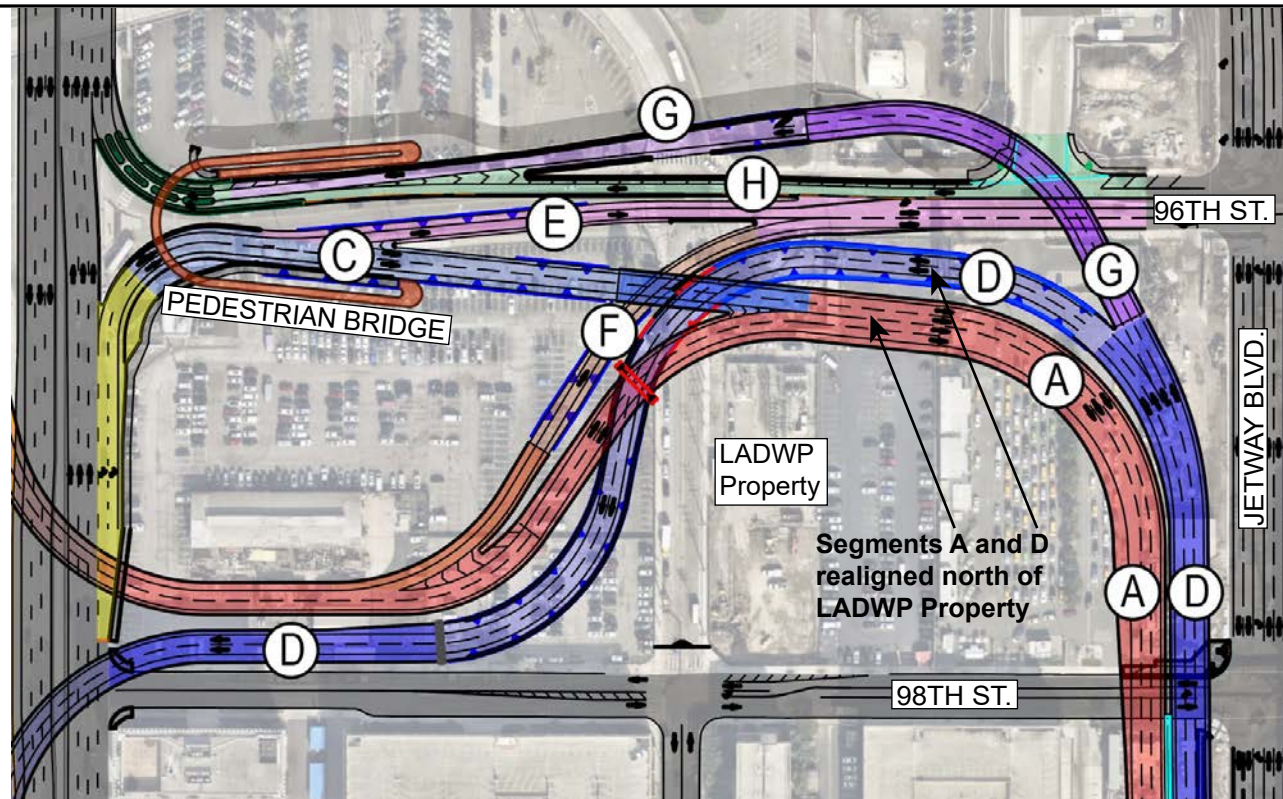
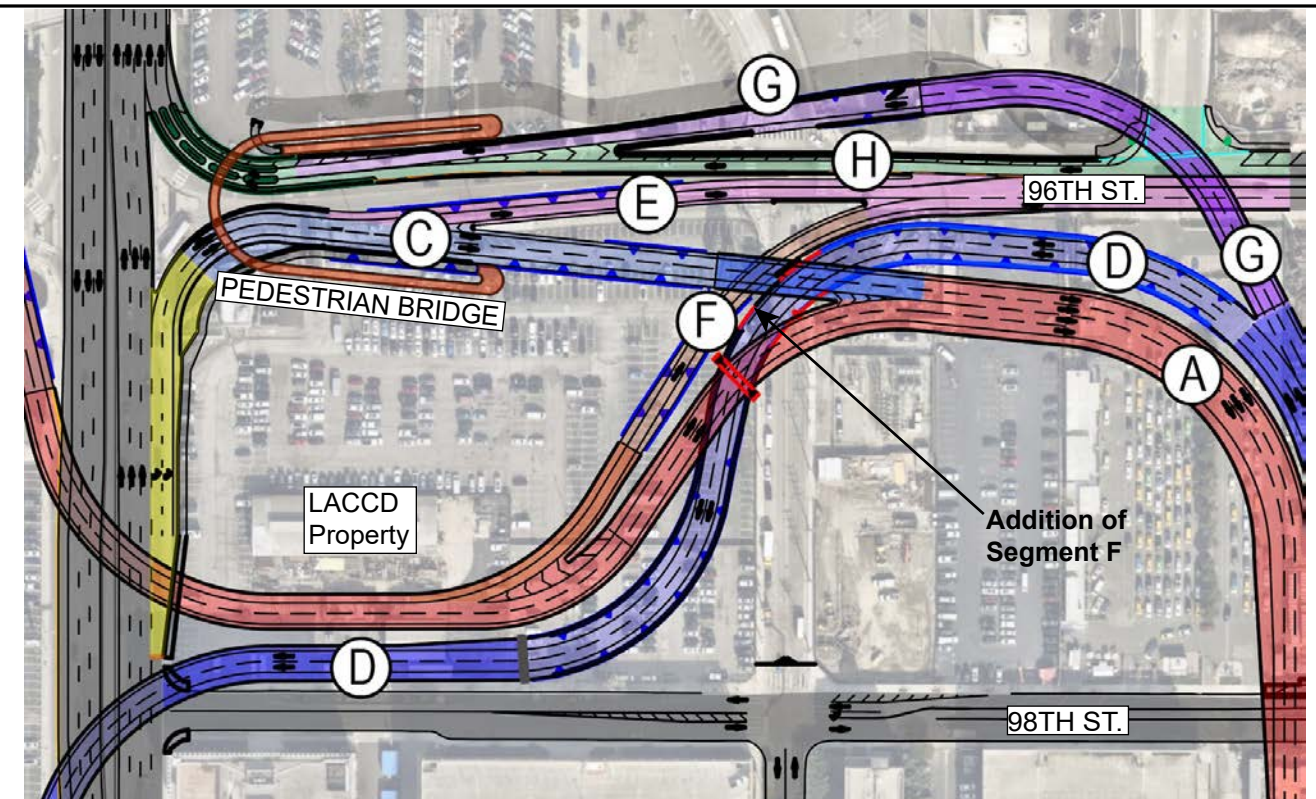


