

Appendix K2-7  
LAX SPECIFIC PLAN AMENDMENT STUDY

**CMP Freeway Analysis**

July 2012

*Prepared for:*

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Table 1

**CMP Arterial Monitoring Stations Impact Analysis: Existing (2010) With Project Conditions – Alternatives 1 and 2  
Measured Against Existing (2010) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Existing (2010) Without Project Conditions		Existing (2010) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.933	E	0.934	E	0.001	NO
		and Centinela Ave	LA	PM	0.973	E	0.976	E	0.002	NO
29	70	Centinela Ave	LA	AM	0.955	E	0.957	E	0.002	NO
		and Venice Blvd		PM	0.893	D	0.900	D	0.007	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.754	C	0.756	C	0.002	NO
		and Sepulveda Blvd	El Segundo	PM	0.947	E	0.949	E	0.002	NO
85	25	Manchester Blvd	Inglewood	AM	0.678	B	0.696	B	0.018	NO
		and La Brea Ave		PM	0.714	C	0.743	C	0.029	NO
93	95	La Cienega Blvd	LA County	AM	1.212	F	1.210	F	-0.002	NO
		and Stocker Ave		PM	1.127	F	1.124	F	-0.003	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.597	A	0.592	A	-0.005	NO
		and Manchester Blvd		PM	0.618	B	0.614	B	-0.004	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.621	B	0.610	B	-0.011	NO
		and Sepulveda Blvd		PM	0.769	C	0.761	C	-0.008	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.814	D	0.813	D	-0.001	NO
		and Venice Blvd		PM	0.895	D	0.891	D	-0.004	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.595	A	0.592	A	-0.004	NO
		and SR-90	LA County	PM	0.701	C	0.699	B	-0.002	NO
114	52	Manchester Ave	LA	AM	0.747	C	0.744	C	-0.004	NO
		and Sepulveda Blvd		PM	0.754	C	0.740	C	-0.014	NO
121	15	Overland Ave	Culver City/	AM	0.819	D	0.817	D	-0.002	NO
		and Venice Blvd	LA	PM	0.873	D	0.873	D	0.000	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.840	D	0.834	D	-0.006	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.058	F	1.055	F	-0.003	NO
163	46	La Cienega Blvd	LA	AM	0.898	D	0.898	D	0.001	NO
		and Jefferson Blvd		PM	1.014	F	1.016	F	0.002	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.686	B	0.687	B	0.001	NO
		and Manchester Blvd		PM	0.860	D	0.867	D	0.007	NO
175	53	Vermont Ave	LA County/	AM	0.661	B	0.672	B	0.011	NO
		and Manchester Ave	City of LA	PM	0.611	B	0.611	B	0.000	NO

Source: Fehr & Peers, 2009.

Table 2

**CMP Arterial Monitoring Stations Impact Analysis: Existing (2010) With Project Conditions – Alternative 3  
Measured Against Existing (2010) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Existing (2010) Without Project Conditions		Existing (2010) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.933	E	0.941	E	0.009	NO
		and Centinela Ave	LA	PM	0.973	E	1.014	F	0.041	YES
29	70	Centinela Ave	LA	AM	0.955	E	0.959	E	0.004	NO
		and Venice Blvd		PM	0.893	D	0.898	D	0.004	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.754	C	0.790	C	0.036	NO
		and Sepulveda Blvd	El Segundo	PM	0.947	E	0.953	E	0.006	NO
85	25	Manchester Blvd	Inglewood	AM	0.678	B	0.764	C	0.086	NO
		and La Brea Ave		PM	0.714	C	0.782	C	0.068	NO
93	95	La Cienega Blvd	LA County	AM	1.212	F	1.215	F	0.003	NO
		and Stocker Ave		PM	1.127	F	1.135	F	0.008	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.597	A	0.631	B	0.034	NO
		and Manchester Blvd		PM	0.618	B	0.672	B	0.055	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.621	B	0.615	B	-0.007	NO
		and Sepulveda Blvd		PM	0.769	C	0.769	C	0.000	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.814	D	0.815	D	0.001	NO
		and Venice Blvd		PM	0.895	D	0.899	D	0.004	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.595	A	0.600	A	0.005	NO
		and SR-90	LA County	PM	0.701	C	0.704	C	0.002	NO
114	52	Manchester Ave	LA	AM	0.747	C	0.747	C	0.000	NO
		and Sepulveda Blvd		PM	0.754	C	0.754	C	0.000	NO
121	15	Overland Ave	Culver City/	AM	0.819	D	0.823	D	0.004	NO
		and Venice Blvd	LA	PM	0.873	D	0.881	D	0.008	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.840	D	0.879	D	0.039	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.058	F	1.067	F	0.009	NO
163	46	La Cienega Blvd	LA	AM	0.898	D	0.898	D	0.000	NO
		and Jefferson Blvd		PM	1.014	F	1.018	F	0.004	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.686	B	0.689	B	0.003	NO
		and Manchester Blvd		PM	0.860	D	0.866	D	0.006	NO
175	53	Vermont Ave	LA County/	AM	0.661	B	0.694	B	0.033	NO
		and Manchester Ave	City of LA	PM	0.611	B	0.631	B	0.020	NO

Source: Fehr & Peers, 2009.

Table 3

**CMP Arterial Monitoring Stations Impact Analysis: Existing (2010) With Project Conditions – Alternative 4  
Measured Against Existing (2010) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Existing (2010) Without Project Conditions		Existing (2010) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.933	E	0.937	E	0.004	NO
		and Centinela Ave	LA	PM	0.973	E	0.973	E	0.000	NO
29	70	Centinela Ave	LA	AM	0.955	E	0.957	E	0.001	NO
		and Venice Blvd		PM	0.893	D	0.897	D	0.004	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.754	C	0.758	C	0.004	NO
		and Sepulveda Blvd	El Segundo	PM	0.947	E	0.948	E	0.001	NO
85	25	Manchester Blvd	Inglewood	AM	0.678	B	0.691	B	0.013	NO
		and La Brea Ave		PM	0.714	C	0.739	C	0.025	NO
93	95	La Cienega Blvd	LA County	AM	1.212	F	1.212	F	0.000	NO
		and Stocker Ave		PM	1.127	F	1.128	F	0.001	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.597	A	0.606	B	0.009	NO
		and Manchester Blvd		PM	0.618	B	0.627	B	0.009	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.621	B	0.661	B	0.039	NO
		and Sepulveda Blvd		PM	0.769	C	0.799	C	0.030	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.814	D	0.816	D	0.001	NO
		and Venice Blvd		PM	0.895	D	0.896	D	0.001	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.595	A	0.596	A	0.001	NO
		and SR-90	LA County	PM	0.701	C	0.701	C	0.000	NO
114	52	Manchester Ave	LA	AM	0.747	C	0.760	C	0.013	NO
		and Sepulveda Blvd		PM	0.754	C	0.754	C	0.000	NO
121	15	Overland Ave	Culver City/	AM	0.819	D	0.819	D	0.000	NO
		and Venice Blvd	LA	PM	0.873	D	0.880	D	0.007	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.840	D	0.832	D	-0.008	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.058	F	1.058	F	0.000	NO
163	46	La Cienega Blvd	LA	AM	0.898	D	0.893	D	-0.005	NO
		and Jefferson Blvd		PM	1.014	F	1.002	F	-0.013	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.686	B	0.684	B	-0.002	NO
		and Manchester Blvd		PM	0.860	D	0.860	D	0.000	NO
175	53	Vermont Ave	LA County/	AM	0.661	B	0.669	B	0.007	NO
		and Manchester Ave	City of LA	PM	0.611	B	0.614	B	0.003	NO

Source: Fehr & Peers, 2009.

Table 4

**CMP Arterial Monitoring Stations Impact Analysis: Existing (2010) With Project Conditions – Alternative 8  
Measured Against Existing (2010) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Existing (2010) Without Project Conditions		Existing (2010) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.933	E	0.934	E	0.001	NO
		and Centinela Ave	LA	PM	0.973	E	0.974	E	0.001	NO
29	70	Centinela Ave	LA	AM	0.955	E	0.955	E	0.000	NO
		and Venice Blvd		PM	0.893	D	0.901	E	0.008	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.754	C	0.755	C	0.001	NO
		and Sepulveda Blvd	El Segundo	PM	0.947	E	0.949	E	0.002	NO
85	25	Manchester Blvd	Inglewood	AM	0.678	B	0.705	C	0.027	NO
		and La Brea Ave		PM	0.714	C	0.745	C	0.031	NO
93	95	La Cienega Blvd	LA County	AM	1.212	F	1.207	F	-0.005	NO
		and Stocker Ave		PM	1.127	F	1.127	F	0.000	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.597	A	0.593	A	-0.004	NO
		and Manchester Blvd		PM	0.618	B	0.613	B	-0.004	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.621	B	0.609	B	-0.012	NO
		and Sepulveda Blvd		PM	0.769	C	0.756	C	-0.013	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.814	D	0.817	D	0.003	NO
		and Venice Blvd		PM	0.895	D	0.896	D	0.001	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.595	A	0.597	A	0.001	NO
		and SR-90	LA County	PM	0.701	C	0.703	C	0.001	NO
114	52	Manchester Ave	LA	AM	0.747	C	0.748	C	0.001	NO
		and Sepulveda Blvd		PM	0.754	C	0.755	C	0.001	NO
121	15	Overland Ave	Culver City/	AM	0.819	D	0.820	D	0.001	NO
		and Venice Blvd	LA	PM	0.873	D	0.879	D	0.006	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.840	D	0.835	D	-0.005	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.058	F	1.058	F	0.000	NO
163	46	La Cienega Blvd	LA	AM	0.898	D	0.891	D	-0.006	NO
		and Jefferson Blvd		PM	1.014	F	1.006	F	-0.008	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.686	B	0.686	B	0.000	NO
		and Manchester Blvd		PM	0.860	D	0.857	D	-0.003	NO
175	53	Vermont Ave	LA County/	AM	0.661	B	0.667	B	0.005	NO
		and Manchester Ave	City of LA	PM	0.611	B	0.621	B	0.010	NO

Source: Fehr & Peers, 2009.



Table 5

**CMP Arterial Monitoring Stations Impact Analysis: Existing (2010) With Project Conditions – Alternative 9  
Measured Against Existing (2010) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Existing (2010) Without Project Conditions		Existing (2010) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.933	E	0.934	E	0.001	NO
		and Centinela Ave	LA	PM	0.973	E	0.974	E	0.001	NO
29	70	Centinela Ave	LA	AM	0.955	E	0.955	E	0.000	NO
		and Venice Blvd		PM	0.893	D	0.901	E	0.008	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.754	C	0.755	C	0.001	NO
		and Sepulveda Blvd	El Segundo	PM	0.947	E	0.949	E	0.002	NO
85	25	Manchester Blvd	Inglewood	AM	0.678	B	0.705	C	0.027	NO
		and La Brea Ave		PM	0.714	C	0.745	C	0.031	NO
93	95	La Cienega Blvd	LA County	AM	1.212	F	1.207	F	-0.005	NO
		and Stocker Ave		PM	1.127	F	1.127	F	0.000	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.597	A	0.593	A	-0.004	NO
		and Manchester Blvd		PM	0.618	B	0.613	B	-0.004	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.621	B	0.609	B	-0.012	NO
		and Sepulveda Blvd		PM	0.769	C	0.756	C	-0.013	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.814	D	0.817	D	0.003	NO
		and Venice Blvd		PM	0.895	D	0.896	D	0.001	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.595	A	0.597	A	0.001	NO
		and SR-90	LA County	PM	0.701	C	0.703	C	0.001	NO
114	52	Manchester Ave	LA	AM	0.747	C	0.748	C	0.001	NO
		and Sepulveda Blvd		PM	0.754	C	0.755	C	0.001	NO
121	15	Overland Ave	Culver City/	AM	0.819	D	0.820	D	0.001	NO
		and Venice Blvd	LA	PM	0.873	D	0.879	D	0.006	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.840	D	0.835	D	-0.005	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.058	F	1.058	F	0.000	NO
163	46	La Cienega Blvd	LA	AM	0.898	D	0.891	D	-0.006	NO
		and Jefferson Blvd		PM	1.014	F	1.006	F	-0.008	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.686	B	0.686	B	0.000	NO
		and Manchester Blvd		PM	0.860	D	0.857	D	-0.003	NO
175	53	Vermont Ave	LA County/	AM	0.661	B	0.667	B	0.005	NO
		and Manchester Ave	City of LA	PM	0.611	B	0.621	B	0.010	NO

Source: Fehr & Peers, 2009.

