Date: August 24, 2018
To: Peter Puglese, City of Inglewood
    Pat Tomcheck, Los Angeles World Airport
From: Tom Gaul, Netai Basu, and Mike Samuelson

Subject: Future Baseline Network Changes

The Inglewood Basketball and Entertainment Center (IBEC) transportation analysis scope of work includes evaluation of conditions for the opening day in 2024. Figure 1 displays the study intersections. This memorandum documents the assumptions for the year 2024 transportation network, specifically around changes to roadway capacities and signal phasing. These projects are assumed to be in place regardless of the final project studied as part of the EIR.

To be included as an assumed project for this study, the project must be reasonably foreseeable—this includes projects that are currently under construction or appear in City or agency plans with at least partial funding identified. Table 1 details the future network changes at study intersections. Please confirm that the future network changes detailed in Table 1 are correct, and if not, please provide the correct future land configurations for 2024. If there are any other changes to the roadway network that are not included in Table 1 for study intersections, please let us know.
Table 1: Future 2020 Network: Changes at Study Intersections for Inglewood (Hollywood) and Entertainment Center EIR

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Jurisdiction</th>
<th>LAMP (a)</th>
<th>LAX Network (b)</th>
<th>Inglewood CIP (c)</th>
<th>Hollywood EIR (d)</th>
<th>City of Inglewood (e)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prairie Avenue &amp; 11th Street</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<td>Prairie Avenue &amp; Harvy Street</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<td>Prairie Avenue &amp; Lincoln Avenue</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<td>Prairie Avenue &amp; Franklin Drive</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<tr>
<td>Prairie Avenue &amp; Catalina Avenue</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<td>Prairie Avenue &amp; Avalon Street</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<tr>
<td>P. Avenue &amp; 90th Street</td>
<td>City of Inglewood</td>
<td>Proposed lane configuration for WB approach to (g)</td>
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<tr>
<td>Various new driveways to Hollywood Park</td>
<td>City of Inglewood</td>
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</tbody>
</table>

- **Lane Config:**
  - 1-RT
  - 1-Shared LT/Thru
  - 1-LT

- **Correct - Length of RT-lane is TBD.**
  - Length of RT-lane is TBD.

- **Phasing is being added.**
  - Exiting HP (WB) Lane Config: 1-LT 1-Thru 1-RT

- **can't confirm this**
  - Prairie Avenue & 11th Street
  - Prairie Avenue & Harvy Street

- **can't confirm this**
  - Prairie Avenue & Franklin Drive
  - Prairie Avenue & Catalina Avenue

- **Correct. Length of RT-Lane is TBD**
  - Prairie Avenue & Avalon Street

- **Lane Config:**
  - 1-LT 2-Thru (NO RT only lane)

- **Correct**
  - FYI - EB Lane Config is changing too:
    - 1-LT 2-Thru 1-RT (Free RT)

- **Correct**
  - Lane Config:
    - 1-LT
    - 1 - Shared LT/Thru
    - 1-RT

- **i believe we know about every entrance/exit except what's propose on Pincay. I will get that to you once we get it.**

Notes:
(a) Delisted striping provided for WB, and will be used for future guarantees.
(b) Delisted from City of Inglewood by July 15, 2018.
(c) Dates from City of Inglewood Public Works Department Striping plan, dated 7/15/2013. All changes to lane configurations documented on EIR.
(d) Installation of right turn lane starting from center line approximately 42' from.
(e) Installation of left turn lane starting from center line approximately 42' from.
(f) Undermap numbers from City of Inglewood Public Works Department Striping plan.
(g) Installation of right turn lane starting from center line approximately 42' from.
(h) Undermap numbers from City of Inglewood Public Works Department Striping plan.
(i) Initial inspection of right turn lane starting from center line approximately 42' from.