# Attachment 1 – Roadway System Refinement Details

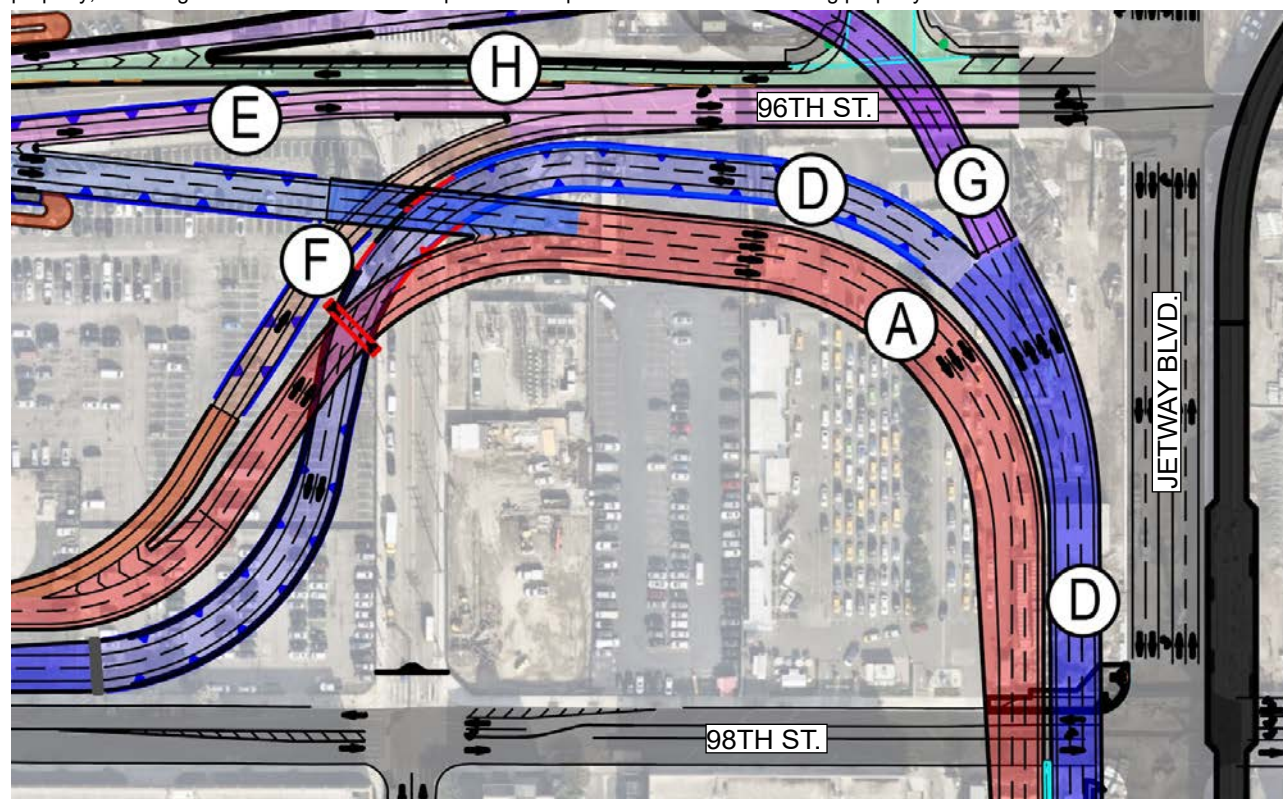




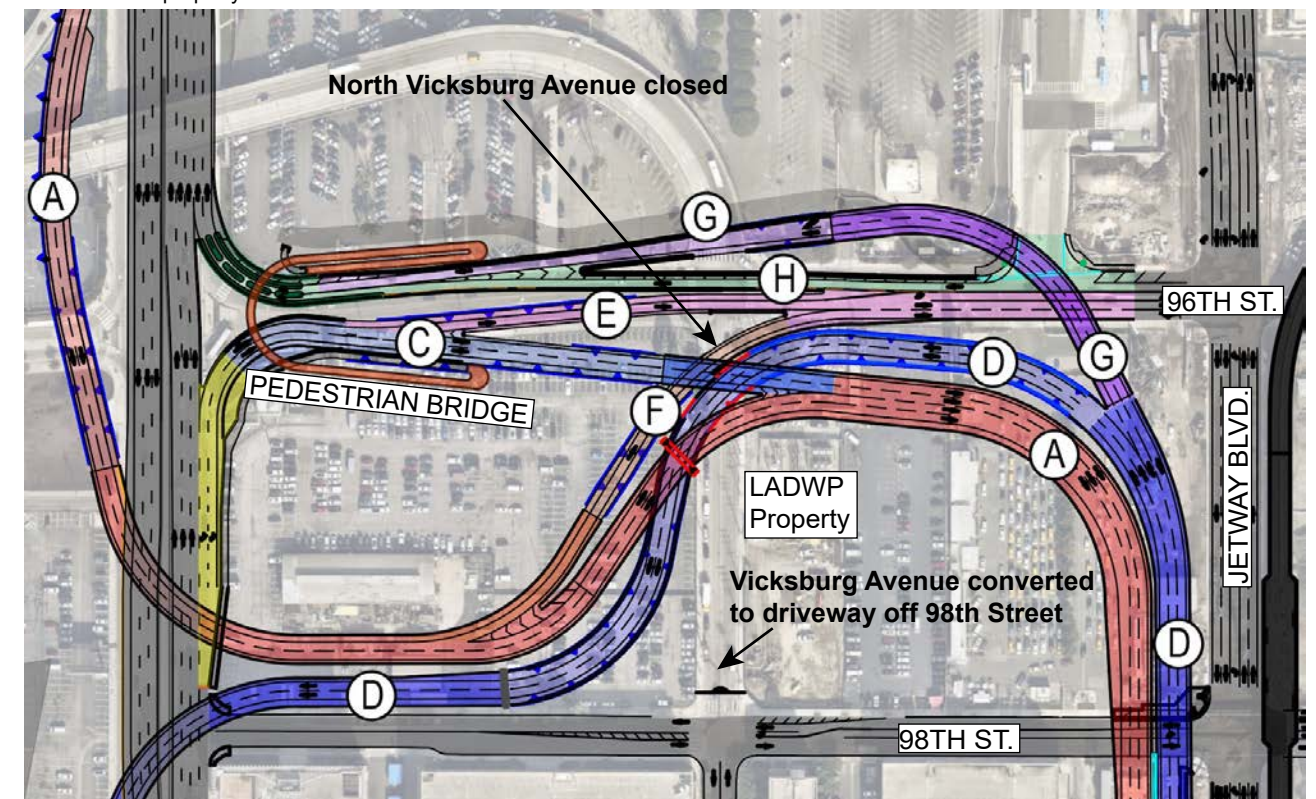
**Image 1:** Between Jetway Boulevard and Sepulveda Boulevard, roadway Segments A and D would be realigned to avoid the LADWP property; the realignment would also reduce operational impacts on the Sunrise Parking property.