Table 6

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternatives 1 and 2  
Measured Against Future-Adjusted (2025) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Future-Adjusted (2025) Without Project Conditions		Future (2025) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.896	D	0.932	E	0.036	NO
		and Centinela Ave	LA	PM	1.134	F	1.136	F	0.002	NO
29	70	Centinela Ave	LA	AM	1.048	F	1.051	F	0.004	NO
		and Venice Blvd		PM	1.064	F	1.071	F	0.007	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.821	D	0.833	D	0.012	NO
		and Sepulveda Blvd	El Segundo	PM	1.013	F	1.018	F	0.005	NO
85	25	Manchester Blvd	Inglewood	AM	0.847	D	0.857	D	0.010	NO
		and La Brea Ave		PM	0.945	E	0.951	E	0.006	NO
93	95	La Cienega Blvd	LA County	AM	1.270	F	1.287	F	0.017	NO
		and Stocker Ave		PM	1.210	F	1.223	F	0.013	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.800	C	0.800	C	0.001	NO
		and Manchester Blvd		PM	0.871	D	0.873	D	0.002	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.684	B	0.658	B	-0.026	NO
		and Sepulveda Blvd		PM	0.938	E	0.923	E	-0.015	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.892	D	0.899	D	0.007	NO
		and Venice Blvd		PM	1.036	F	1.043	F	0.007	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.629	B	0.638	B	0.008	NO
		and SR-90	LA County	PM	0.802	D	0.815	D	0.013	NO
114	52	Manchester Ave	LA	AM	0.804	D	0.835	D	0.031	NO
		and Sepulveda Blvd		PM	0.929	E	0.931	E	0.002	NO
121	15	Overland Ave	Culver City/	AM	0.879	D	0.884	D	0.005	NO
		and Venice Blvd	LA	PM	0.991	E	0.991	E	0.000	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.918	E	0.925	E	0.007	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.158	F	1.163	F	0.005	NO
163	46	La Cienega Blvd	LA	AM	0.986	E	0.988	E	0.002	NO
		and Jefferson Blvd		PM	0.955	E	0.964	E	0.009	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.816	D	0.854	D	0.038	NO
		and Manchester Blvd		PM	1.025	F	1.066	F	0.041	YES
175	53	Vermont Ave	LA County/	AM	0.722	C	0.749	C	0.028	NO
		and Manchester Ave	City of LA	PM	0.760	C	0.772	C	0.012	NO

Source: Fehr & Peers, 2009.

Table 7

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 3  
Measured Against Future-Adjusted (2025) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Future-Adjusted (2025) Without Project Conditions		Future (2025) With Project Conditions			
					V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd	Inglewood/	AM	0.896	D	0.998	E	0.103	NO
		and Centinela Ave	LA	PM	1.134	F	1.197	F	0.063	YES
29	70	Centinela Ave	LA	AM	1.048	F	1.049	F	0.001	NO
		and Venice Blvd		PM	1.064	F	1.069	F	0.005	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.821	D	0.823	D	0.002	NO
		and Sepulveda Blvd	El Segundo	PM	1.013	F	1.014	F	0.001	NO
85	25	Manchester Blvd	Inglewood	AM	0.847	D	0.888	D	0.041	NO
		and La Brea Ave		PM	0.945	E	0.982	E	0.037	NO
93	95	La Cienega Blvd	LA County	AM	1.270	F	1.284	F	0.014	NO
		and Stocker Ave		PM	1.210	F	1.222	F	0.012	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.800	C	0.862	D	0.063	NO
		and Manchester Blvd		PM	0.871	D	0.882	D	0.011	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.684	B	0.682	B	-0.002	NO
		and Sepulveda Blvd		PM	0.938	E	0.935	E	-0.003	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.892	D	0.892	D	0.000	NO
		and Venice Blvd		PM	1.036	F	1.036	F	0.000	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.629	B	0.633	B	0.004	NO
		and SR-90	LA County	PM	0.802	D	0.812	D	0.010	NO
114	52	Manchester Ave	LA	AM	0.804	D	0.835	D	0.031	NO
		and Sepulveda Blvd		PM	0.929	E	0.929	E	0.000	NO
121	15	Overland Ave	Culver City/	AM	0.879	D	0.887	D	0.008	NO
		and Venice Blvd	LA	PM	0.991	E	0.991	E	0.000	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.918	E	0.933	E	0.015	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.158	F	1.160	F	0.002	NO
163	46	La Cienega Blvd	LA	AM	0.986	E	0.989	E	0.004	NO
		and Jefferson Blvd		PM	0.955	E	0.963	E	0.007	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.816	D	0.833	D	0.017	NO
		and Manchester Blvd		PM	1.025	F	1.093	F	0.068	YES
175	53	Vermont Ave	LA County/	AM	0.722	C	0.760	C	0.038	NO
		and Manchester Ave	City of LA	PM	0.760	C	0.780	C	0.020	NO

Source: Fehr & Peers, 2009.

Table 8

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 4  
Measured Against Future-Adjusted (2025) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Future-Adjusted (2025) Without Project Conditions		Future (2025) With Project Conditions			
					V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
26	47	La Cienega Blvd	Inglewood/	AM	0.896	D	0.930	E	0.034	NO
		and Centinela Ave	LA	PM	1.134	F	1.135	F	0.001	NO
29	70	Centinela Ave	LA	AM	1.048	F	1.051	F	0.004	NO
		and Venice Blvd		PM	1.064	F	1.065	F	0.001	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.821	D	0.827	D	0.006	NO
		and Sepulveda Blvd	El Segundo	PM	1.013	F	1.013	F	0.000	NO
85	25	Manchester Blvd	Inglewood	AM	0.847	D	0.857	D	0.010	NO
		and La Brea Ave		PM	0.945	E	0.951	E	0.006	NO
93	95	La Cienega Blvd	LA County	AM	1.270	F	1.286	F	0.016	NO
		and Stocker Ave		PM	1.210	F	1.237	F	0.027	YES
105	48	Lincoln Blvd	Caltrans/LA	AM	0.800	C	0.803	D	0.004	NO
		and Manchester Blvd		PM	0.871	D	0.880	D	0.009	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.684	B	0.706	C	0.022	NO
		and Sepulveda Blvd		PM	0.938	E	0.944	E	0.006	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.892	D	0.894	D	0.002	NO
		and Venice Blvd		PM	1.036	F	1.043	F	0.007	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.629	B	0.638	B	0.008	NO
		and SR-90	LA County	PM	0.802	D	0.811	D	0.008	NO
114	52	Manchester Ave	LA	AM	0.804	D	0.861	D	0.057	NO
		and Sepulveda Blvd		PM	0.929	E	0.929	E	0.000	NO
121	15	Overland Ave	Culver City/	AM	0.879	D	0.885	D	0.006	NO
		and Venice Blvd	LA	PM	0.991	E	0.992	E	0.001	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.918	E	0.928	E	0.010	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.158	F	1.160	F	0.002	NO
163	46	La Cienega Blvd	LA	AM	0.986	E	0.991	E	0.005	NO
		and Jefferson Blvd		PM	0.955	E	0.964	E	0.009	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.816	D	0.848	D	0.032	NO
		and Manchester Blvd		PM	1.025	F	1.057	F	0.032	YES
175	53	Vermont Ave	LA County/	AM	0.722	C	0.739	C	0.017	NO
		and Manchester Ave	City of LA	PM	0.760	C	0.787	C	0.028	NO

Source: Fehr & Peers, 2009.

Table 9

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 8  
Measured Against Future-Adjusted (2025) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Future-Adjusted (2025) Without Project Conditions		Future (2025) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.896	D	0.938	E	0.042	NO
		and Centinela Ave	LA	PM	1.134	F	1.134	F	0.000	NO
29	70	Centinela Ave	LA	AM	1.048	F	1.051	F	0.004	NO
		and Venice Blvd		PM	1.064	F	1.069	F	0.005	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.821	D	0.821	D	0.000	NO
		and Sepulveda Blvd	El Segundo	PM	1.013	F	1.014	F	0.001	NO
85	25	Manchester Blvd	Inglewood	AM	0.847	D	0.860	D	0.013	NO
		and La Brea Ave		PM	0.945	E	0.961	E	0.016	NO
93	95	La Cienega Blvd	LA County	AM	1.270	F	1.287	F	0.017	NO
		and Stocker Ave		PM	1.210	F	1.223	F	0.013	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.800	C	0.802	D	0.002	NO
		and Manchester Blvd		PM	0.871	D	0.878	D	0.007	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.684	B	0.665	B	-0.019	NO
		and Sepulveda Blvd		PM	0.938	E	0.925	E	-0.013	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.892	D	0.899	D	0.007	NO
		and Venice Blvd		PM	1.036	F	1.043	F	0.007	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.629	B	0.638	B	0.008	NO
		and SR-90	LA County	PM	0.802	D	0.813	D	0.011	NO
114	52	Manchester Ave	LA	AM	0.804	D	0.837	D	0.033	NO
		and Sepulveda Blvd		PM	0.929	E	0.933	E	0.004	NO
121	15	Overland Ave	Culver City/	AM	0.879	D	0.884	D	0.005	NO
		and Venice Blvd	LA	PM	0.991	E	0.994	E	0.003	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.918	E	0.923	E	0.005	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.158	F	1.160	F	0.002	NO
163	46	La Cienega Blvd	LA	AM	0.986	E	0.988	E	0.002	NO
		and Jefferson Blvd		PM	0.955	E	0.964	E	0.009	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.816	D	0.857	D	0.041	NO
		and Manchester Blvd		PM	1.025	F	1.066	F	0.041	YES
175	53	Vermont Ave	LA County/	AM	0.722	C	0.755	C	0.033	NO
		and Manchester Ave	City of LA	PM	0.760	C	0.784	C	0.024	NO

Source: Fehr & Peers, 2009.

Table 10

**CMP Arterial Monitoring Stations Impact Analysis: Future (2025) With Project Conditions – Alternative 9  
Measured Against Future-Adjusted (2025) Without Project Conditions**

EIR Int #	CMP ID	Intersection	Jurisdiction	Peak Hour	Future-Adjusted (2025) Without Project Conditions		Future (2025) With Project Conditions			Project Impact?
					V/C	LOS	V/C	LOS	Increase in V/C	
26	47	La Cienega Blvd	Inglewood/	AM	0.896	D	0.938	E	0.042	NO
		and Centinela Ave	LA	PM	1.134	F	1.134	F	0.000	NO
29	70	Centinela Ave	LA	AM	1.048	F	1.051	F	0.004	NO
		and Venice Blvd		PM	1.064	F	1.069	F	0.005	NO
55	20	El Segundo Blvd	Caltrans/	AM	0.821	D	0.821	D	0.000	NO
		and Sepulveda Blvd	El Segundo	PM	1.013	F	1.014	F	0.001	NO
85	25	Manchester Blvd	Inglewood	AM	0.847	D	0.860	D	0.013	NO
		and La Brea Ave		PM	0.945	E	0.961	E	0.016	NO
93	95	La Cienega Blvd	LA County	AM	1.270	F	1.287	F	0.017	NO
		and Stocker Ave		PM	1.210	F	1.223	F	0.013	NO
105	48	Lincoln Blvd	Caltrans/LA	AM	0.800	C	0.802	D	0.002	NO
		and Manchester Blvd		PM	0.871	D	0.878	D	0.007	NO
108	63	Lincoln Blvd	Caltrans/LA	AM	0.684	B	0.665	B	-0.019	NO
		and Sepulveda Blvd		PM	0.938	E	0.925	E	-0.013	NO
109	50	Lincoln Blvd	Caltrans/LA	AM	0.892	D	0.899	D	0.007	NO
		and Venice Blvd		PM	1.036	F	1.043	F	0.007	NO
112	49	Lincoln Blvd	Caltrans/	AM	0.629	B	0.638	B	0.008	NO
		and SR-90	LA County	PM	0.802	D	0.813	D	0.011	NO
114	52	Manchester Ave	LA	AM	0.804	D	0.837	D	0.033	NO
		and Sepulveda Blvd		PM	0.929	E	0.933	E	0.004	NO
121	15	Overland Ave	Culver City/	AM	0.879	D	0.884	D	0.005	NO
		and Venice Blvd	LA	PM	0.991	E	0.994	E	0.003	NO
125	110	Rosecrans Ave	El Segundo/	AM	0.918	E	0.923	E	0.005	NO
		and Sepulveda Blvd	Manhattan Beach	PM	1.158	F	1.160	F	0.002	NO
163	46	La Cienega Blvd	LA	AM	0.986	E	0.988	E	0.002	NO
		and Jefferson Blvd		PM	0.955	E	0.964	E	0.009	NO
164	24	Crenshaw Blvd	Inglewood	AM	0.816	D	0.857	D	0.041	NO
		and Manchester Blvd		PM	1.025	F	1.066	F	0.041	YES
175	53	Vermont Ave	LA County/	AM	0.722	C	0.755	C	0.033	NO
		and Manchester Ave	City of LA	PM	0.760	C	0.784	C	0.024	NO

Source: Fehr & Peers, 2009.

