

FINAL ENVIRONMENTAL IMPACT REPORT

**LOS ANGELES SPORTS AND
ENTERTAINMENT DISTRICT**

APPENDIX B
SUPPORTING FREEWAY TRAFFIC ANALYSIS

Table 1. Freeway Mainline Analysis - Existing Conditions (2000) - AM Peak Hour

Freeway Segment			Northbound/Eastbound			
			AM Peak Hour			
Station	Route	Location	2000 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	10,181	8,000	1.273	F(1)
1004	I- 5	Stadium	9,079	10,000	0.908	D
1012	I- 10	East of La Brea	13,049	9,500	1.374	F(2)
1013	I- 10	West of Vermont	17,170	12,500	1.374	F(2)
1014	I- 10	West of I-710	6,995	12,000	0.583	C
1027	SR- 60	East of Indiana	5,016	12,000	0.418	B
1036	US-101	North of Vignes	13,736	10,000	1.374	F(2)
1037	US-101	South of Santa Monica	6,937	8,000	0.867	D
1047	SR-110	Slauson	10,989	8,000	1.374	F(2)
1048	SR-110	South of US-101	6,334	8,000	0.792	D
1049	SR-110	Alpine	4,467	6,000	0.745	C
1050	SR-110	Pasadena	2,981	6,000	0.497	B

Freeway Segment			Southbound/Westbound			
			AM Peak Hour			
Station	Route	Location	2000 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	6,804	8,000	0.851	D
1004	I- 5	Stadium	13,736	10,000	1.374	F(2)
1012	I- 10	East of La Brea	10,181	8,000	1.273	F(1)
1013	I- 10	West of Vermont	17,170	12,500	1.374	F(2)
1014	I- 10	West of I-710	11,240	12,000	0.937	F
1027	SR- 60	East of Indiana	16,483	12,000	1.374	F(2)
1036	US-101	North of Vignes	5,119	8,000	0.640	C
1037	US-101	South of Santa Monica	10,989	8,000	1.374	F(2)
1047	SR-110	Slauson	8,080	8,000	1.010	F(0)
1048	SR-110	South of US-101	10,989	8,000	1.374	F(2)
1049	SR-110	Alpine	8,242	6,000	1.374	F(2)
1050	SR-110	Pasadena	8,242	6,000	1.374	F(2)

Table 2. Freeway Mainline Analysis - Future Without Project Conditions (2008) - AM Peak Hour

Freeway Segment			Northbound/Eastbound			
			AM Peak Hour			
Station	Route	Location	2008 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	11,024	8,000	1.378	F(2)
1004	I- 5	Stadium	9,831	10,000	0.983	E
1012	I- 10	East of La Brea	14,130	9,500	1.487	F(3)
1013	I- 10	West of Vermont	18,593	12,500	1.487	F(3)
1014	I- 10	West of I-710	7,575	12,000	0.631	C
1027	SR- 60	East of Indiana	5,431	12,000	0.453	B
1036	US-101	North of Vignes	14,874	10,000	1.487	F(3)
1037	US-101	South of Santa Monica	7,511	8,000	0.939	E
1047	SR-110	Slauson	11,899	8,000	1.487	F(3)
1048	SR-110	South of US-101	6,859	8,000	0.857	D
1049	SR-110	Alpine	4,837	6,000	0.806	D
1050	SR-110	Pasadena	3,227	6,000	0.538	B
Freeway Segment			Southbound/Westbound			
			AM Peak Hour			
Station	Route	Location	2008 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	7,368	8,000	0.921	D
1004	I- 5	Stadium	14,874	10,000	1.487	F(3)
1012	I- 10	East of La Brea	11,024	8,000	1.378	F(2)
1013	I- 10	West of Vermont	18,593	12,500	1.487	F(3)
1014	I- 10	West of I-710	12,172	12,000	1.014	F(0)
1027	SR- 60	East of Indiana	17,849	12,000	1.487	F(3)
1036	US-101	North of Vignes	5,543	8,000	0.693	C
1037	US-101	South of Santa Monica	11,899	8,000	1.487	F(3)
1047	SR-110	Slauson	8,749	8,000	1.094	F(0)
1048	SR-110	South of US-101	11,899	8,000	1.487	F(3)
1049	SR-110	Alpine	8,924	6,000	1.487	F(3)
1050	SR-110	Pasadena	8,924	6,000	1.487	F(3)