**Image 2:** Segments A and D realignments and addition of Segment F (Figure 1B, Image 6) would require additional property acquisition at the LACCD property.



**Image 3:** The connection from Segment G to 96th Street eastbound (via Segment F) under the Approved Roadway System, which would have also provided access to Jetway Boulevard, would be eliminated. Under the Proposed Roadway System Refinements, outbound access from the Central Terminal Area to Jetway Boulevard would be provided by Century Boulevard via Segments P and R, shown in Image 10.

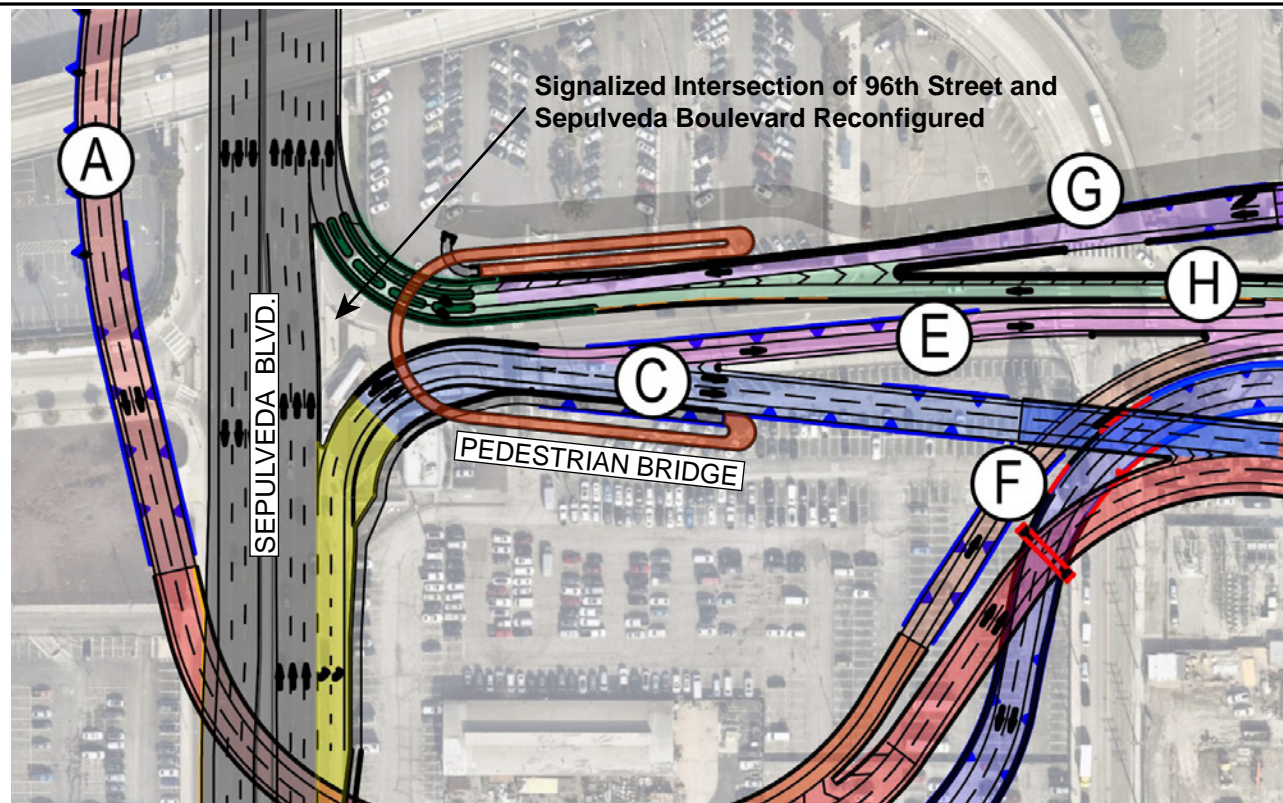


**Image 4:** Through access on Vicksburg Avenue between 96th Street and 98th Street would be eliminated; the connection between Vicksburg Avenue and 96th Street would be removed and the remaining southern section of Vicksburg Avenue would be converted to a driveway for LADWP property. The driveway entrance would be from 98th Street.

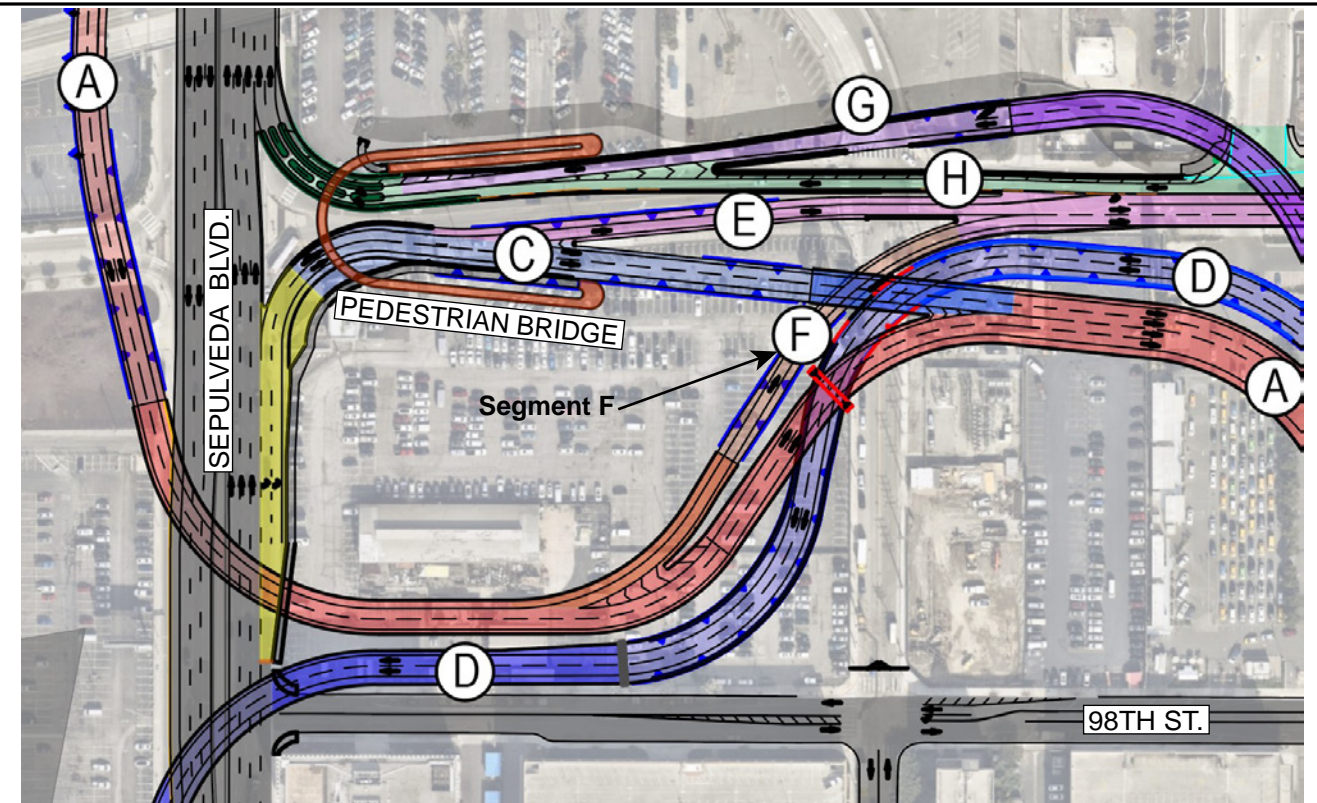
Source: Los Angeles World Airports, November 2024 Prepared by: CDM Smith, December 2024