Table 11

## CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 1-2

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS				Existing (2010) With Project V/C & LOS				Delta		Significant Impact?	
				AM	PM	AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,000	5,800	5,000	5,800	0.833	D	0.967	E	0.833	D	0.967	E	0.000	0.000	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,600	3,900	4,600	3,910	0.767	C	0.650	C	0.767	C	0.652	B	0.000	0.002	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,000	13,600	12,000	13,600	1.200	F(0)	1.360	F(2)	1.200	F(1)	1.360	F(2)	0.000	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,100	8,500	10,100	8,500	1.263	F(1)	1.063	F(0)	1.263	F(1)	1.063	F(0)	0.000	0.000	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	12,900	14,000	12,900	14,020	1.290	F(1)	1.400	F(2)	1.290	F(1)	1.402	F(3)	0.000	0.002	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	12,700	11,800	12,700	11,800	1.270	F(1)	1.180	F(0)	1.270	F(1)	1.180	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	16,900	18,000	16,900	18,000	1.352	F(2)	1.440	F(2)	1.352	F(2)	1.440	F(3)	0.000	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,000	17,500	18,000	17,500	1.440	F(2)	1.400	F(2)	1.440	F(3)	1.400	F(3)	0.000	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,400	12,600	6,400	12,610	0.533	B	1.050	F(0)	0.533	A	1.051	F(0)	0.000	0.001	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,100	7,100	12,110	7,120	1.008	F(0)	0.592	C	1.009	F(0)	0.593	A	0.001	0.002	NO	NO
23.28	10 EB	Atlantic Bl	8,000	6,200	11,000	6,200	11,000	0.775	D	1.375	F(2)	0.775	C	1.375	F(2)	0.000	0.000	NO	NO
23.28	10 WB	Atlantic Bl	8,000	11,000	6,500	11,000	6,510	1.375	F(2)	0.813	D	1.375	F(2)	0.814	D	0.000	0.001	NO	NO
26.79	10 EB	Rosemead Bl	8,000	6,200	11,400	6,200	11,400	0.775	D	1.425	F(2)	0.775	C	1.425	F(3)	0.000	0.000	NO	NO
26.79	10 WB	Rosemead Bl	8,000	11,000	6,500	11,000	6,510	1.375	F(2)	0.813	D	1.375	F(2)	0.814	D	0.000	0.001	NO	NO
30.3	10 EB	e/o Peck Rd	10,000	6,000	10,900	6,000	10,900	0.600	C	1.090	F(0)	0.600	B	1.090	F(0)	0.000	0.000	NO	NO
30.3	10 WB	e/o Peck Rd	10,000	10,500	6,700	10,510	6,700	1.050	F(0)	0.670	C	1.051	F(0)	0.670	B	0.001	0.000	NO	NO
34.28	10 EB	e/o Puente Ave	10,000	6,400	13,000	6,400	13,000	0.640	C	1.300	F(1)	0.640	B	1.300	F(2)	0.000	0.000	NO	NO
34.28	10 WB	e/o Puente Ave	10,000	13,300	6,500	13,310	6,500	1.330	F(1)	0.650	C	1.331	F(2)	0.650	B	0.001	0.000	NO	NO
38.48	10 EB	Grand Ave	10,000	8,700	10,700	8,710	10,700	0.870	D	1.070	F(0)	0.871	D	1.070	F(0)	0.001	0.000	NO	NO
38.48	10 WB	Grand Ave	8,000	10,400	7,000	10,410	7,000	1.300	F(1)	0.875	D	1.301	F(2)	0.875	D	0.001	0.000	NO	NO
44.13	10 EB	Dudley St	10,000	8,000	10,200	8,000	10,200	0.800	D	1.020	F(0)	0.800	D	1.020	F(0)	0.000	0.000	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	8,400	9,220	8,400	0.920	D	0.840	D	0.922	E	0.840	D	0.002	0.000	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	7,100	8,700	7,100	8,700	0.710	C	0.870	D	0.710	C	0.870	D	0.000	0.000	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	8,300	9,710	8,320	0.970	E	0.830	D	0.971	E	0.832	D	0.001	0.002	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,600	5,900	3,600	5,900	0.600	C	0.983	E	0.600	B	0.983	E	0.000	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,800	5,700	5,800	5,700	0.967	E	0.950	E	0.967	E	0.950	E	0.000	0.000	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	7,900	11,900	7,900	11,900	0.790	D	1.190	F(0)	0.790	C	1.190	F(0)	0.000	0.000	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	11,700	7,800	11,700	7,800	1.170	F(0)	0.780	D	1.170	F(0)	0.780	C	0.000	0.000	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,200	12,400	8,200	12,400	0.820	D	1.240	F(0)	0.820	D	1.240	F(1)	0.000	0.000	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,300	11,800	8,300	1.180	F(0)	0.830	D	1.180	F(0)	0.830	D	0.000	0.000	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,100	11,600	6,100	11,600	0.635	C	1.208	F(0)	0.635	B	1.208	F(1)	0.000	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,300	8,900	9,300	8,900	0.969	E	0.927	D	0.969	E	0.927	E	0.000	0.000	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,000	4,200	3,000	0.525	B	0.375	B	0.525	A	0.375	A	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,000	4,100	3,000	4,100	0.375	B	0.513	B	0.375	A	0.513	A	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,450	11,600	11,450	11,600	0.954	E	0.967	E	0.954	E	0.967	E	0.000	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	10,791	11,770	10,791	11,770	0.899	D	0.981	E	0.899	D	0.981	E	0.000	0.000	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,700	11,900	11,700	11,910	0.975	E	0.992	E	0.975	E	0.993	E	0.000	0.001	NO	NO
17.95	110 SB	Slauson Ave	12,000	9,500	12,100	9,500	12,100	0.792	D	1.008	F(0)	0.792	C	1.008	F(0)	0.000	0.000	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,400	11,600	11,400	11,600	1.425	F(2)	1.450	F(3)	1.425	F(3)	1.450	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,400	10,500	11,400	10,500	1.425	F(2)	1.313	F(1)	1.425	F(3)	1.313	F(2)	0.000	0.000	NO	NO
23.96	110 NB	at Alpine St	6,000	5,700	9,200	5,700	9,200	0.950	E	1.533	F(3)	0.950	E	1.533	F(3)	0.000	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	8,800	8,800	8,800	8,800	1.467	F(3)	1.467	F(3)	1.467	F(3)	1.467	F(3)	0.000	0.000	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,000	6,300	3,000	6,300	0.500	B	1.050	F(0)	0.500	B	1.050	F(0)	0.000	0.000	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,700	4,100	6,700	4,100	1.117	F(0)	0.683	C	1.117	F(0)	0.683	C	0.000	0.000	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,100	8,500	9,100	8,500	0.910	D	0.850	D	0.910	D	0.850	D	0.000	0.000	NO	NO
0.4	405 SB	n/o Rte 22	12,000	8,400	13,900	8,400	13,910	0.700	C	1.158	F(0)	0.700	C	1.159	F(0)	0.000	0.001	NO	NO
8.02	405 NB	Santa Fe Ave	10,000	11,500	8,900	11,500	8,910	1.150	F(0)	0.890	D	1.150	F(0)	0.891	D	0.000	0.001	NO	NO

Table 11

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 1-2

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS				Existing (2010) With Project V/C & LOS				Delta		Significant Impact?	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
				8.02	405 SB	Santa Fe Ave	10,000	8,600	10,700	8,600	10,700	0.860	D	1.070	F(0)	0.860	D	1.070	F(0)
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	10,900	9,400	10,900	9,410	1.090	F(0)	0.940	E	1.090	F(0)	0.941	E	0.000	0.001	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,400	11,300	9,400	11,300	0.940	E	1.130	F(0)	0.940	E	1.130	F(0)	0.000	0.000	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,300	8,600	11,300	8,610	1.130	F(0)	0.860	D	1.130	F(0)	0.861	D	0.000	0.001	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	8,420	10,400	8,420	10,410	0.842	D	1.040	F(0)	0.842	D	1.041	F(0)	0.000	0.001	NO	NO
24.27	405 NB	n/o La Tijera Bl	10,000	14,200	14,400	14,210	14,400	1.420	F(2)	1.440	F(2)	1.421	F(2)	1.440	F(2)	0.001	0.000	NO	NO
24.27	405 SB	n/o La Tijera Bl	10,000	10,100	11,500	10,100	11,500	1.010	F(0)	1.150	F(0)	1.010	F(0)	1.150	F(0)	0.000	0.000	NO	NO
28.3	405 NB	n/o Venice Bl	10,000	13,600	14,900	13,600	14,900	1.360	F(2)	1.490	F(3)	1.360	F(2)	1.490	F(3)	0.000	0.000	NO	NO
28.3	405 SB	n/o Venice Bl	10,000	9,300	14,600	9,300	14,600	0.930	E	1.460	F(3)	0.930	E	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 NB	s/o Mulholland Dr	10,000	8,800	14,600	8,800	14,600	0.880	D	1.460	F(3)	0.880	D	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 SB	s/o Mulholland Dr	10,000	14,600	10,000	14,600	10,000	1.460	F(3)	1.000	F(0)	1.460	F(3)	1.000	F(0)	0.000	0.000	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,500	12,800	6,500	12,810	0.650	C	1.280	F(1)	0.650	C	1.281	F(1)	0.000	0.001	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,400	6,800	10,400	6,820	1.040	F(0)	0.680	C	1.040	F(0)	0.682	C	0.000	0.002	NO	NO

Source: Fehr & Peers, 2012.