Table 3. Freeway Mainline Analysis - Future With Project Conditions (2008) - AM Peak Hour

Freeway Segment			Northbound/Eastbound							
			AM Peak Hour							
			2008 Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
Without Project	Project Volume	With Project								
Station	Route	Location								
1003	I- 5	East of I-710	11,024	19	11,043	8,000	1.380	F(2)	0.002	No
1004	I- 5	Stadium	9,831	28	9,859	10,000	0.986	E	0.003	No
1012	I- 10	East of La Brea	14,130	65	14,195	9,500	1.494	F(3)	0.007	No
1013	I- 10	West of Vermont	18,593	74	18,667	12,500	1.493	F(3)	0.005	No
1014	I- 10	West of I-710	7,575	17	7,592	12,000	0.633	C	0.001	No
1027	SR- 60	East of Indiana	5,431	17	5,448	12,000	0.454	B	0.001	No
1036	US-101	North of Vignes	14,874	9	14,883	10,000	1.488	F(3)	0.001	No
1037	US-101	South of Santa Monica	7,511	22	7,533	8,000	0.942	E	0.003	No
1047	SR-110	Slauson	11,899	65	11,964	8,000	1.496	F(3)	0.008	No
1048	SR-110	South of US-101	6,859	83	6,942	8,000	0.868	D	0.010	No
1049	SR-110	Alpine	4,837	55	4,892	6,000	0.815	D	0.009	No
1050	SR-110	Pasadena	3,227	28	3,255	6,000	0.543	C	0.005	No
Freeway Segment			Southbound/Westbound							
			AM Peak Hour							
			2008 Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
Without Project	Project Volume	With Project								
Station	Route	Location								
1003	I- 5	East of I 710	7,368	11	7,379	8,000	0.922	D	0.001	No
1004	I- 5	Stadium	14,874	46	14,920	10,000	1.492	F(3)	0.005	No
1012	I- 10	East of La Brea	11,024	39	11,063	8,000	1.383	F(2)	0.005	No
1013	I- 10	West of Vermont	18,593	44	18,637	12,500	1.491	F(3)	0.004	No
1014	I- 10	West of I-710	12,172	28	12,200	12,000	1.017	F(0)	0.002	No
1027	SR- 60	East of Indiana	17,840	28	17,877	12,000	1.490	F(3)	0.002	No
1036	US-101	North of Vignes	5,543	6	5,549	8,000	0.694	C	0.001	No
1037	US-101	South of Santa Monica	11,899	37	11,936	8,000	1.492	F(3)	0.005	No
1047	SR-110	Slauson	8,749	39	8,788	8,000	1.099	F(0)	0.005	No
1048	SR-110	South of US-101	11,899	139	12,038	8,000	1.505	F(3)	0.017	No
1049	SR-110	Alpine	8,924	93	9,017	6,000	1.503	F(3)	0.016	No
1050	SR-110	Pasadena	8,924	46	8,970	6,000	1.495	F(3)	0.008	No