Not to Scale 

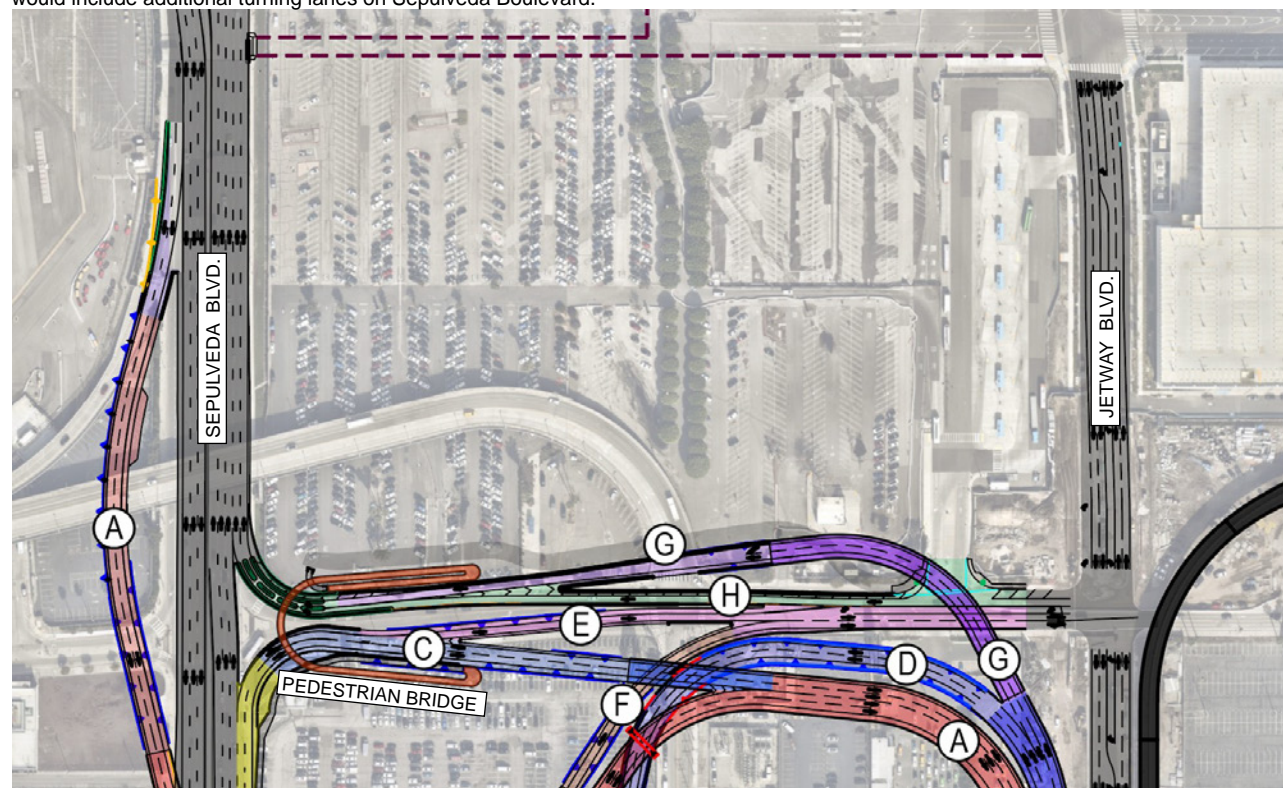




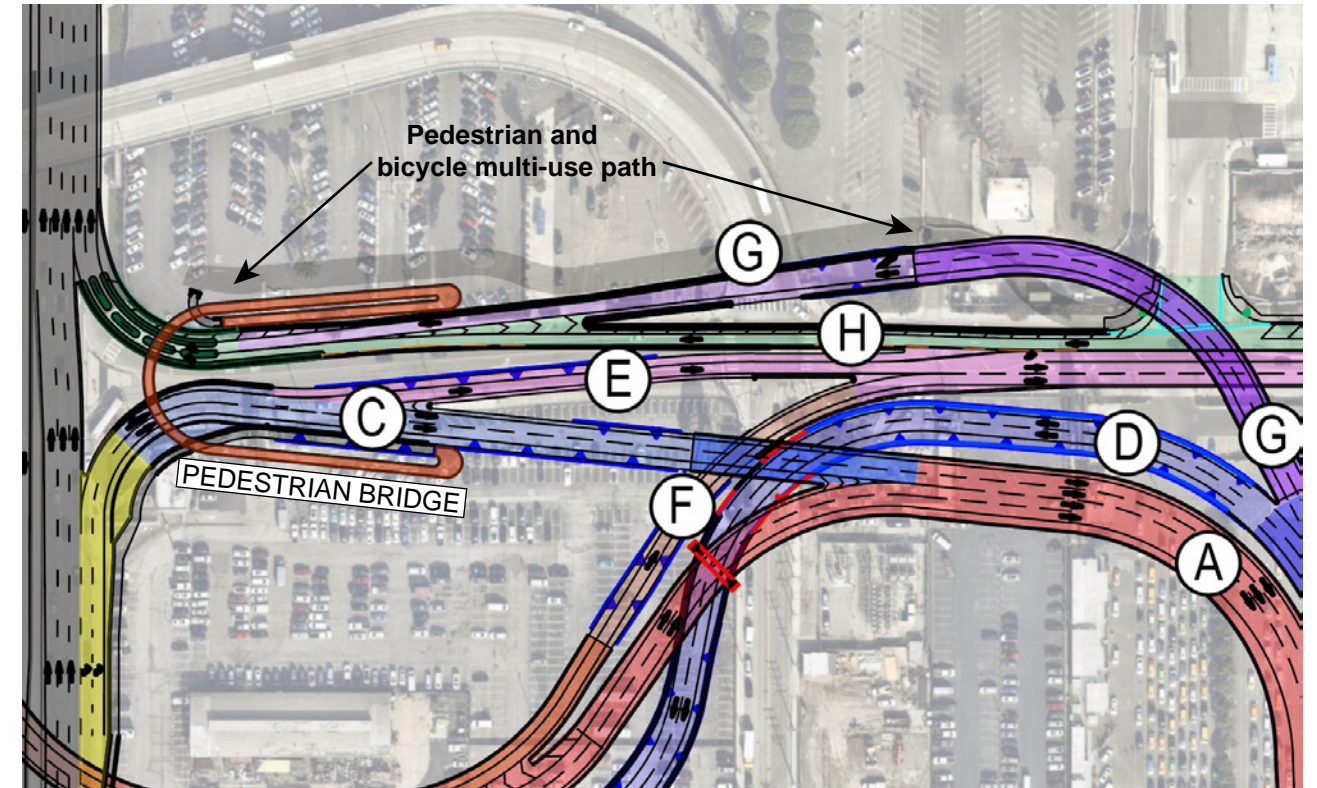
**Image 5:** Intersection of 96th Street and Sepulveda Boulevard would be reconfigured to eliminate the need for future signalization of the intersection, which would result in improved operations on Sepulveda Boulevard compared to a signalized intersection (i.e., reconfiguration would eliminate the need for a signal to enable SB traffic on Sepulveda Boulevard to turn left for EB travel on 96th Street); reconfiguration would include additional turning lanes on Sepulveda Boulevard.