Table 12

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 3

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM		AM	PM		AM	PM	AM	PM		
R2.17	10 EB	Lincoln Bl	6,000	5,000	5,800	5,110	5,840	0.833	D	0.967	E	0.852	D	0.973	E	0.018	0.007	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,600	3,900	4,620	3,930	0.767	C	0.650	C	0.770	C	0.655	B	0.003	0.005	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,000	13,600	12,000	13,620	1.200	F(0)	1.360	F(2)	1.200	F(1)	1.362	F(2)	0.000	0.002	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,100	8,500	10,100	8,510	1.263	F(1)	1.063	F(0)	1.263	F(1)	1.064	F(0)	0.000	0.001	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	12,900	14,000	12,900	14,050	1.290	F(1)	1.400	F(2)	1.290	F(1)	1.405	F(3)	0.000	0.005	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	12,700	11,800	12,700	11,800	1.270	F(1)	1.180	F(0)	1.270	F(1)	1.180	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	16,900	18,000	16,900	18,000	1.352	F(2)	1.440	F(2)	1.352	F(2)	1.440	F(3)	0.000	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,000	17,500	18,000	17,500	1.440	F(2)	1.400	F(2)	1.440	F(3)	1.400	F(3)	0.000	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,400	12,600	6,400	12,630	0.533	B	1.050	F(0)	0.533	A	1.053	F(0)	0.000	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,100	7,100	12,130	7,110	1.008	F(0)	0.592	C	1.011	F(0)	0.593	A	0.002	0.001	NO	NO
23.28	10 EB	Atlantic Bl	8,000	6,200	11,000	6,200	11,040	0.775	D	1.375	F(2)	0.775	C	1.380	F(2)	0.000	0.005	NO	NO
23.28	10 WB	Atlantic Bl	8,000	11,000	6,500	11,050	6,510	1.375	F(2)	0.813	D	1.381	F(2)	0.814	D	0.006	0.001	NO	NO
26.79	10 EB	Rosemead Bl	8,000	6,200	11,400	6,200	11,450	0.775	D	1.425	F(2)	0.775	C	1.431	F(3)	0.000	0.006	NO	NO
26.79	10 WB	Rosemead Bl	8,000	11,000	6,500	11,060	6,510	1.375	F(2)	0.813	D	1.383	F(2)	0.814	D	0.008	0.001	NO	NO
30.3	10 EB	e/o Peck Rd	10,000	6,000	10,900	6,000	10,940	0.600	C	1.090	F(0)	0.600	B	1.094	F(0)	0.000	0.004	NO	NO
30.3	10 WB	e/o Peck Rd	10,000	10,500	6,700	10,500	6,700	1.050	F(0)	0.670	C	1.050	F(0)	0.670	B	0.000	0.000	NO	NO
34.28	10 EB	e/o Puente Ave	10,000	6,400	13,000	6,400	13,030	0.640	C	1.300	F(1)	0.640	B	1.303	F(2)	0.000	0.003	NO	NO
34.28	10 WB	e/o Puente Ave	10,000	13,300	6,500	13,340	6,510	1.330	F(1)	0.650	C	1.334	F(2)	0.651	B	0.004	0.001	NO	NO
38.48	10 EB	Grand Ave	10,000	8,700	10,700	8,700	10,740	0.870	D	1.070	F(0)	0.870	D	1.074	F(0)	0.000	0.004	NO	NO
38.48	10 WB	Grand Ave	8,000	10,400	7,000	10,440	7,020	1.300	F(1)	0.875	D	1.305	F(2)	0.878	D	0.005	0.002	NO	NO
44.13	10 EB	Dudley St	10,000	8,000	10,200	8,000	10,240	0.800	D	1.020	F(0)	0.800	D	1.024	F(0)	0.000	0.004	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	8,400	9,230	8,480	0.920	D	0.840	D	0.923	E	0.848	D	0.003	0.008	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	7,100	8,700	7,100	8,700	0.710	C	0.870	D	0.710	C	0.870	D	0.000	0.000	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	8,300	9,770	8,310	0.970	E	0.830	D	0.977	E	0.831	D	0.007	0.001	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,600	5,900	3,600	5,900	0.600	C	0.983	E	0.600	B	0.983	E	0.000	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,800	5,700	5,880	5,730	0.967	E	0.950	E	0.980	E	0.955	E	0.013	0.005	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	7,900	11,900	7,900	11,900	0.790	D	1.190	F(0)	0.790	C	1.190	F(0)	0.000	0.000	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	11,700	7,800	11,700	7,800	1.170	F(0)	0.780	D	1.170	F(0)	0.780	C	0.000	0.000	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,200	12,400	8,200	12,400	0.820	D	1.240	F(0)	0.820	D	1.240	F(1)	0.000	0.000	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,300	11,860	8,360	1.180	F(0)	0.830	D	1.186	F(0)	0.836	D	0.006	0.006	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,100	11,600	6,100	11,600	0.635	C	1.208	F(0)	0.635	B	1.208	F(1)	0.000	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,300	8,900	9,360	8,950	0.969	E	0.927	D	0.975	E	0.932	E	0.006	0.005	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,000	4,200	3,000	0.525	B	0.375	B	0.525	A	0.375	A	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,000	4,100	3,000	4,100	0.375	B	0.513	B	0.375	A	0.513	A	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,450	11,600	11,450	11,600	0.954	E	0.967	E	0.954	E	0.967	E	0.000	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	10,791	11,770	10,800	11,770	0.899	D	0.981	E	0.900	E	0.981	E	0.001	0.000	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,700	11,900	11,700	11,970	0.975	E	0.992	E	0.975	E	0.998	E	0.000	0.006	NO	NO
17.95	110 SB	Slauson Ave	12,000	9,500	12,100	9,540	12,100	0.792	D	1.008	F(0)	0.795	C	1.008	F(0)	0.003	0.000	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,400	11,600	11,400	11,620	1.425	F(2)	1.450	F(3)	1.425	F(3)	1.453	F(3)	0.000	0.002	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,400	10,500	11,440	10,510	1.425	F(2)	1.313	F(1)	1.430	F(3)	1.314	F(2)	0.005	0.001	NO	NO
23.96	110 NB	at Alpine St	6,000	5,700	9,200	5,700	9,210	0.950	E	1.533	F(3)	0.950	E	1.535	F(3)	0.000	0.002	NO	NO
23.96	110 SB	at Alpine St	6,000	8,800	8,800	8,820	8,810	1.467	F(3)	1.467	F(3)	1.470	F(3)	1.468	F(3)	0.003	0.002	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,000	6,300	3,000	6,310	0.500	B	1.050	F(0)	0.500	B	1.052	F(0)	0.000	0.002	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,700	4,100	6,720	4,110	1.117	F(0)	0.683	C	1.120	F(0)	0.685	C	0.003	0.002	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,100	8,500	9,230	8,540	0.910	D	0.850	D	0.923	D	0.854	D	0.013	0.004	NO	NO
0.4	405 SB	n/o Rte 22	12,000	8,400	13,900	8,400	13,960	0.700	C	1.158	F(0)	0.700	C	1.163	F(0)	0.000	0.005	NO	NO

Table 12

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 3

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
8.02	405 NB	Santa Fe Ave	10,000	11,500	8,900	11,640	8,970	1.150	F(0)	0.890	D	1.164	F(0)	0.897	D	0.014	0.007	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	8,600	10,700	8,600	10,780	0.860	D	1.070	F(0)	0.860	D	1.078	F(0)	0.000	0.008	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	10,900	9,400	11,050	9,460	1.090	F(0)	0.940	E	1.105	F(0)	0.946	E	0.015	0.006	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,400	11,300	9,400	11,360	0.940	E	1.130	F(0)	0.940	E	1.136	F(0)	0.000	0.006	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,300	8,600	11,490	8,700	1.130	F(0)	0.860	D	1.149	F(0)	0.870	D	0.019	0.010	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	8,420	10,400	8,420	10,550	0.842	D	1.040	F(0)	0.842	D	1.055	F(0)	0.000	0.015	NO	NO
24.27	405 NB	n/o La Tijera Bl	10,000	14,200	14,400	14,200	14,420	1.420	F(2)	1.440	F(2)	1.420	F(2)	1.442	F(2)	0.000	0.002	NO	NO
24.27	405 SB	n/o La Tijera Bl	10,000	10,100	11,500	10,200	11,540	1.010	F(0)	1.150	F(0)	1.020	F(0)	1.154	F(0)	0.010	0.004	NO	NO
28.3	405 NB	n/o Venice Bl	10,000	13,600	14,900	13,600	14,910	1.360	F(2)	1.490	F(3)	1.360	F(2)	1.491	F(3)	0.000	0.001	NO	NO
28.3	405 SB	n/o Venice Bl	10,000	9,300	14,600	9,440	14,620	0.930	E	1.460	F(3)	0.944	E	1.462	F(3)	0.014	0.002	NO	NO
35.81	405 NB	s/o Mulholland Dr	10,000	8,800	14,600	8,800	14,660	0.880	D	1.460	F(3)	0.880	D	1.466	F(3)	0.000	0.006	NO	NO
35.81	405 SB	s/o Mulholland Dr	10,000	14,600	10,000	14,670	10,030	1.460	F(3)	1.000	F(0)	1.467	F(3)	1.003	F(0)	0.007	0.003	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,500	12,800	6,500	12,810	0.650	C	1.280	F(1)	0.650	C	1.281	F(1)	0.000	0.001	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,400	6,800	10,420	6,830	1.040	F(0)	0.680	C	1.042	F(0)	0.683	C	0.002	0.003	NO	NO

Source: Fehr & Peers, 2012.

Table 13

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 4

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	E	AM	PM	E	AM	PM	AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,000	5,800	5,000	5,800	0.833	D	0.967	E	0.833	D	0.967	E	0.000	0.000	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,600	3,900	4,600	3,900	0.767	C	0.650	C	0.767	C	0.650	B	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,000	13,600	12,000	13,600	1.200	F(0)	1.360	F(2)	1.200	F(1)	1.360	F(2)	0.000	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,100	8,500	10,100	8,500	1.263	F(1)	1.063	F(0)	1.263	F(1)	1.063	F(0)	0.000	0.000	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	12,900	14,000	12,900	14,020	1.290	F(1)	1.400	F(2)	1.290	F(1)	1.402	F(3)	0.000	0.002	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	12,700	11,800	12,700	11,800	1.270	F(1)	1.180	F(0)	1.270	F(1)	1.180	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	16,900	18,000	16,900	18,000	1.352	F(2)	1.440	F(2)	1.352	F(2)	1.440	F(3)	0.000	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,000	17,500	18,010	17,500	1.440	F(2)	1.400	F(2)	1.441	F(3)	1.400	F(3)	0.001	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,400	12,600	6,400	12,600	0.533	B	1.050	F(0)	0.533	A	1.050	F(0)	0.000	0.000	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,100	7,100	12,100	7,110	1.008	F(0)	0.592	C	1.008	F(0)	0.593	A	0.000	0.001	NO	NO
23.28	10 EB	Atlantic Bl	8,000	6,200	11,000	6,200	11,000	0.775	D	1.375	F(2)	0.775	C	1.375	F(2)	0.000	0.000	NO	NO
23.28	10 WB	Atlantic Bl	8,000	11,000	6,500	11,000	6,500	1.375	F(2)	0.813	D	1.375	F(2)	0.813	D	0.000	0.000	NO	NO
26.79	10 EB	Rosemead Bl	8,000	6,200	11,400	6,200	11,400	0.775	D	1.425	F(2)	0.775	C	1.425	F(3)	0.000	0.000	NO	NO
26.79	10 WB	Rosemead Bl	8,000	11,000	6,500	11,000	6,500	1.375	F(2)	0.813	D	1.375	F(2)	0.813	D	0.000	0.000	NO	NO
30.3	10 EB	e/o Peck Rd	10,000	6,000	10,900	6,000	10,900	0.600	C	1.090	F(0)	0.600	B	1.090	F(0)	0.000	0.000	NO	NO
30.3	10 WB	e/o Peck Rd	10,000	10,500	6,700	10,500	6,700	1.050	F(0)	0.670	C	1.050	F(0)	0.670	B	0.000	0.000	NO	NO
34.28	10 EB	e/o Puente Ave	10,000	6,400	13,000	6,400	13,000	0.640	C	1.300	F(1)	0.640	B	1.300	F(2)	0.000	0.000	NO	NO
34.28	10 WB	e/o Puente Ave	10,000	13,300	6,500	13,300	6,500	1.330	F(1)	0.650	C	1.330	F(2)	0.650	B	0.000	0.000	NO	NO
38.48	10 EB	Grand Ave	10,000	8,700	10,700	8,700	10,700	0.870	D	1.070	F(0)	0.870	D	1.070	F(0)	0.000	0.000	NO	NO
38.48	10 WB	Grand Ave	8,000	10,400	7,000	10,400	7,000	1.300	F(1)	0.875	D	1.300	F(2)	0.875	D	0.000	0.000	NO	NO
44.13	10 EB	Dudley St	10,000	8,000	10,200	8,000	10,230	0.800	D	1.020	F(0)	0.800	D	1.023	F(0)	0.000	0.003	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	8,400	9,200	8,420	0.920	D	0.840	D	0.920	E	0.842	D	0.000	0.002	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	7,100	8,700	7,120	8,700	0.710	C	0.870	D	0.712	C	0.870	D	0.002	0.000	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	8,300	9,700	8,320	0.970	E	0.830	D	0.970	E	0.832	D	0.000	0.002	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,600	5,900	3,600	5,900	0.600	C	0.983	E	0.600	B	0.983	E	0.000	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,800	5,700	5,800	5,700	0.967	E	0.950	E	0.967	E	0.950	E	0.000	0.000	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	7,900	11,900	7,900	11,920	0.790	D	1.190	F(0)	0.790	C	1.192	F(0)	0.000	0.002	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	11,700	7,800	11,710	7,800	1.170	F(0)	0.780	D	1.171	F(0)	0.780	C	0.001	0.000	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,200	12,400	8,200	12,410	0.820	D	1.240	F(0)	0.820	D	1.241	F(1)	0.000	0.001	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,300	11,810	8,320	1.180	F(0)	0.830	D	1.181	F(0)	0.832	D	0.001	0.002	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,100	11,600	6,100	11,600	0.635	C	1.208	F(0)	0.635	B	1.208	F(1)	0.000	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,300	8,900	9,310	8,910	0.969	E	0.927	D	0.970	E	0.928	E	0.001	0.001	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,000	4,200	3,000	0.525	B	0.375	B	0.525	A	0.375	A	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,000	4,100	3,000	4,100	0.375	B	0.513	B	0.375	A	0.513	A	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,450	11,600	11,450	11,600	0.954	E	0.967	E	0.954	E	0.967	E	0.000	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	10,791	11,770	10,800	11,780	0.899	D	0.981	E	0.900	E	0.982	E	0.001	0.001	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,700	11,900	11,700	11,910	0.975	E	0.992	E	0.975	E	0.993	E	0.000	0.001	NO	NO
17.95	110 SB	Slauson Ave	12,000	9,500	12,100	9,500	12,100	0.792	D	1.008	F(0)	0.792	C	1.008	F(0)	0.000	0.000	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,400	11,600	11,400	11,600	1.425	F(2)	1.450	F(3)	1.425	F(3)	1.450	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,400	10,500	11,400	10,500	1.425	F(2)	1.313	F(1)	1.425	F(3)	1.313	F(2)	0.000	0.000	NO	NO
23.96	110 NB	at Alpine St	6,000	5,700	9,200	5,700	9,200	0.950	E	1.533	F(3)	0.950	E	1.533	F(3)	0.000	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	8,800	8,800	8,800	8,800	1.467	F(3)	1.467	F(3)	1.467	F(3)	1.467	F(3)	0.000	0.000	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,000	6,300	3,000	6,300	0.500	B	1.050	F(0)	0.500	B	1.050	F(0)	0.000	0.000	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,700	4,100	6,700	4,100	1.117	F(0)	0.683	C	1.117	F(0)	0.683	C	0.000	0.000	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,100	8,500	9,110	8,500	0.910	D	0.850	D	0.911	D	0.850	D	0.001	0.000	NO	NO
0.4	405 SB	n/o Rte 22	12,000	8,400	13,900	8,400	13,910	0.700	C	1.158	F(0)	0.700	C	1.159	F(0)	0.000	0.001	NO	NO