Table 4. Freeway Mainline Analysis - Existing Conditions (2000) - PM Peak Hour

Freeway Segment			Northbound/Eastbound			
			PM Peak Hour			
Station	Route	Location	2000 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	5,774	8,000	0.722	C
1004	I- 5	Stadium	12,726	10,000	1.273	F(1)
1012	I- 10	East of La Brea	14,009	9,500	1.475	F(3)
1013	I- 10	West of Vermont	18,433	12,500	1.475	F(3)
1014	I- 10	West of I-710	12,241	12,000	1.020	F(0)
1027	SR- 60	East of Indiana	15,271	12,000	1.273	F(1)
1036	US-101	North of Vignes	6,424	10,000	0.642	C
1037	US-101	South of Santa Monica	10,989	8,000	1.374	F(2)
1047	SR-110	Stauson	8,161	8,000	1.020	F(0)
1048	SR-110	South of US-101	11,797	8,000	1.475	F(3)
1049	SR-110	Alpine	8,848	6,000	1.475	F(3)
1050	SR-110	Pasadena	6,060	6,000	1.010	F(0)
Freeway Segment			Southbound/Westbound			
			PM Peak Hour			
Station	Route	Location	2000 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	10,989	8,000	1.374	F(2)
1004	I- 5	Stadium	8,901	10,000	0.890	D
1012	I- 10	East of La Brea	10,989	8,000	1.374	F(2)
1013	I- 10	West of Vermont	17,170	12,500	1.374	F(2)
1014	I- 10	West of I-710	7,785	12,000	0.649	C
1027	SR- 60	East of Indiana	6,388	12,000	0.532	B
1036	US-101	North of Vignes	10,989	8,000	1.374	F(2)
1037	US-101	South of Santa Monica	10,181	8,000	1.273	F(1)
1047	SR-110	Stauson	8,410	8,000	1.051	F(0)
1048	SR-110	South of US-101	10,989	8,000	1.374	F(2)
1049	SR-110	Alpine	8,242	6,000	1.374	F(2)
1050	SR-110	Pasadena	3,557	8,000	0.593	C

Table 5. Freeway Mainline Analysis - Future Without Project Conditions (2008) - PM Peak Hour

Freeway Segment			Northbound/Eastbound			
			PM Peak Hour			
Station	Route	Location	2008 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	6,253	8,000	0.782	D
1004	I- 5	Stadium	13,780	10,000	1.378	F(2)
1012	I- 10	East of La Brea	15,169	9,500	1.597	F(3)
1013	I- 10	West of Vermont	19,960	12,500	1.597	F(3)
1014	I- 10	West of I-710	13,255	12,000	1.105	F(0)
1027	SR- 60	East of Indiana	16,537	12,000	1.378	F(2)
1036	US-101	North of Vignes	6,956	10,000	0.696	C
1037	US-101	South of Santa Monica	11,899	8,000	1.487	F(3)
1047	SR-110	Stauson	8,837	8,000	1.105	F(0)
1048	SR-110	South of US-101	12,774	8,000	1.597	F(3)
1049	SR-110	Alpine	9,581	6,000	1.597	F(3)
1050	SR-110	Pasadena	6,562	6,000	1.094	F(0)
Freeway Segment			Southbound/Westbound			
			PM Peak Hour			
Station	Route	Location	2008 Demand	Capacity	D/C	LOS
1003	I- 5	East of I-710	11,899	8,000	1.487	F(3)
1004	I- 5	Stadium	9,639	10,000	0.964	E
1012	I- 10	East of La Brea	11,899	8,000	1.487	F(3)
1013	I- 10	West of Vermont	18,593	12,500	1.487	F(3)
1014	I- 10	West of I-710	8,430	12,000	0.703	C
1027	SR- 60	East of Indiana	6,918	12,000	0.576	C
1036	US-101	North of Vignes	11,899	8,000	1.487	F(3)
1037	US-101	South of Santa Monica	11,024	8,000	1.378	F(2)
1047	SR-110	Stauson	9,107	8,000	1.138	F(0)
1048	SR-110	South of US-101	11,899	8,000	1.487	F(3)
1049	SR-110	Alpine	8,924	6,000	1.487	F(3)
1050	SR-110	Pasadena	3,852	6,000	0.642	C

Table 6. Freeway Mainline Analysis - Future With Project Conditions (2008) - PM Peak Hour