**Image 6:** The eastern portion of Segment F would be relocated/reconfigured to be an offramp from Segment A and connect to EB 96th Street. With Segment A being elevated above Sepulveda Boulevard, this would enable movement from Sepulveda Boulevard southbound to 96th Street eastbound to occur without the need to install a traffic signal at Sepulveda Boulevard and 96th Street.



**Image 7:** A pedestrian bridge would be added over 96th Street east of Sepulveda Boulevard.

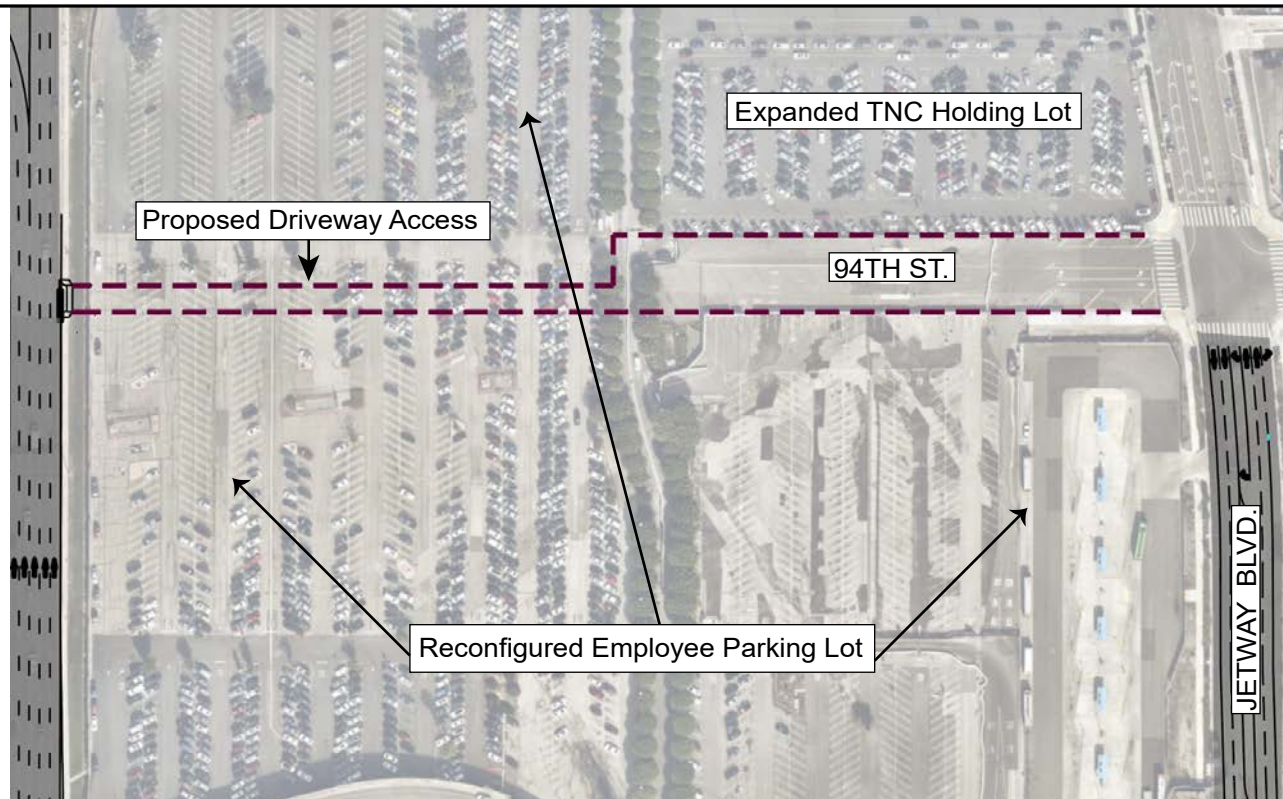


**Image 8:** A pedestrian and bicycle multi-use path would be added along 96th Street westbound from Jetway Boulevard to Sepulveda Boulevard.

