

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
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October 26, 2015

Ms. Lisa Trifiletti
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Assumptions and Methodology Memo
Los Angeles International Airport (LAX)
Landside Access Modernization Program (LAMP)
Reference: IGR #150901DW

Dear Ms. Trifiletti:

Caltrans has reviewed the Assumptions and Methodology Memorandum, which was prepared by RAJU Associates, Inc. for the Landside Access Modernization Program (LAMP) project, dated August 30, 2015. The memorandum summarizes the assumptions and methodology that will be used in the preparation of the Traffic Impact Study.

The proposed project consists of numerous transportation facilities and improvements including a Consolidated Rental Car Facility (ConRAC); two Intermodal Transportation Facilities (ITF East & ITF West); an Automated People Mover (APM) System and its associated infrastructure including stations, connectivity elements such as pedestrian bridges and vertical core infrastructure connecting stations to adjacent facilities and terminals inside the Central Terminal Area; and roadway improvements.

The study locations consist of 167 intersections traversing six jurisdictions that include 26 Caltrans Freeway Ramp locations and 20 Caltrans Arterial locations. The freeway segments will be analyzed using PeMS data that was provided by Caltrans on September 17, 2015. Caltrans' intersections will be analyzed using the Highway Capacity Manual (HCM) 2010 methodology, which is consistent with Caltrans Guide for the Preparation of Traffic Impact Studies. Queuing analysis of the off ramps will be prepared to assess the adequacy of storage on the off ramps.

We note that queuing at the on/off ramps will be analyzed using a microsimulation traffic model developed in PTV's Vissim software and that the model will be developed in accordance with the guidelines in the Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (FHWA 2004). The model will be calibrated and validated to 2015 conditions using traffic volumes collected for the LAMP EIR and field observations to be collected at the onset of the study.

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Caltrans concurs with the assumptions and technical methodology to be used as outlined in the original memorandum dated August 30, 2015 and further clarified in a second memorandum of the same date. Caltrans also concurs with the assumptions and methodology to be used for the freeway ramp analyses, as outlined in the memorandum prepared by Fehr & Peers dated October 12, 2015.

If you have any questions or concerns regarding these comments, please feel free to give me a call at (213) 897-9140.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianna Watson", with a stylized flourish at the end.

DIANNA WATSON, Branch Chief
Caltrans District 7
LD-IGR/CEQA Branch

cc: Sheik Moinuddin, Caltrans District 7
Diane Jacobs, Caltrans District 7
Chao Wei, Caltrans District 7
Tony Harris, Point C Partners
John Muggridge and Jeff Pierson, Fehr & Peers
Srinath Raju, RAJU Associates, Inc.