Freeway Segment			Northbound/Eastbound							
			2008 Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
			Without Project	Project Volume	With Project					
Station	Route	Location	Without Project	Project Volume	With Project	Capacity	D/C	LOS	Change in D/C	Significant Impact
1003	I-5	East of I-710	6,253	38	6,291	8,000	0.786	D	0.005	No
1004	I-5	Stadium	13,780	87	13,867	10,000	1.387	F(2)	0.009	No
1012	I-10	East of La Brea	15,169	132	15,301	9,500	1.611	F(3)	0.014	No
1013	I-10	West of Vermont	19,960	151	20,111	12,500	1.609	F(3)	0.012	No
1014	I-10	West of I-710	13,255	52	13,307	12,000	1.109	F(0)	0.004	No
1027	SR-60	East of Indiana	16,537	52	16,589	12,000	1.382	F(2)	0.004	No
1036	US-101	North of Vignes	6,956	19	6,975	10,000	0.697	C	0.002	No
1037	US-101	South of Santa Monica	11,899	69	11,968	8,000	1.496	F(3)	0.009	No
1047	SR-110	Slauson	8,837	132	8,969	8,000	1.121	F(0)	0.017	No
1048	SR-110	South of US-101	12,774	260	13,034	8,000	1.629	F(3)	0.033	Yes
1049	SR-110	Alpine	9,581	173	9,754	6,000	1.626	F(3)	0.029	Yes
1050	SR-110	Pasadena	6,562	87	6,649	6,000	1.108	F(0)	0.015	No
Freeway Segment			Southbound/Westbound							
			2008 Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
			Without Project	Project Volume	With Project					
Station	Route	Location	Without Project	Project Volume	With Project	Capacity	D/C	LOS	Change in D/C	Significant Impact
1003	I-5	East of I-710	11,899	35	11,934	8,000	1.492	F(3)	0.004	No
1004	I-5	Stadium	9,639	94	9,733	10,000	0.973	E	0.009	No
1012	I-10	East of La Brea	11,899	121	12,020	8,000	1.503	F(3)	0.015	No
1013	I-10	West of Vermont	18,593	138	18,731	12,500	1.498	F(3)	0.011	No
1014	I-10	West of I-710	8,430	56	8,486	12,000	0.707	C	0.005	No
1027	SR-60	East of Indiana	6,918	56	6,974	12,000	0.581	C	0.005	No
1036	US-101	North of Vignes	11,899	17	11,916	8,000	1.490	F(3)	0.002	No
1037	US-101	South of Santa Monica	11,024	75	11,099	8,000	1.387	F(2)	0.009	No
1047	SR-110	Slauson	9,107	121	9,228	8,000	1.154	F(0)	0.015	No
1048	SR-110	South of US-101	11,899	282	12,181	8,000	1.523	F(3)	0.035	Yes
1049	SR-110	Alpine	8,924	188	9,112	6,000	1.519	F(3)	0.031	Yes
1050	SR-110	Pasadena	3,852	94	3,946	6,000	0.658	C	0.016	No

Table 7. Freeway Mainline Analysis - Future With Project Conditions (2008) - Daily

Freeway Segment			Northbound/Eastbound		
			Existing Volume	Future Without Project Volume	Future With Project Volume
Station	Route	Location	Existing Volume	Future Without Project Volume	Future With Project Volume
1003	I- 5	East of I-710	113,231	122,613	123,091
1004	I- 5	Stadium	140,009	151,609	152,803
1012	I- 10	East of La Brea	145,874	157,961	159,633
1013	I- 10	West of Vermont	162,706	176,187	178,098
1014	I- 10	West of I-710	2,907	3,148	3,865
1027	SR- 60	East of Indiana	102,520	111,015	111,732
1036	US-101	North of Vignes	108,131	117,090	117,329
1037	US-101	South of Santa Monica	114,251	123,718	124,674
1047	SR-110	Slauson	148,935	161,275	162,947
1048	SR-110	South of US-101	153,015	165,693	169,276
1049	SR-110	Alpine	84,668	91,684	94,073
1050	SR-110	Pasadena	66,307	71,800	72,994

Freeway Segment			Southbound/Westbound		
			Existing Volume	Future Without Project Volume	Future With Project Volume
Station	Route	Location	Existing Volume	Future Without Project Volume	Future With Project Volume
1003	I- 5	East of I-710	113,231	122,613	123,091
1004	I- 5	Stadium	140,009	151,609	152,803
1012	I- 10	East of La Brea	145,874	157,961	159,633
1013	I- 10	West of Vermont	162,706	176,187	178,098
1014	I- 10	West of I-710	2,907	3,148	3,865
1027	SR- 60	East of Indiana	102,520	111,015	111,732
1036	US-101	North of Vignes	108,131	117,090	117,329
1037	US-101	South of Santa Monica	114,251	123,718	124,674
1047	SR-110	Slauson	148,935	161,275	162,947
1048	SR-110	South of US-101	153,015	165,693	169,276
1049	SR-110	Alpine	84,668	91,684	94,073
1050	SR-110	Pasadena	66,307	71,800	72,994