Table 13

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternative 4

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
8.02	405 NB	Santa Fe Ave	10,000	11,500	8,900	11,510	8,920	1.150	F(0)	0.890	D	1.151	F(0)	0.892	D	0.001	0.002	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	8,600	10,700	8,600	10,720	0.860	D	1.070	F(0)	0.860	D	1.072	F(0)	0.000	0.002	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	10,900	9,400	10,910	9,420	1.090	F(0)	0.940	E	1.091	F(0)	0.942	E	0.001	0.002	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,400	11,300	9,400	11,310	0.940	E	1.130	F(0)	0.940	E	1.131	F(0)	0.000	0.001	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,300	8,600	11,300	8,610	1.130	F(0)	0.860	D	1.130	F(0)	0.861	D	0.000	0.001	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	8,420	10,400	8,420	10,420	0.842	D	1.040	F(0)	0.842	D	1.042	F(0)	0.000	0.002	NO	NO
24.27	405 NB	n/o La Tijera Bl	10,000	14,200	14,400	14,200	14,410	1.420	F(2)	1.440	F(2)	1.420	F(2)	1.441	F(2)	0.000	0.001	NO	NO
24.27	405 SB	n/o La Tijera Bl	10,000	10,100	11,500	10,100	11,510	1.010	F(0)	1.150	F(0)	1.010	F(0)	1.151	F(0)	0.000	0.001	NO	NO
28.3	405 NB	n/o Venice Bl	10,000	13,600	14,900	13,600	14,900	1.360	F(2)	1.490	F(3)	1.360	F(2)	1.490	F(3)	0.000	0.000	NO	NO
28.3	405 SB	n/o Venice Bl	10,000	9,300	14,600	9,300	14,600	0.930	E	1.460	F(3)	0.930	E	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 NB	s/o Mulholland Dr	10,000	8,800	14,600	8,800	14,600	0.880	D	1.460	F(3)	0.880	D	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 SB	s/o Mulholland Dr	10,000	14,600	10,000	14,600	10,010	1.460	F(3)	1.000	F(0)	1.460	F(3)	1.001	F(0)	0.000	0.001	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,500	12,800	6,500	12,800	0.650	C	1.280	F(1)	0.650	C	1.280	F(1)	0.000	0.000	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,400	6,800	10,400	6,830	1.040	F(0)	0.680	C	1.040	F(0)	0.683	C	0.000	0.003	NO	NO

Source: Fehr & Peers, 2012.

Table 14

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternatives 8 and 9

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	E	AM	PM	E	AM	PM	AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,000	5,800	5,000	5,800	0.833	D	0.967	E	0.833	D	0.967	E	0.000	0.000	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,600	3,900	4,610	3,910	0.767	C	0.650	C	0.768	C	0.652	B	0.002	0.002	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,000	13,600	12,000	13,600	1.200	F(0)	1.360	F(2)	1.200	F(1)	1.360	F(2)	0.000	0.000	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,100	8,500	10,100	8,500	1.263	F(1)	1.063	F(0)	1.263	F(1)	1.063	F(0)	0.000	0.000	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	12,900	14,000	12,900	14,040	1.290	F(1)	1.400	F(2)	1.290	F(1)	1.404	F(3)	0.000	0.004	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	12,700	11,800	12,700	11,800	1.270	F(1)	1.180	F(0)	1.270	F(1)	1.180	F(0)	0.000	0.000	NO	NO
13.53	10 EB	Budlong Ave	12,500	16,900	18,000	16,900	18,000	1.352	F(2)	1.440	F(2)	1.352	F(2)	1.440	F(3)	0.000	0.000	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,000	17,500	18,010	17,500	1.440	F(2)	1.400	F(2)	1.441	F(3)	1.400	F(3)	0.001	0.000	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,400	12,600	6,400	12,630	0.533	B	1.050	F(0)	0.533	A	1.053	F(0)	0.000	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,100	7,100	12,110	7,100	1.008	F(0)	0.592	C	1.009	F(0)	0.592	A	0.001	0.000	NO	NO
23.28	10 EB	Atlantic Bl	8,000	6,200	11,000	6,200	11,000	0.775	D	1.375	F(2)	0.775	C	1.375	F(2)	0.000	0.000	NO	NO
23.28	10 WB	Atlantic Bl	8,000	11,000	6,500	11,000	6,500	1.375	F(2)	0.813	D	1.375	F(2)	0.813	D	0.000	0.000	NO	NO
26.79	10 EB	Rosemead Bl	8,000	6,200	11,400	6,200	11,400	0.775	D	1.425	F(2)	0.775	C	1.425	F(3)	0.000	0.000	NO	NO
26.79	10 WB	Rosemead Bl	8,000	11,000	6,500	11,000	6,500	1.375	F(2)	0.813	D	1.375	F(2)	0.813	D	0.000	0.000	NO	NO
30.3	10 EB	e/o Peck Rd	10,000	6,000	10,900	6,000	10,900	0.600	C	1.090	F(0)	0.600	B	1.090	F(0)	0.000	0.000	NO	NO
30.3	10 WB	e/o Peck Rd	10,000	10,500	6,700	10,510	6,700	1.050	F(0)	0.670	C	1.051	F(0)	0.670	B	0.001	0.000	NO	NO
34.28	10 EB	e/o Puente Ave	10,000	6,400	13,000	6,400	13,000	0.640	C	1.300	F(1)	0.640	B	1.300	F(2)	0.000	0.000	NO	NO
34.28	10 WB	e/o Puente Ave	10,000	13,300	6,500	13,300	6,500	1.330	F(1)	0.650	C	1.330	F(2)	0.650	B	0.000	0.000	NO	NO
38.48	10 EB	Grand Ave	10,000	8,700	10,700	8,710	10,700	0.870	D	1.070	F(0)	0.871	D	1.070	F(0)	0.001	0.000	NO	NO
38.48	10 WB	Grand Ave	8,000	10,400	7,000	10,400	7,000	1.300	F(1)	0.875	D	1.300	F(2)	0.875	D	0.000	0.000	NO	NO
44.13	10 EB	Dudley St	10,000	8,000	10,200	8,000	10,200	0.800	D	1.020	F(0)	0.800	D	1.020	F(0)	0.000	0.000	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	8,400	9,210	8,400	0.920	D	0.840	D	0.921	E	0.840	D	0.001	0.000	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	7,100	8,700	7,100	8,700	0.710	C	0.870	D	0.710	C	0.870	D	0.000	0.000	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	8,300	9,700	8,310	0.970	E	0.830	D	0.970	E	0.831	D	0.000	0.001	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,600	5,900	3,600	5,900	0.600	C	0.983	E	0.600	B	0.983	E	0.000	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,800	5,700	5,800	5,700	0.967	E	0.950	E	0.967	E	0.950	E	0.000	0.000	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	7,900	11,900	7,900	11,900	0.790	D	1.190	F(0)	0.790	C	1.190	F(0)	0.000	0.000	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	11,700	7,800	11,700	7,800	1.170	F(0)	0.780	D	1.170	F(0)	0.780	C	0.000	0.000	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,200	12,400	8,210	12,400	0.820	D	1.240	F(0)	0.821	D	1.240	F(1)	0.001	0.000	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,300	11,800	8,300	1.180	F(0)	0.830	D	1.180	F(0)	0.830	D	0.000	0.000	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,100	11,600	6,100	11,600	0.635	C	1.208	F(0)	0.635	B	1.208	F(1)	0.000	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,300	8,900	9,300	8,900	0.969	E	0.927	D	0.969	E	0.927	E	0.000	0.000	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,000	4,200	3,000	0.525	B	0.375	B	0.525	A	0.375	A	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,000	4,100	3,000	4,100	0.375	B	0.513	B	0.375	A	0.513	A	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,450	11,600	11,450	11,600	0.954	E	0.967	E	0.954	E	0.967	E	0.000	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	10,791	11,770	10,791	11,770	0.899	D	0.981	E	0.899	D	0.981	E	0.000	0.000	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,700	11,900	11,700	11,900	0.975	E	0.992	E	0.975	E	0.992	E	0.000	0.000	NO	NO
17.95	110 SB	Slauson Ave	12,000	9,500	12,100	9,500	12,100	0.792	D	1.008	F(0)	0.792	C	1.008	F(0)	0.000	0.000	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,400	11,600	11,400	11,600	1.425	F(2)	1.450	F(3)	1.425	F(3)	1.450	F(3)	0.000	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,400	10,500	11,400	10,500	1.425	F(2)	1.313	F(1)	1.425	F(3)	1.313	F(2)	0.000	0.000	NO	NO
23.96	110 NB	at Alpine St	6,000	5,700	9,200	5,700	9,200	0.950	E	1.533	F(3)	0.950	E	1.533	F(3)	0.000	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	8,800	8,800	8,800	8,800	1.467	F(3)	1.467	F(3)	1.467	F(3)	1.467	F(3)	0.000	0.000	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,000	6,300	3,000	6,300	0.500	B	1.050	F(0)	0.500	B	1.050	F(0)	0.000	0.000	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,700	4,100	6,710	4,100	1.117	F(0)	0.683	C	1.118	F(0)	0.683	C	0.002	0.000	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,100	8,500	9,100	8,530	0.910	D	0.850	D	0.910	D	0.853	D	0.000	0.003	NO	NO
0.4	405 SB	n/o Rte 22	12,000	8,400	13,900	8,400	13,900	0.700	C	1.158	F(0)	0.700	C	1.158	F(0)	0.000	0.000	NO	NO

Table 14

CMP Freeway Monitoring Stations Impact Analysis - Existing (2010) With Project Conditions Measured Against Existing (2010) Without Project Conditions – Alternatives 8 and 9

Postmile	Route	Segment	Existing Capacity	Existing (2010) Without Project Volumes		Existing (2010) With Project Volumes		Existing (2010) Without Project V/C & LOS			Existing (2010) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
8.02	405 NB	Santa Fe Ave	10,000	11,500	8,900	11,500	8,900	1.150	F(0)	0.890	D	1.150	F(0)	0.890	D	0.000	0.000	NO	NO
8.02	405 SB	Santa Fe Ave	10,000	8,600	10,700	8,600	10,720	0.860	D	1.070	F(0)	0.860	D	1.072	F(0)	0.000	0.002	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	10,900	9,400	10,900	9,400	1.090	F(0)	0.940	E	1.090	F(0)	0.940	E	0.000	0.000	NO	NO
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,400	11,300	9,400	11,300	0.940	E	1.130	F(0)	0.940	E	1.130	F(0)	0.000	0.000	NO	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,300	8,600	11,300	8,600	1.130	F(0)	0.860	D	1.130	F(0)	0.860	D	0.000	0.000	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	8,420	10,400	8,440	10,400	0.842	D	1.040	F(0)	0.844	D	1.040	F(0)	0.002	0.000	NO	NO
24.27	405 NB	n/o La Tijera Bl	10,000	14,200	14,400	14,210	14,400	1.420	F(2)	1.440	F(2)	1.421	F(2)	1.440	F(2)	0.001	0.000	NO	NO
24.27	405 SB	n/o La Tijera Bl	10,000	10,100	11,500	10,100	11,500	1.010	F(0)	1.150	F(0)	1.010	F(0)	1.150	F(0)	0.000	0.000	NO	NO
28.3	405 NB	n/o Venice Bl	10,000	13,600	14,900	13,600	14,900	1.360	F(2)	1.490	F(3)	1.360	F(2)	1.490	F(3)	0.000	0.000	NO	NO
28.3	405 SB	n/o Venice Bl	10,000	9,300	14,600	9,300	14,600	0.930	E	1.460	F(3)	0.930	E	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 NB	s/o Mulholland Dr	10,000	8,800	14,600	8,800	14,600	0.880	D	1.460	F(3)	0.880	D	1.460	F(3)	0.000	0.000	NO	NO
35.81	405 SB	s/o Mulholland Dr	10,000	14,600	10,000	14,600	10,000	1.460	F(3)	1.000	F(0)	1.460	F(3)	1.000	F(0)	0.000	0.000	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,500	12,800	6,500	12,800	0.650	C	1.280	F(1)	0.650	C	1.280	F(1)	0.000	0.000	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,400	6,800	10,400	6,830	1.040	F(0)	0.680	C	1.040	F(0)	0.683	C	0.000	0.003	NO	NO

Source: Fehr & Peers, 2012.