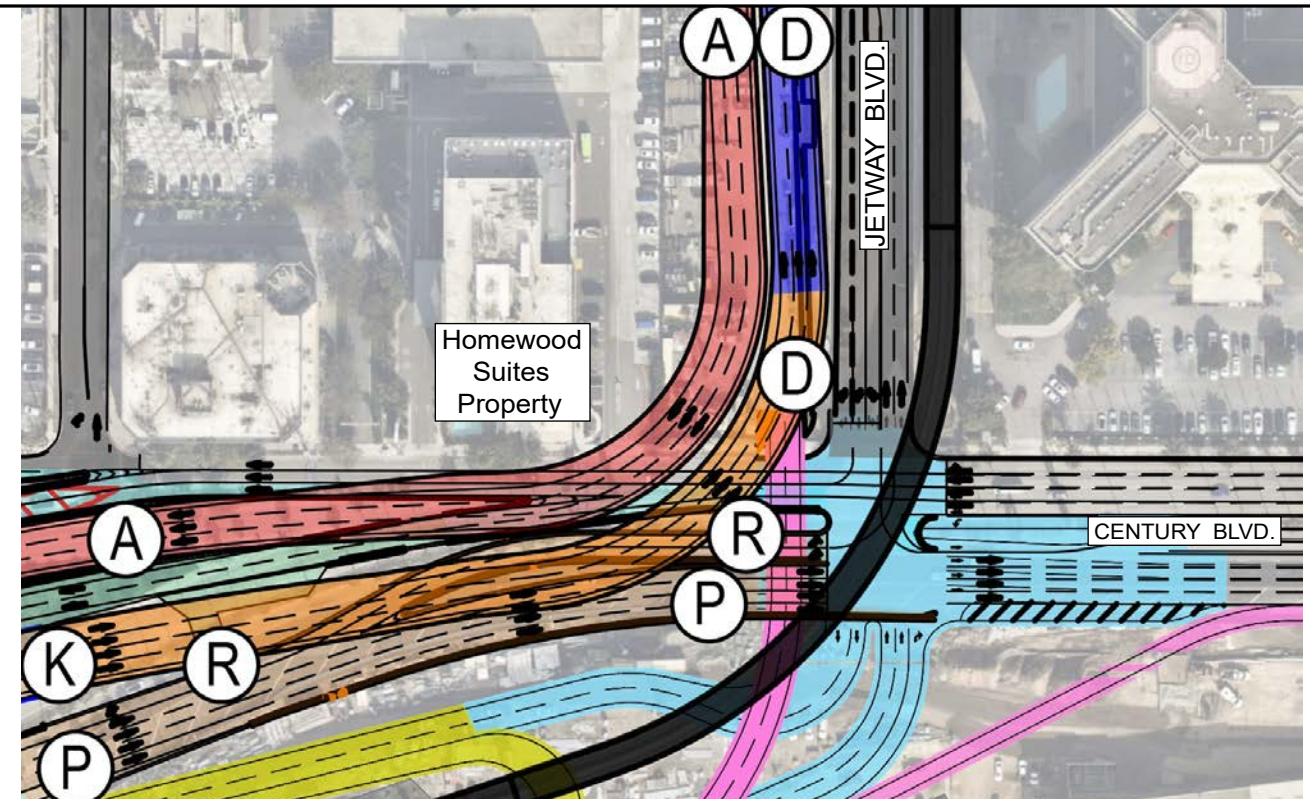
Source: Los Angeles World Airports, November 2024  
Prepared by: CDM Smith, November 2024

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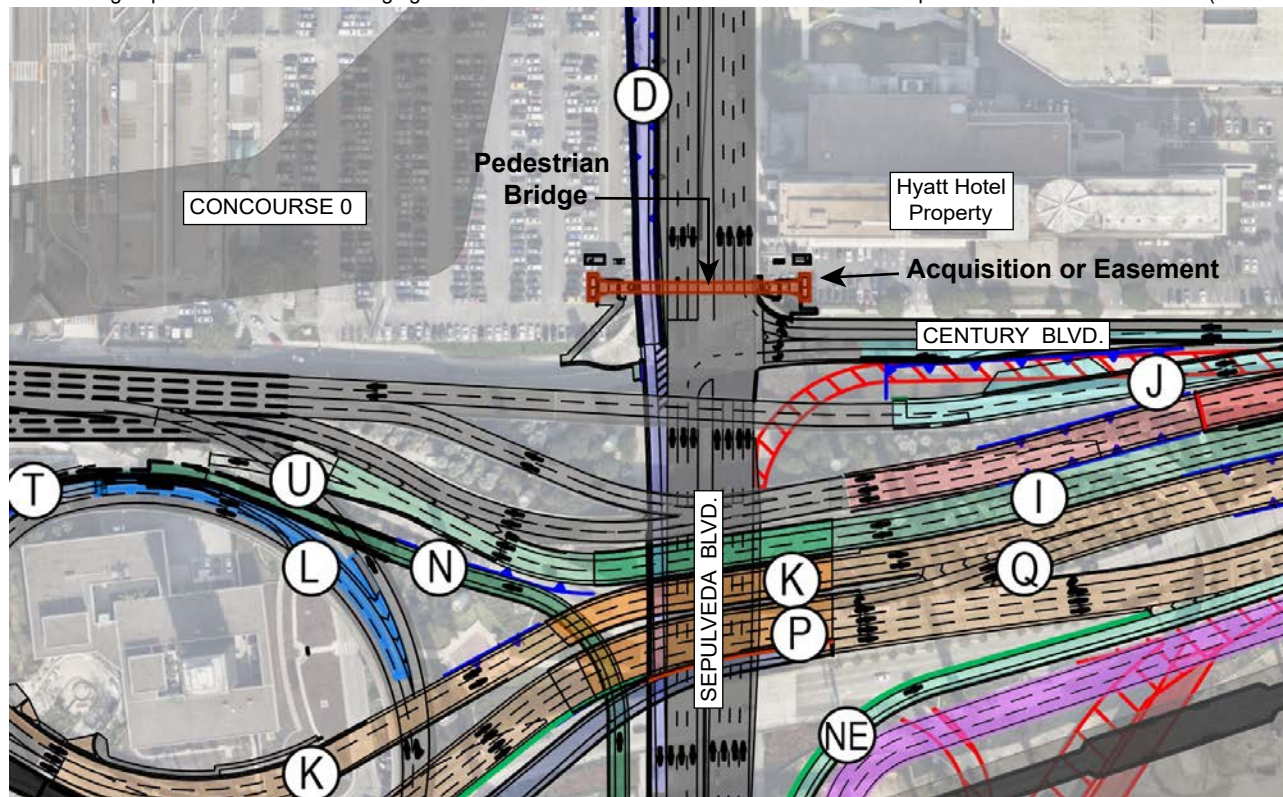