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Table 8. Freeway Ramp Analysis - Existing Conditions (2000)

Location	AM Peak Hour			PM Peak Hour				
	2000 Demand	Capacity	D/C	LOS	2000 Demand	Capacity	D/C	LOS
EB I-10 Off at Hoover ²	992	1,600	0.620	C	555	1,600	0.347	A
WB I-10 Off at Los Angeles ^{1,4}	1,157	1,600	0.723	C	647	1,600	0.405	B
NB I-110 Off at Adams ³	341	1,600	0.213	A	191	1,600	0.119	A
NB I-110 Off at Pico ⁵	737	1,600	0.460	B	732	1,600	0.457	B
NB I-110 Off at 9th ⁵	1,824	1,600	1.140	F(0)	1,047	1,600	0.654	C

1. PM Peak Hour, TMG, 1999
2. Daily, Caltrans 1998 Book, 1993. AM Peak Hour & PM Peak Hour estimated based on percentages from Caltrans data.
3. Daily, Caltrans 1998 Book, 1997. AM Peak Hour & PM Peak Hour estimated based on percentages from Caltrans data.
4. AM Peak Hour and PM Peak Hour, Estimated from TMG 1999 Data. Percentage based on Caltrans Data
5. All time periods, Caltrans Hourly Data, 1997

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Table 9. Freeway Ramp Analysis - Future Without Project Conditions (2008)

Location	AM Peak Hour				PM Peak Hour			
	2008 Total Demand	Capacity	D/C	LOS	2008 Total Demand	Capacity	D/C	LOS
EB I-10 Off at Hoover	1,084	1,600	0.678	C	613	1,600	0.383	B
WB I-10 Off at Los Angeles	1,400	1,600	0.875	D	868	1,600	0.543	C
NB I-110 Off at Adams	369	1,600	0.231	A	206	1,600	0.129	A
NB I-110 Off at Pico	847	1,600	0.529	B	348	1,600	0.530	B
NB I-110 Off at 9th	2,211	1,600	1.382	F(2)	1,403	1,600	0.877	D

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Table 10. Freeway Ramp Analysis - Future With Project Conditions (2008) - AM Peak

Location	Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
	Future Without Project	LAED Project Trips	Future With Project					
EB I-10 Off at Hoover	1,084	27	1,111	1,600	0.695	C	0.017	No
WB I-10 Off at Los Angeles	1,400	54	1,454	1,600	0.909	D	0.034	No
NB I-110 Off at Adams	369	0	369	1,600	0.231	A	0.000	No
NB I-110 Off at Pico	847	38	885	1,600	0.553	C	0.024	No
NB I-110 Off at 9th	2,211	51	2,262	1,600	1.414	F(2)	0.032	Yes

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Table 11. Freeway Ramp Analysis - Future With Project Conditions (2008) - PM Peak

Location	Demand			Capacity	D/C	LOS	Change in D/C	Significant Impact
	Future Without Project	LAED Project Trips	Future With Project					
EB I-10 Off at Hoover	613	54	667	1,600	0.417	B	0.034	No
WB I-10 Off at Los Angeles	866	109	977	1,600	0.611	C	0.068	No
NB I-110 Off at Adams	206	0	206	1,600	0.129	A	0.000	No
NB I-110 Off at Pico	848	78	926	1,600	0.579	C	0.049	No
NB I-110 Off at 9th	1,403	103	1,506	1,600	0.941	E	0.064	No

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Table 12. Freeway Ramp Analysis - Daily Traffic Volumes

Location	Existing Volumes	Future Without Project Volumes	Future With Project Volumes
EB I-10 Off at Hoover	10,185	11,318	12,004
WB I-10 Off at Los Angeles	11,918	16,920	18,303
NB I-110 Off at Adams	3,503	3,793	3,793
NB I-110 Off at Pico	8,964	11,052	12,043
NB I-110 Off at 9th	19,344	27,413	28,722

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