Table 15

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 1-2

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS				Future (2025) With Project V/C & LOS				Delta		Significant Impact?	
				AM	PM	AM	PM	AM		PM		AM		PM		AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,310	6,040	5,310	6,050	0.885	D	1.007	F(0)	0.885	D	1.008	F(0)	0.000	0.002	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,490	14,010	12,500	14,040	1.249	F(0)	1.401	F(2)	1.250	F(1)	1.404	F(2)	0.001	0.003	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,250	8,920	10,270	8,950	1.281	F(1)	1.115	F(0)	1.284	F(1)	1.119	F(0)	0.002	0.004	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,250	14,310	13,280	14,340	1.325	F(1)	1.431	F(2)	1.328	F(1)	1.434	F(2)	0.003	0.003	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,150	12,420	13,190	12,480	1.315	F(1)	1.242	F(0)	1.319	F(1)	1.248	F(0)	0.004	0.006	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,210	18,270	17,260	18,310	1.377	F(2)	1.462	F(3)	1.381	F(2)	1.465	F(3)	0.004	0.003	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,270	17,990	18,310	18,050	1.462	F(3)	1.439	F(2)	1.465	F(3)	1.444	F(2)	0.003	0.005	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,780	13,020	6,830	13,030	0.565	C	1.085	F(0)	0.569	C	1.086	F(0)	0.004	0.001	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,350	7,920	12,390	8,050	1.029	F(0)	0.660	C	1.033	F(0)	0.671	C	0.003	0.011	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,550	11,830	7,640	11,860	0.755	C	1.183	F(0)	0.764	C	1.186	F(0)	0.009	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,140	7,390	11,200	7,540	1.114	F(0)	0.739	C	1.120	F(0)	0.754	C	0.006	0.015	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,630	12,630	7,700	12,660	0.763	C	1.263	F(1)	0.770	D	1.266	F(1)	0.007	0.003	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,440	7,900	11,520	8,050	1.144	F(0)	0.790	D	1.152	F(0)	0.805	D	0.008	0.015	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,820	12,810	7,890	12,840	0.652	C	1.068	F(0)	0.658	C	1.070	F(0)	0.006	0.003	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,480	8,660	11,550	8,780	0.957	E	0.722	C	0.963	E	0.732	C	0.006	0.010	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,490	15,060	8,600	15,090	0.708	C	1.255	F(1)	0.717	C	1.258	F(1)	0.009	0.003	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,390	7,650	13,450	7,770	1.116	F(0)	0.638	C	1.121	F(0)	0.648	C	0.005	0.0100	NO	NO
38.48	10 EB	Grand Ave	12,000	11,660	12,460	11,760	12,490	0.972	E	1.038	F(0)	0.980	E	1.041	F(0)	0.008	0.0025	NO	NO
38.48	10 WB	Grand Ave	10,000	10,420	9,420	10,530	9,550	1.042	F(0)	0.942	E	1.053	F(0)	0.955	E	0.011	0.0130	NO	NO
44.13	10 EB	Dudley St	10,000	10,640	12,270	10,750	12,320	1.064	F(0)	1.227	F(0)	1.075	F(0)	1.232	F(0)	0.011	0.0050	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,240	9,200	10,380	0.920	D	1.024	F(0)	0.920	D	1.038	F(0)	0.000	0.0140	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,850	10,030	8,910	10,080	0.885	D	1.003	F(0)	0.891	D	1.008	F(0)	0.006	0.0050	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,670	9,700	10,770	0.970	E	1.067	F(0)	0.970	E	1.077	F(0)	0.000	0.0100	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,680	6,100	3,860	6,170	0.613	C	1.017	F(0)	0.643	C	1.028	F(0)	0.030	0.0117	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,960	5,840	6,000	5,920	0.993	E	0.973	E	1.000	F(0)	0.987	E	0.007	0.0133	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,280	12,540	8,650	12,600	0.828	D	1.254	F(1)	0.865	D	1.260	F(1)	0.037	0.0060	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,050	8,210	12,120	8,560	1.205	F(0)	0.821	D	1.212	F(0)	0.856	D	0.007	0.0350	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,760	12,730	8,980	12,780	0.876	D	1.273	F(1)	0.898	D	1.278	F(1)	0.022	0.0050	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,850	11,850	9,120	1.180	F(0)	0.885	D	1.185	F(0)	0.912	D	0.005	0.0270	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,630	12,300	6,820	12,330	0.691	C	1.281	F(1)	0.710	C	1.284	F(1)	0.020	0.0031	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,340	9,650	9,420	9,830	0.973	E	1.005	F(0)	0.981	E	1.024	F(0)	0.008	0.019	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,530	12,530	11,610	12,530	0.961	E	1.044	F(0)	0.968	E	1.044	F(0)	0.007	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,500	12,280	11,520	12,340	0.958	E	1.023	F(0)	0.960	E	1.028	F(0)	0.002	0.005	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,810	12,790	11,920	12,820	0.984	E	1.066	F(0)	0.993	E	1.068	F(0)	0.009	0.002	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,190	12,650	10,250	12,750	0.849	D	1.054	F(0)	0.854	D	1.063	F(0)	0.005	0.008	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,760	12,090	11,790	12,090	1.470	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.004	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,800	10,970	11,820	11,040	1.475	F(3)	1.371	F(2)	1.478	F(3)	1.380	F(2)	0.002	0.009	NO	NO
23.96	110 NB	at Alpine St	6,000	5,980	9,510	6,000	9,510	0.997	E	1.585	F(3)	1.000	F(0)	1.585	F(3)	0.003	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	9,030	9,110	9,040	9,150	1.505	F(3)	1.518	F(3)	1.507	F(3)	1.525	F(3)	0.002	0.007	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,370	6,640	3,400	6,660	0.562	C	1.107	F(0)	0.567	C	1.110	F(0)	0.005	0.003	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,830	4,660	6,850	4,710	1.138	F(0)	0.777	D	1.142	F(0)	0.785	D	0.003	0.008	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,550	10,900	9,720	11,120	0.955	E	1.090	F(0)	0.972	E	1.112	F(0)	0.017	0.022	NO	YES
0.4	405 SB	n/o Rte 22	12,000	9,320	14,890	9,440	15,040	0.777	D	1.241	F(0)	0.787	D	1.253	F(1)	0.010	0.013	NO	NO
8.02	405 NB	Santa Fe Ave	10,000	11,560	9,890	11,750	10,150	1.156	F(0)	0.989	E	1.175	F(0)	1.015	F(0)	0.019	0.026	NO	YES

Table 15

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 1-2

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS				Future (2025) With Project V/C & LOS				Delta		Significant Impact?	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
8.02	405 SB	Santa Fe Ave	10,000	9,300	11,380	9,460	11,490	0.930	E	1.138	F(0)	0.946	E	1.149	F(0)	0.016	0.011	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,010	10,310	11,200	10,590	1.101	F(0)	1.031	F(0)	1.120	F(0)	1.059	F(0)	0.019	0.028	NO	YES
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,960	11,950	10,210	12,070	0.996	E	1.195	F(0)	1.021	F(0)	1.207	F(0)	0.025	0.012	YES	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,740	9,470	11,870	9,730	1.174	F(0)	0.947	E	1.187	F(0)	0.973	E	0.013	0.026	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,190	11,140	9,540	11,310	0.919	D	1.114	F(0)	0.954	E	1.131	F(0)	0.035	0.017	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,110	15,860	15,240	15,940	1.259	F(1)	1.322	F(1)	1.270	F(1)	1.328	F(1)	0.011	0.007	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,750	12,130	10,830	12,260	0.896	D	1.011	F(0)	0.903	D	1.022	F(0)	0.007	0.011	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,210	16,650	14,430	16,700	1.184	F(0)	1.388	F(2)	1.203	F(0)	1.392	F(2)	0.018	0.004	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,370	15,130	10,450	15,330	0.864	D	1.261	F(1)	0.871	D	1.278	F(1)	0.007	0.017	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,120	16,410	9,320	16,460	0.760	C	1.368	F(2)	0.777	D	1.372	F(2)	0.017	0.004	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,550	10,750	15,610	10,930	1.296	F(1)	0.896	D	1.301	F(1)	0.911	D	0.005	0.015	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,770	13,120	6,820	13,150	0.677	C	1.312	F(1)	0.682	C	1.315	F(1)	0.005	0.003	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,560	7,030	10,590	7,110	1.056	F(0)	0.703	C	1.059	F(0)	0.711	C	0.003	0.008	NO	NO

Source: Fehr & Peers, 2012.



Table 16

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 3

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	D	PM	F(0)	AM	D	PM	F(0)	AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,310	6,040	5,380	6,080	0.885	D	1.007	F(0)	0.897	D	1.013	F(0)	0.012	0.007	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,810	4,200	0.792	D	0.700	C	0.802	D	0.700	C	0.010	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,490	14,010	12,500	14,050	1.249	F(0)	1.401	F(2)	1.250	F(1)	1.405	F(2)	0.001	0.004	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,250	8,920	10,280	8,950	1.281	F(1)	1.115	F(0)	1.285	F(1)	1.119	F(0)	0.004	0.004	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,250	14,310	13,270	14,340	1.325	F(1)	1.431	F(2)	1.327	F(1)	1.434	F(2)	0.002	0.003	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,150	12,420	13,170	12,470	1.315	F(1)	1.242	F(0)	1.317	F(1)	1.247	F(0)	0.002	0.005	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,210	18,270	17,260	18,290	1.377	F(2)	1.462	F(3)	1.381	F(2)	1.463	F(3)	0.004	0.002	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,270	17,990	18,290	18,040	1.462	F(3)	1.439	F(2)	1.463	F(3)	1.443	F(2)	0.002	0.004	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,780	13,020	6,850	13,050	0.565	C	1.085	F(0)	0.571	C	1.088	F(0)	0.006	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,350	7,920	12,390	8,070	1.029	F(0)	0.660	C	1.033	F(0)	0.673	C	0.003	0.013	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,550	11,830	7,660	11,880	0.755	C	1.183	F(0)	0.766	C	1.188	F(0)	0.011	0.005	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,140	7,390	11,210	7,550	1.114	F(0)	0.739	C	1.121	F(0)	0.755	C	0.007	0.016	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,630	12,630	7,720	12,670	0.763	C	1.263	F(1)	0.772	D	1.267	F(1)	0.009	0.004	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,440	7,900	11,520	8,060	1.144	F(0)	0.790	D	1.152	F(0)	0.806	D	0.008	0.016	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,820	12,810	7,910	12,860	0.652	C	1.068	F(0)	0.659	C	1.072	F(0)	0.008	0.004	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,480	8,660	11,560	8,790	0.957	E	0.722	C	0.963	E	0.733	C	0.007	0.011	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,490	15,060	8,600	15,090	0.708	C	1.255	F(1)	0.717	C	1.258	F(1)	0.009	0.003	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,390	7,650	13,450	7,770	1.116	F(0)	0.638	C	1.121	F(0)	0.648	C	0.005	0.010	NO	NO
38.48	10 EB	Grand Ave	12,000	11,660	12,460	11,770	12,490	0.972	E	1.038	F(0)	0.981	E	1.041	F(0)	0.009	0.002	NO	NO
38.48	10 WB	Grand Ave	10,000	10,420	9,420	10,530	9,540	1.042	F(0)	0.942	E	1.053	F(0)	0.954	E	0.011	0.012	NO	NO
44.13	10 EB	Dudley St	10,000	10,640	12,270	10,740	12,290	1.064	F(0)	1.227	F(0)	1.074	F(0)	1.229	F(0)	0.010	0.002	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,240	9,200	10,380	0.920	D	1.024	F(0)	0.920	D	1.038	F(0)	0.000	0.014	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,850	10,030	8,890	10,060	0.885	D	1.003	F(0)	0.889	D	1.006	F(0)	0.004	0.003	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,670	9,700	10,770	0.970	E	1.067	F(0)	0.970	E	1.077	F(0)	0.000	0.010	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,680	6,100	3,680	6,100	0.613	C	1.017	F(0)	0.613	C	1.017	F(0)	0.000	0.000	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,960	5,840	6,050	5,970	0.993	E	0.973	E	1.008	F(0)	0.995	E	0.015	0.022	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,280	12,540	8,500	12,570	0.828	D	1.254	F(1)	0.850	D	1.257	F(1)	0.022	0.003	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,050	8,210	12,120	8,470	1.205	F(0)	0.821	D	1.212	F(0)	0.847	D	0.007	0.026	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,760	12,730	8,920	12,760	0.876	D	1.273	F(1)	0.892	D	1.276	F(1)	0.016	0.003	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,850	11,830	9,070	1.180	F(0)	0.885	D	1.183	F(0)	0.907	D	0.003	0.022	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,630	12,300	6,770	12,300	0.691	C	1.281	F(1)	0.705	C	1.281	F(1)	0.015	0.000	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,340	9,650	9,390	9,810	0.973	E	1.005	F(0)	0.978	E	1.022	F(0)	0.005	0.017	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,180	4,250	0.398	B	0.531	B	0.398	B	0.531	B	0.000	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,530	12,530	11,570	12,530	0.961	E	1.044	F(0)	0.964	E	1.044	F(0)	0.003	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,500	12,280	11,500	12,310	0.958	E	1.023	F(0)	0.958	E	1.026	F(0)	0.000	0.002	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,810	12,790	11,930	12,850	0.984	E	1.066	F(0)	0.994	E	1.071	F(0)	0.010	0.005	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,190	12,650	10,240	12,750	0.849	D	1.054	F(0)	0.853	D	1.063	F(0)	0.004	0.008	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,760	12,090	11,800	12,090	1.470	F(3)	1.511	F(3)	1.475	F(3)	1.511	F(3)	0.005	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,800	10,970	11,820	11,040	1.475	F(3)	1.371	F(2)	1.478	F(3)	1.380	F(2)	0.002	0.009	NO	NO
23.96	110 NB	at Alpine St	6,000	5,980	9,510	6,000	9,520	0.997	E	1.585	F(3)	1.000	F(0)	1.587	F(3)	0.003	0.002	NO	NO
23.96	110 SB	at Alpine St	6,000	9,030	9,110	9,040	9,150	1.505	F(3)	1.518	F(3)	1.507	F(3)	1.525	F(3)	0.002	0.007	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,370	6,640	3,400	6,660	0.562	C	1.107	F(0)	0.567	C	1.110	F(0)	0.005	0.003	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,830	4,660	6,850	4,710	1.138	F(0)	0.777	D	1.142	F(0)	0.785	D	0.003	0.008	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,550	10,900	9,700	11,120	0.955	E	1.090	F(0)	0.970	E	1.112	F(0)	0.015	0.022	NO	YES
0.4	405 SB	n/o Rte 22	12,000	9,320	14,890	9,420	15,020	0.777	D	1.241	F(0)	0.785	D	1.252	F(1)	0.008	0.011	NO	NO