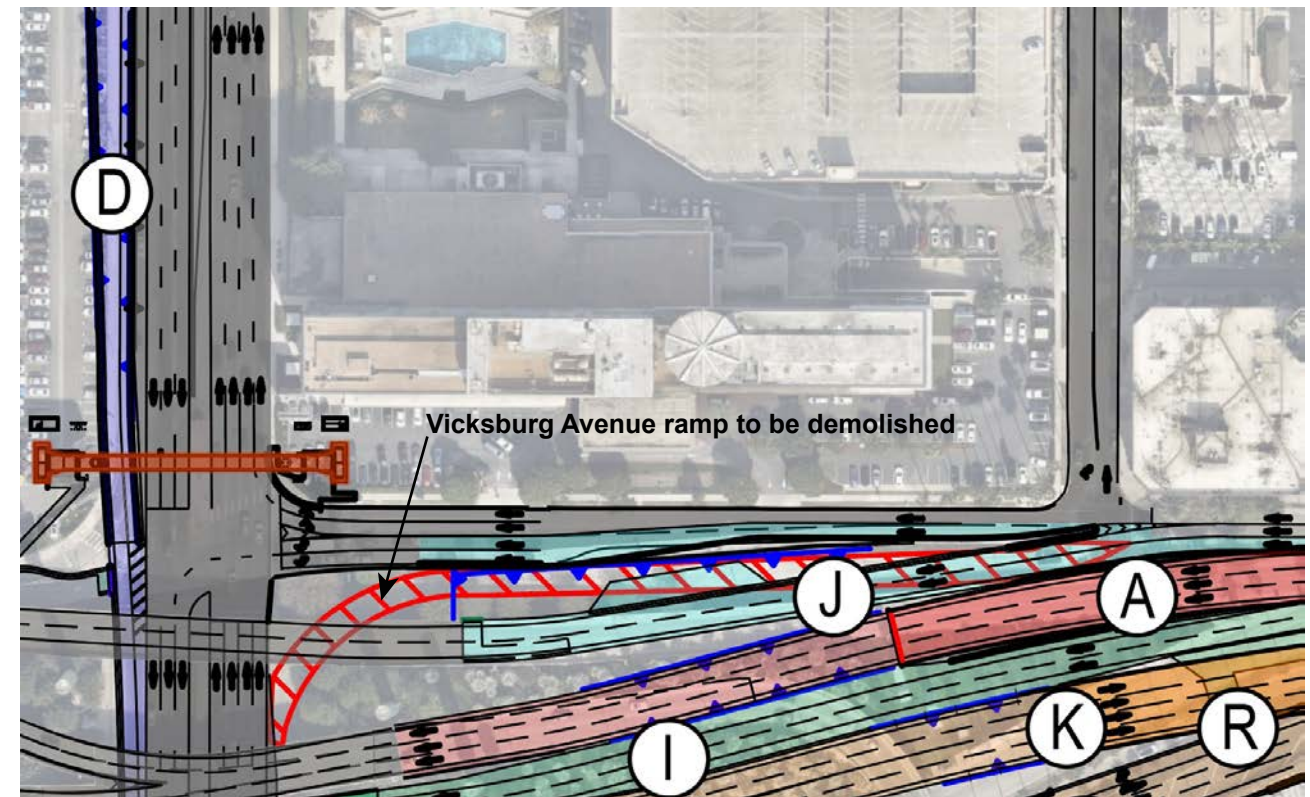
**Image 9:** A new driveway access would be provided from northbound Sepulveda Boulevard to the east in line with 94th Street. The existing parking lot/vehicle staging areas would be reconfigured as follows: the areas south of 94th Street and in the northwestern quadrant would be used for employee parking; the northeastern quadrant would house the expanded TNC Holding Lot and, to the north of that, the relocated LAX Taxi Staging Lot (not shown). The existing airport shuttle/limousine staging area would be relocated to the northeast corner of Airport Boulevard and 96th Street (not shown).



**Image 10:** An aerial easement would be required at the Homewood Suites property to enable the elevated roadway structure.



**Image 11:** A pedestrian bridge would be added over the northern leg of the intersection of Sepulveda Boulevard and W. Century Boulevard. An acquisition or easement would be required on the Hyatt Hotel property for construction of the pedestrian bridge.