Table 16

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 3

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	E	AM	PM	F(0)	F(0)	AM	PM	AM	PM	
8.02	405 NB	Santa Fe Ave	10,000	11,560	9,890	11,740	10,140	1.156	F(0)	0.989	E	1.174	F(0)	1.014	F(0)	0.018	0.025	NO	YES
8.02	405 SB	Santa Fe Ave	10,000	9,300	11,380	9,480	11,470	0.930	E	1.138	F(0)	0.948	E	1.147	F(0)	0.018	0.009	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,010	10,310	11,190	10,580	1.101	F(0)	1.031	F(0)	1.119	F(0)	1.058	F(0)	0.018	0.027	NO	YES
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,960	11,950	10,200	12,060	0.996	E	1.195	F(0)	1.020	F(0)	1.206	F(0)	0.024	0.011	YES	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,740	9,470	11,870	9,750	1.174	F(0)	0.947	E	1.187	F(0)	0.975	E	0.013	0.028	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,190	11,140	9,560	11,280	0.919	D	1.114	F(0)	0.956	E	1.128	F(0)	0.037	0.014	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,110	15,860	15,150	15,870	1.259	F(1)	1.322	F(1)	1.263	F(1)	1.323	F(1)	0.003	0.001	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,750	12,130	10,820	12,270	0.896	D	1.011	F(0)	0.902	D	1.023	F(0)	0.006	0.012	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,210	16,650	14,430	16,670	1.184	F(0)	1.388	F(2)	1.203	F(0)	1.389	F(2)	0.018	0.002	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,370	15,130	10,480	15,320	0.864	D	1.261	F(1)	0.873	D	1.277	F(1)	0.009	0.016	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,120	16,410	9,310	16,450	0.760	C	1.368	F(2)	0.776	D	1.371	F(2)	0.016	0.003	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,550	10,750	15,620	10,930	1.296	F(1)	0.896	D	1.302	F(1)	0.911	D	0.006	0.015	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,770	13,120	6,810	13,140	0.677	C	1.312	F(1)	0.681	C	1.314	F(1)	0.004	0.002	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,560	7,030	10,580	7,090	1.056	F(0)	0.703	C	1.058	F(0)	0.709	C	0.002	0.006	NO	NO

Source: Fehr & Peers, 2012.

Table 17

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 4

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	D	PM	F(0)	AM	D	PM	F(0)	AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,310	6,040	5,310	6,050	0.885	D	1.007	F(0)	0.885	D	1.008	F(0)	0.000	0.002	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,490	14,010	12,500	14,050	1.249	F(0)	1.401	F(2)	1.250	F(1)	1.405	F(2)	0.001	0.004	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,250	8,920	10,270	8,950	1.281	F(1)	1.115	F(0)	1.284	F(1)	1.119	F(0)	0.002	0.004	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,250	14,310	13,280	14,360	1.325	F(1)	1.431	F(2)	1.328	F(1)	1.436	F(2)	0.003	0.005	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,150	12,420	13,170	12,470	1.315	F(1)	1.242	F(0)	1.317	F(1)	1.247	F(0)	0.002	0.005	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,210	18,270	17,260	18,290	1.377	F(2)	1.462	F(3)	1.381	F(2)	1.463	F(3)	0.004	0.002	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,270	17,990	18,310	18,050	1.462	F(3)	1.439	F(2)	1.465	F(3)	1.444	F(2)	0.003	0.005	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,780	13,020	6,830	13,030	0.565	C	1.085	F(0)	0.569	C	1.086	F(0)	0.004	0.001	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,350	7,920	12,390	8,060	1.029	F(0)	0.660	C	1.033	F(0)	0.672	C	0.003	0.012	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,550	11,830	7,630	11,860	0.755	C	1.183	F(0)	0.763	C	1.186	F(0)	0.008	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,140	7,390	11,200	7,550	1.114	F(0)	0.739	C	1.120	F(0)	0.755	C	0.006	0.016	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,630	12,630	7,700	12,670	0.763	C	1.263	F(1)	0.770	D	1.267	F(1)	0.007	0.004	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,440	7,900	11,520	8,050	1.144	F(0)	0.790	D	1.152	F(0)	0.805	D	0.008	0.015	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,820	12,810	7,880	12,830	0.652	C	1.068	F(0)	0.657	C	1.069	F(0)	0.005	0.002	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,480	8,660	11,550	8,790	0.957	E	0.722	C	0.963	E	0.733	C	0.006	0.011	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,490	15,060	8,590	15,090	0.708	C	1.255	F(1)	0.716	C	1.258	F(1)	0.008	0.003	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,390	7,650	13,440	7,770	1.116	F(0)	0.638	C	1.120	F(0)	0.648	C	0.004	0.010	NO	NO
38.48	10 EB	Grand Ave	12,000	11,660	12,460	11,760	12,480	0.972	E	1.038	F(0)	0.980	E	1.040	F(0)	0.008	0.002	NO	NO
38.48	10 WB	Grand Ave	10,000	10,420	9,420	10,530	9,550	1.042	F(0)	0.942	E	1.053	F(0)	0.955	E	0.011	0.013	NO	NO
44.13	10 EB	Dudley St	10,000	10,640	12,270	10,760	12,320	1.064	F(0)	1.227	F(0)	1.076	F(0)	1.232	F(0)	0.012	0.005	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,240	9,200	10,360	0.920	D	1.024	F(0)	0.920	D	1.036	F(0)	0.000	0.012	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,850	10,030	8,920	10,050	0.885	D	1.003	F(0)	0.892	D	1.005	F(0)	0.007	0.002	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,670	9,700	10,780	0.970	E	1.067	F(0)	0.970	E	1.078	F(0)	0.000	0.011	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,680	6,100	3,860	6,170	0.613	C	1.017	F(0)	0.643	C	1.028	F(0)	0.030	0.012	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,960	5,840	6,010	5,930	0.993	E	0.973	E	1.002	F(0)	0.988	E	0.008	0.015	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,280	12,540	8,640	12,610	0.828	D	1.254	F(1)	0.864	D	1.261	F(1)	0.036	0.007	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,050	8,210	12,110	8,520	1.205	F(0)	0.821	D	1.211	F(0)	0.852	D	0.006	0.031	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,760	12,730	8,970	12,780	0.876	D	1.273	F(1)	0.897	D	1.278	F(1)	0.021	0.005	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,850	11,830	9,090	1.180	F(0)	0.885	D	1.183	F(0)	0.909	D	0.003	0.024	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,630	12,300	6,820	12,320	0.691	C	1.281	F(1)	0.710	C	1.283	F(1)	0.020	0.002	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,340	9,650	9,400	9,820	0.973	E	1.005	F(0)	0.979	E	1.023	F(0)	0.006	0.018	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,530	12,530	11,610	12,550	0.961	E	1.044	F(0)	0.968	E	1.046	F(0)	0.007	0.002	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,500	12,280	11,540	12,340	0.958	E	1.023	F(0)	0.962	E	1.028	F(0)	0.003	0.005	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,810	12,790	11,910	12,830	0.984	E	1.066	F(0)	0.993	E	1.069	F(0)	0.008	0.003	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,190	12,650	10,250	12,750	0.849	D	1.054	F(0)	0.854	D	1.063	F(0)	0.005	0.008	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,760	12,090	11,790	12,090	1.470	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.004	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,800	10,970	11,820	11,040	1.475	F(3)	1.371	F(2)	1.478	F(3)	1.380	F(2)	0.002	0.009	NO	NO
23.96	110 NB	at Alpine St	6,000	5,980	9,510	6,000	9,520	0.997	E	1.585	F(3)	1.000	F(0)	1.587	F(3)	0.003	0.002	NO	NO
23.96	110 SB	at Alpine St	6,000	9,030	9,110	9,040	9,150	1.505	F(3)	1.518	F(3)	1.507	F(3)	1.525	F(3)	0.002	0.007	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,370	6,640	3,400	6,650	0.562	C	1.107	F(0)	0.567	C	1.108	F(0)	0.005	0.002	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,830	4,660	6,850	4,710	1.138	F(0)	0.777	D	1.142	F(0)	0.785	D	0.003	0.008	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,550	10,900	9,710	11,120	0.955	E	1.090	F(0)	0.971	E	1.112	F(0)	0.016	0.022	NO	YES
0.4	405 SB	n/o Rte 22	12,000	9,320	14,890	9,430	15,030	0.777	D	1.241	F(0)	0.786	D	1.253	F(1)	0.009	0.012	NO	NO

Table 17

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternative 4

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	E	AM	PM	F(0)	F(0)	AM	PM	AM	PM	
8.02	405 NB	Santa Fe Ave	10,000	11,560	9,890	11,740	10,140	1.156	F(0)	0.989	E	1.174	F(0)	1.014	F(0)	0.018	0.025	NO	YES
8.02	405 SB	Santa Fe Ave	10,000	9,300	11,380	9,460	11,490	0.930	E	1.138	F(0)	0.946	E	1.149	F(0)	0.016	0.011	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,010	10,310	11,190	10,580	1.101	F(0)	1.031	F(0)	1.119	F(0)	1.058	F(0)	0.018	0.027	NO	YES
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,960	11,950	10,200	12,060	0.996	E	1.195	F(0)	1.020	F(0)	1.206	F(0)	0.024	0.011	YES	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,740	9,470	11,840	9,720	1.174	F(0)	0.947	E	1.184	F(0)	0.972	E	0.010	0.025	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,190	11,140	9,530	11,290	0.919	D	1.114	F(0)	0.953	E	1.129	F(0)	0.034	0.015	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,110	15,860	15,210	15,940	1.259	F(1)	1.322	F(1)	1.268	F(1)	1.328	F(1)	0.008	0.007	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,750	12,130	10,830	12,270	0.896	D	1.011	F(0)	0.903	D	1.023	F(0)	0.007	0.012	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,210	16,650	14,420	16,690	1.184	F(0)	1.388	F(2)	1.202	F(0)	1.391	F(2)	0.018	0.003	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,370	15,130	10,450	15,320	0.864	D	1.261	F(1)	0.871	D	1.277	F(1)	0.007	0.016	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,120	16,410	9,320	16,450	0.760	C	1.368	F(2)	0.777	D	1.371	F(2)	0.017	0.003	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,550	10,750	15,610	10,930	1.296	F(1)	0.896	D	1.301	F(1)	0.911	D	0.005	0.015	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,770	13,120	6,800	13,150	0.677	C	1.312	F(1)	0.680	C	1.315	F(1)	0.003	0.003	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,560	7,030	10,590	7,100	1.056	F(0)	0.703	C	1.059	F(0)	0.710	C	0.003	0.007	NO	NO

Source: Fehr & Peers, 2012.