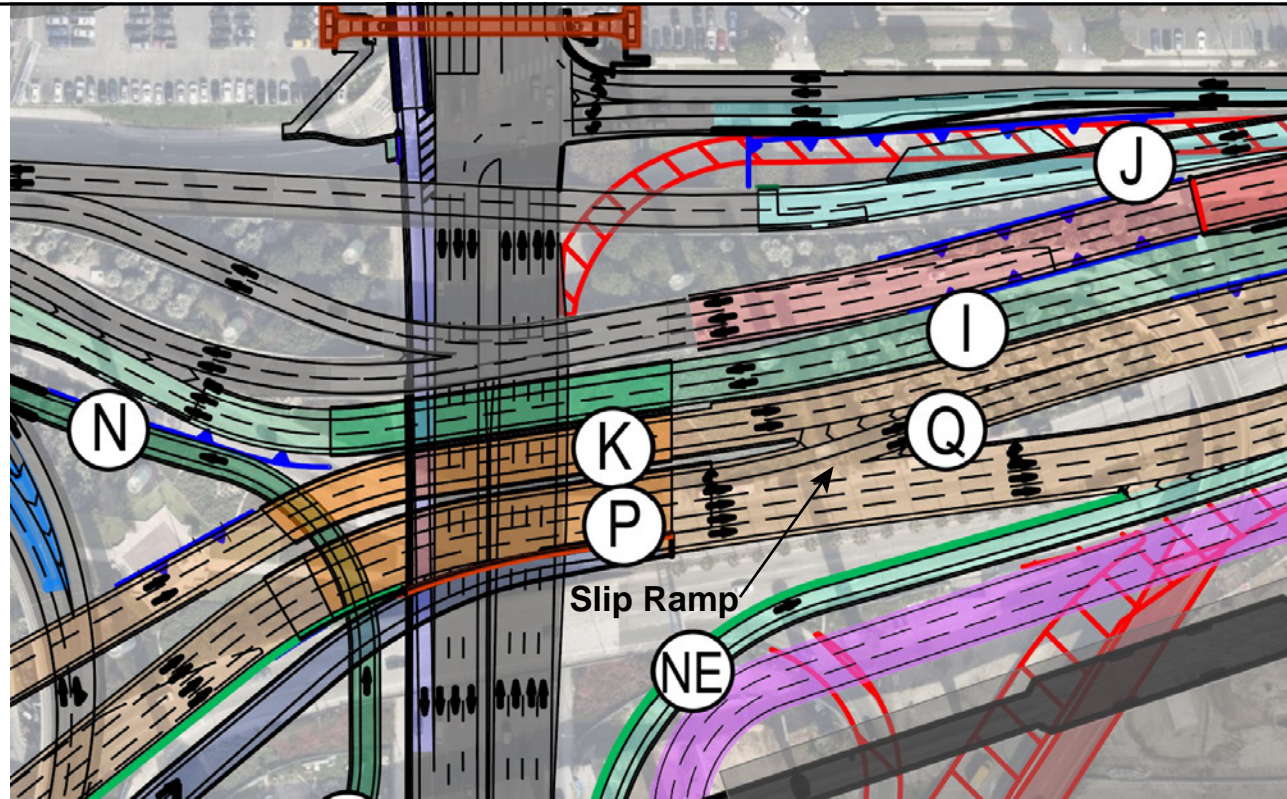


**Image 12:** Vicksburg Avenue from Sepulveda Boulevard northbound would be demolished.

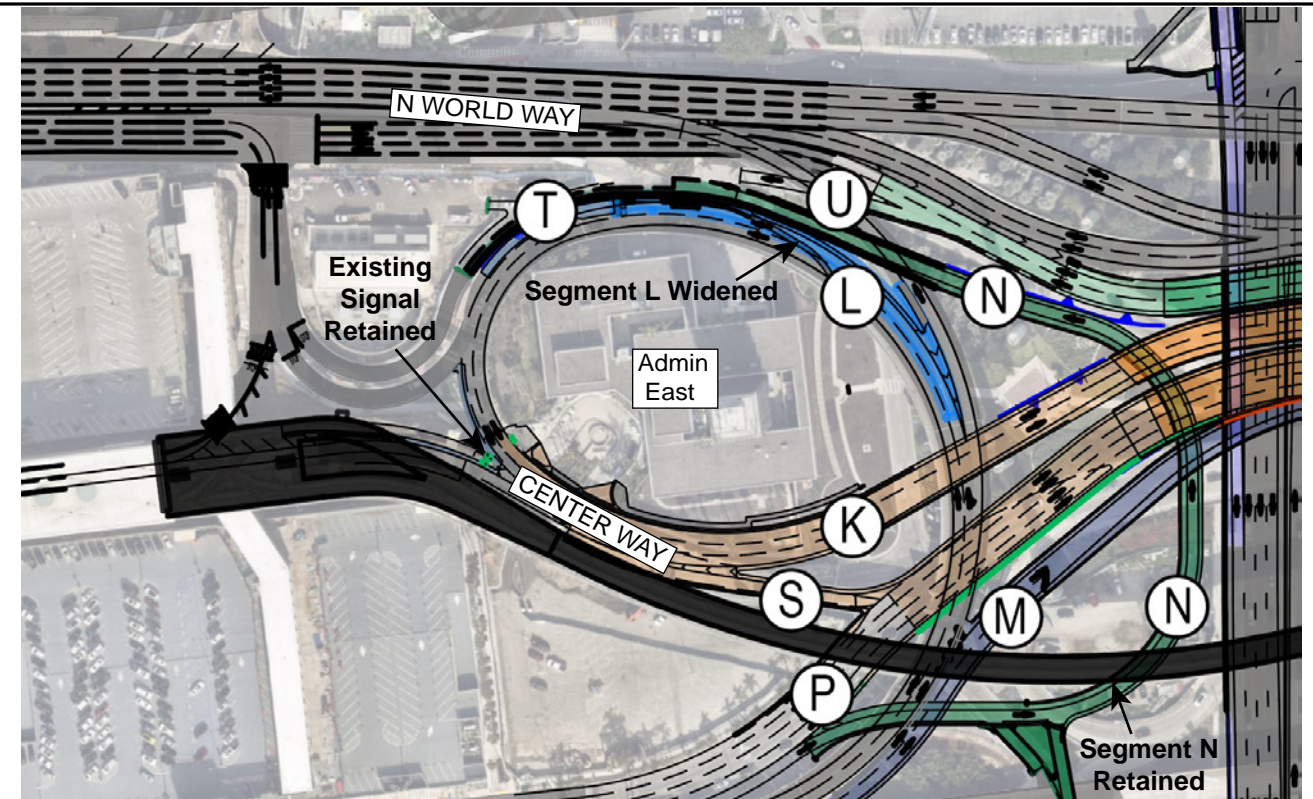
Source: Los Angeles World Airports, November 2024 Prepared by: CDM Smith, December 2024

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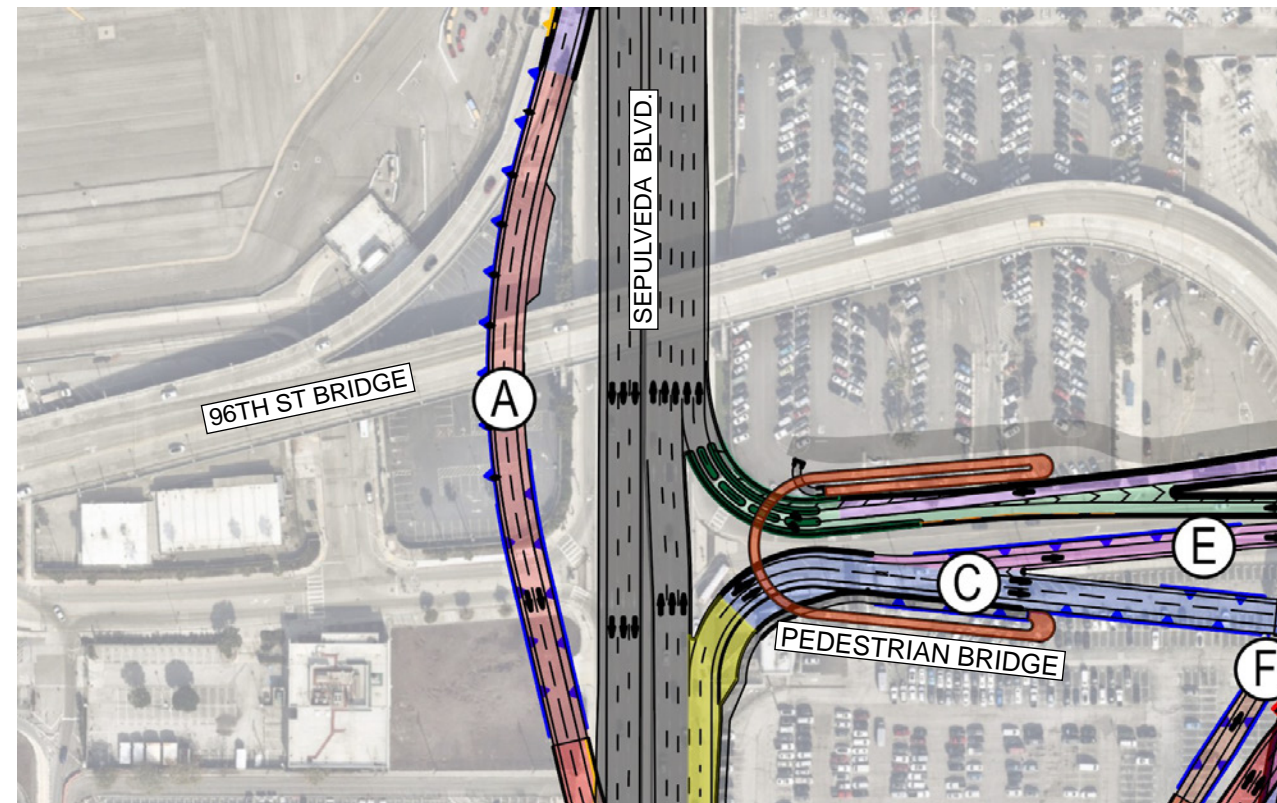




**Image 13:** Instead of a weaving section between Segments K and P, a slip ramp would be added between Segments K and P and the weaving section would be removed.



**Image 14:** Instead of full replacement as contemplated in the Final EIR, the existing loop ramp bridge, designated Segment L, would be widened. Existing signal would be retained at Center Way for pedestrian access at Admin East. Instead of reconfiguring the airport return, the existing airport return, designated Segment N, would be retained.



**Image 15:** The offramp from Sepulveda Boulevard southbound, designated as Segment A, would be realigned so that it would not conflict with existing support columns under the 96th Street Bridge.

Source: Los Angeles World Airports, November 2024  
Prepared by: CDM Smith, November 2024

Not to Scale 