Table 18

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternatives 8 and 9

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	LOS	AM	PM	LOS	AM	PM	AM	PM	AM	PM
R2.17	10 EB	Lincoln Bl	6,000	5,310	6,040	5,310	6,050	0.885	D	1.007	F(0)	0.885	D	1.008	F(0)	0.000	0.002	NO	NO
R2.17	10 WB	Lincoln Bl	6,000	4,750	4,200	4,750	4,200	0.792	D	0.700	C	0.792	D	0.700	C	0.000	0.000	NO	NO
R6.75	10 EB	e/o Overland Ave	10,000	12,490	14,010	12,500	14,050	1.249	F(0)	1.401	F(2)	1.250	F(1)	1.405	F(2)	0.001	0.004	NO	NO
R6.75	10 WB	e/o Overland Ave	8,000	10,250	8,920	10,270	8,950	1.281	F(1)	1.115	F(0)	1.284	F(1)	1.119	F(0)	0.002	0.004	NO	NO
R10.71	10 EB	e/o La Brea Ave UC	10,000	13,250	14,310	13,280	14,370	1.325	F(1)	1.431	F(2)	1.328	F(1)	1.437	F(2)	0.003	0.006	NO	NO
R10.71	10 WB	e/o La Brea Ave UC	10,000	13,150	12,420	13,190	12,480	1.315	F(1)	1.242	F(0)	1.319	F(1)	1.248	F(0)	0.004	0.006	NO	NO
13.53	10 EB	Budlong Ave	12,500	17,210	18,270	17,250	18,310	1.377	F(2)	1.462	F(3)	1.380	F(2)	1.465	F(3)	0.003	0.003	NO	NO
13.53	10 WB	Budlong Ave	12,500	18,270	17,990	18,310	18,050	1.462	F(3)	1.439	F(2)	1.465	F(3)	1.444	F(2)	0.003	0.005	NO	NO
19.67	10 EB	at East LA City Limit	12,000	6,780	13,020	6,820	13,040	0.565	C	1.085	F(0)	0.568	C	1.087	F(0)	0.003	0.002	NO	NO
19.67	10 WB	at East LA City Limit	12,000	12,350	7,920	12,400	8,060	1.029	F(0)	0.660	C	1.033	F(0)	0.672	C	0.004	0.012	NO	NO
23.28	10 EB	Atlantic Bl	10,000	7,550	11,830	7,630	11,860	0.755	C	1.183	F(0)	0.763	C	1.186	F(0)	0.008	0.003	NO	NO
23.28	10 WB	Atlantic Bl	10,000	11,140	7,390	11,200	7,550	1.114	F(0)	0.739	C	1.120	F(0)	0.755	C	0.006	0.016	NO	NO
26.79	10 EB	Rosemead Bl	10,000	7,630	12,630	7,700	12,650	0.763	C	1.263	F(1)	0.770	D	1.265	F(1)	0.007	0.002	NO	NO
26.79	10 WB	Rosemead Bl	10,000	11,440	7,900	11,530	8,050	1.144	F(0)	0.790	D	1.153	F(0)	0.805	D	0.009	0.015	NO	NO
30.3	10 EB	e/o Peck Rd	12,000	7,820	12,810	7,880	12,850	0.652	C	1.068	F(0)	0.657	C	1.071	F(0)	0.005	0.003	NO	NO
30.3	10 WB	e/o Peck Rd	12,000	11,480	8,660	11,560	8,790	0.957	E	0.722	C	0.963	E	0.733	C	0.007	0.011	NO	NO
34.28	10 EB	e/o Puente Ave	12,000	8,490	15,060	8,590	15,100	0.708	C	1.255	F(1)	0.716	C	1.258	F(1)	0.008	0.003	NO	NO
34.28	10 WB	e/o Puente Ave	12,000	13,390	7,650	13,450	7,770	1.116	F(0)	0.638	C	1.121	F(0)	0.648	C	0.005	0.010	NO	NO
38.48	10 EB	Grand Ave	12,000	11,660	12,460	11,740	12,500	0.972	E	1.038	F(0)	0.978	E	1.042	F(0)	0.007	0.003	NO	NO
38.48	10 WB	Grand Ave	10,000	10,420	9,420	10,530	9,550	1.042	F(0)	0.942	E	1.053	F(0)	0.955	E	0.011	0.013	NO	NO
44.13	10 EB	Dudley St	10,000	10,640	12,270	10,740	12,330	1.064	F(0)	1.227	F(0)	1.074	F(0)	1.233	F(0)	0.010	0.006	NO	NO
44.13	10 WB	Dudley St	10,000	9,200	10,240	9,200	10,410	0.920	D	1.024	F(0)	0.920	D	1.041	F(0)	0.000	0.017	NO	NO
47.11	10 EB	w/o Indian Hill Bl	10,000	8,850	10,030	8,870	10,060	0.885	D	1.003	F(0)	0.887	D	1.006	F(0)	0.002	0.003	NO	NO
47.11	10 WB	w/o Indian Hill Bl	10,000	9,700	10,670	9,700	10,780	0.970	E	1.067	F(0)	0.970	E	1.078	F(0)	0.000	0.011	NO	NO
R1.00	105 EB	e/o Sepulveda Bl (Jct Rte 1)	6,000	3,680	6,100	3,850	6,170	0.613	C	1.017	F(0)	0.642	C	1.028	F(0)	0.028	0.012	NO	NO
R1.00	105 WB	e/o Sepulveda Bl (Jct Rte 1)	6,000	5,960	5,840	6,000	5,920	0.993	E	0.973	E	1.000	F(0)	0.987	E	0.007	0.013	NO	NO
R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	8,280	12,540	8,610	12,600	0.828	D	1.254	F(1)	0.861	D	1.260	F(1)	0.033	0.006	NO	NO
R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	12,050	8,210	12,120	8,550	1.205	F(0)	0.821	D	1.212	F(0)	0.855	D	0.007	0.034	NO	NO
R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	8,760	12,730	8,960	12,780	0.876	D	1.273	F(1)	0.896	D	1.278	F(1)	0.020	0.005	NO	NO
R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	11,800	8,850	11,850	9,120	1.180	F(0)	0.885	D	1.185	F(0)	0.912	D	0.005	0.027	NO	NO
R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	9,600	6,630	12,300	6,810	12,330	0.691	C	1.281	F(1)	0.709	C	1.284	F(1)	0.019	0.003	NO	NO
R17.00	105 WB	e/o Bellflower Bl, w/o Rte 605	9,600	9,340	9,650	9,420	9,830	0.973	E	1.005	F(0)	0.981	E	1.024	F(0)	0.008	0.019	NO	NO
2.77	110 NB	Wilmington, s/o C St	8,000	4,200	3,190	4,200	3,190	0.525	B	0.399	B	0.525	B	0.399	B	0.000	0.000	NO	NO
2.77	110 SB	Wilmington, s/o C St	8,000	3,180	4,250	3,190	4,250	0.398	B	0.531	B	0.399	B	0.531	B	0.001	0.000	NO	NO
15.88	110 NB	Manchester Bl	12,000	11,530	12,530	11,600	12,530	0.961	E	1.044	F(0)	0.967	E	1.044	F(0)	0.006	0.000	NO	NO
15.88	110 SB	Manchester Bl	12,000	11,500	12,280	11,520	12,340	0.958	E	1.023	F(0)	0.960	E	1.028	F(0)	0.002	0.005	NO	NO
17.95	110 NB	Slauson Ave	12,000	11,810	12,790	11,920	12,830	0.984	E	1.066	F(0)	0.993	E	1.069	F(0)	0.009	0.003	NO	NO
17.95	110 SB	Slauson Ave	12,000	10,190	12,650	10,240	12,750	0.849	D	1.054	F(0)	0.853	D	1.063	F(0)	0.004	0.008	NO	NO
23.5	110 NB	s/o Rte 101	8,000	11,760	12,090	11,790	12,090	1.470	F(3)	1.511	F(3)	1.474	F(3)	1.511	F(3)	0.004	0.000	NO	NO
23.5	110 SB	s/o Rte 101	8,000	11,800	10,970	11,820	11,040	1.475	F(3)	1.371	F(2)	1.478	F(3)	1.380	F(2)	0.002	0.009	NO	NO
23.96	110 NB	at Alpine St	6,000	5,980	9,510	6,000	9,510	0.997	E	1.585	F(3)	1.000	F(0)	1.585	F(3)	0.003	0.000	NO	NO
23.96	110 SB	at Alpine St	6,000	9,030	9,110	9,040	9,150	1.505	F(3)	1.518	F(3)	1.507	F(3)	1.525	F(3)	0.002	0.007	NO	NO
26.5	110 NB	at Pasadena Ave	6,000	3,370	6,640	3,400	6,660	0.562	C	1.107	F(0)	0.567	C	1.110	F(0)	0.005	0.003	NO	NO
26.5	110 SB	at Pasadena Ave	6,000	6,830	4,660	6,850	4,710	1.138	F(0)	0.777	D	1.142	F(0)	0.785	D	0.003	0.008	NO	NO
0.4	405 NB	n/o Rte 22	10,000	9,550	10,900	9,720	11,140	0.955	E	1.090	F(0)	0.972	E	1.114	F(0)	0.017	0.024	NO	YES
0.4	405 SB	n/o Rte 22	12,000	9,320	14,890	9,440	15,040	0.777	D	1.241	F(0)	0.787	D	1.253	F(1)	0.010	0.013	NO	NO

Table 18

CMP Freeway Monitoring Stations Impact Analysis - Future (2025) With Project Conditions Measured Against Future-Adjusted (2025) Without Project Conditions – Alternatives 8 and 9

Postmile	Route	Segment	Future Capacity	Future-Adjusted (2025) Without Project Volumes		Future (2025) With Project Volumes		Future-Adjusted (2025) Without Project V/C & LOS			Future (2025) With Project V/C & LOS			Delta		Significant Impact?			
				AM	PM	AM	PM	AM	PM	E	AM	PM	F(0)	F(0)	AM	PM	AM	PM	
8.02	405 NB	Santa Fe Ave	10,000	11,560	9,890	11,750	10,150	1.156	F(0)	0.989	E	1.175	F(0)	1.015	F(0)	0.019	0.026	NO	YES
8.02	405 SB	Santa Fe Ave	10,000	9,300	11,380	9,450	11,490	0.930	E	1.138	F(0)	0.945	E	1.149	F(0)	0.015	0.011	NO	NO
11.9	405 NB	s/o Rte 110 @ Carson Scales	10,000	11,010	10,310	11,210	10,590	1.101	F(0)	1.031	F(0)	1.121	F(0)	1.059	F(0)	0.020	0.028	YES	YES
11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	9,960	11,950	10,190	12,070	0.996	E	1.195	F(0)	1.019	F(0)	1.207	F(0)	0.023	0.012	YES	NO
18.63	405 NB	n/o Inglewood Ave at Compton Bl	10,000	11,740	9,470	11,870	9,720	1.174	F(0)	0.947	E	1.187	F(0)	0.972	E	0.013	0.025	NO	NO
18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	9,190	11,140	9,520	11,320	0.919	D	1.114	F(0)	0.952	E	1.132	F(0)	0.033	0.018	NO	NO
24.27	405 NB	n/o La Tijera Bl	12,000	15,110	15,860	15,230	15,940	1.259	F(1)	1.322	F(1)	1.269	F(1)	1.328	F(1)	0.010	0.007	NO	NO
24.27	405 SB	n/o La Tijera Bl	12,000	10,750	12,130	10,800	12,240	0.896	D	1.011	F(0)	0.900	D	1.020	F(0)	0.004	0.009	NO	NO
28.3	405 NB	n/o Venice Bl	12,000	14,210	16,650	14,410	16,700	1.184	F(0)	1.388	F(2)	1.201	F(0)	1.392	F(2)	0.017	0.004	NO	NO
28.3	405 SB	n/o Venice Bl	12,000	10,370	15,130	10,440	15,320	0.864	D	1.261	F(1)	0.870	D	1.277	F(1)	0.006	0.016	NO	NO
35.81	405 NB	s/o Mulholland Dr	12,000	9,120	16,410	9,310	16,460	0.760	C	1.368	F(2)	0.776	D	1.372	F(2)	0.016	0.004	NO	NO
35.81	405 SB	s/o Mulholland Dr	12,000	15,550	10,750	15,620	10,930	1.296	F(1)	0.896	D	1.302	F(1)	0.911	D	0.006	0.015	NO	NO
44.27	405 NB	n/o Roscoe Bl	10,000	6,770	13,120	6,790	13,150	0.677	C	1.312	F(1)	0.679	C	1.315	F(1)	0.002	0.003	NO	NO
44.27	405 SB	n/o Roscoe Bl	10,000	10,560	7,030	10,590	7,120	1.056	F(0)	0.703	C	1.059	F(0)	0.712	C	0.003	0.009	NO	NO

Source: Fehr & Peers, 2012.