3.14.5 Analysis, Impacts and Mitigation with Concurrent **Events**

Adjusted Baseline Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under Adjusted Baseline conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. As described in Table 3.14-3, the following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum) would consist of an 17,500person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis). Additionally, a weekend scenario is studied for a 5-6 p.m. peak hour in which the Forum event begins at 7 p.m. and the basketball game begins at 6 p.m.
- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium) would consist of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.
- Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium) would consist of a 25,000-person event at the NFL Stadium that begins on a weekday at 7 p.m. and ends at 9:15 p.m., overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium) – would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium) – would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

The analyses that follow present intersection LOS, freeway operations, and off-ramp queuing results for each scenario and their applicable hours of study. Analyses of neighborhood traffic volumes are not performed for these concurrent scenarios. The mid-sized and major events at the NFL Stadium will be supported by a transportation management and operations plan. However, it is currently unknown how many hours it would be implemented during a major event. Accordingly, while it is possible to analyze conditions during the peak hours of travel associated with an event at the NFL Stadium, it would be speculative to estimate how much usage neighborhood streets would experience of stadium event-attendees over the course of a day. Neighborhood streets that could potentially be used by concert attendees at The Forum are farther north in the vicinity of The Forum, not in the vicinity of the Project.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

The number of vehicle trips generated by The Forum, and the distribution of those trips was determined through traffic counts collected at multiple intersections in the vicinity of The Forum, both on days in which events did not occur, and on multiple days in which events did occur. The net increase in trips between the 'no event' and 'with event' counts were calculated. It was necessary to factor up the event-related volumes in proportion to the number of guests at each event to represent the 17,500-person event being studied. In simple terms, if a certain movement associated with a 15,000-person event at The Forum was measured to be 200 vehicles per hour, the 17,500-person event would have 17 percent more guests (17,500/15,000) and added traffic or 233 vehicles per hour. This process yields Forum-only concert trips for the weekday pre-event and post-event peak hours and weekend pre-event peak hours. On a weekday, a 17,500-person event at The Forum would generate 4,739 pre-event peak hour vehicle trips and 7,992 post-event vehicle trips. On a weekend day, a 17,500-person event at The Forum would generate 2,551 vehicle trips during the weekend 5–6 p.m. study period. This hourly volume is considerably lower than the weekday pre-event peak hour volume because it represents traffic generated beginning two hours prior to the concert start.

Traffic forecasts were developed for Adjusted Baseline (with The Forum) No Project conditions by adding The Forum concert trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with The Forum) Plus Project (Major Event) conditions.

Table 3.14-64 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum) No Project and Adjusted Baseline (with The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-65 displays the freeway LOS results under Adjusted Baseline (with The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-66**, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

Table 3.14-64
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event)
Conditions

					Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.853	D	1.006	F
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	Α	0.586	Α
	1 10101100 / 110			Weekend Pre-Event	0.696	В	0.850	D
				Weekday Pre-Event	0.693	В	0.720	С
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	Α	0.541	Α
				Weekend Pre-Event	0.564	А	0.577	Α
				Weekday Pre-Event	258.5	F	***	F
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	Α	5.4	Α
				Weekend Pre-Event	6.5	Α	6.6	Α
				Weekday Pre-Event	91.2	F	97.7	F
4	Centinela Ave/ Florence Ave	НСМ	Inglewood	Weekday Post-Event	25.3	С	A 5.4 A A 6.6 A F 97.7 F C 25.6 C C 30.7 C F 142.5 F C 17.4 B C 68.2 E F 1.080 F	С
				Weekend Pre-Event	30.6	С	30.7	С
				Weekday Pre-Event	133.8	F	142.5	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В
				Weekend Pre-Event	26.0	С	68.2	E
				Weekday Pre-Event	1.021	F	F 142.5 F C 17.4 B C 68.2 E F 1.080 F C 0.863 D	F
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D
c	West Blvd/			Weekend Pre-Event	0.884	D	0.943	E
6	Florence Ave			Weekday Pre-Event	0.883	D	0.945	E
		CMA	City of Los Angeles	Weekday Post-Event	0.625	В	0.713	С
			g	Weekend Pre-Event	0.737	С	0.799	С
				Weekday Pre-Event	133.4	F	139.0	F
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekday Post-Event	3.3	Α	2.5	Α
				Weekend Pre-Event	3.3	Α	36.6	D
	Prairie Ave/	nachaethe hae the hae hae the hae hae hae hae h		Weekday Pre-Event	163.6	F	80.2	F
8	East Carondelet	HCM	Inglewood	Weekday Post-Event	4.8	Α	28.8	С
	Way			Weekend Pre-Event Weekday Post-Event Weekday Post-Event Weekday Pre-Event Weekday Post-Event Weekday Post-Event Weekday Pre-Event Weekday Post-Event Weekday Post-Event Weekday Post-Event Weekday Pre-Event Weekday Pre-Event Weekday Pre-Event Weekday Pre-Event Weekday Pre-Event Weekday Pre-Event	4.7	Α	104.9	F
				Weekday Pre-Event	87.0	F	81.2	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	6.0	Α	67.0	Е
	3			Weekend Pre-Event	7.6	Α	68.3	E
10	La Cienega Blvd/	IOLI	lmala	Weekday Pre-Event	0.755	С	0.847	D
10	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.566	Α	0.668	В

					Adjusted Baseline (with The Forum) No Project		Baselin The Fo Plus P	e (with orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	Adjust Baseline The For Plus Pre (Major E V/C or Delay 0.719 1.137 0.855 0.901 178.6 24.6 131.9 62.7 55.3 109.5 128.8 126.0 179.2 131.2 54.0 78.9 1.425 1.751 1.122 0.633 0.410 0.460 0.580 0.510 0.493 35.2 182.8 26.2 12.4 8.3 11.7 184.8 19.6	LOS
				Weekend Pre-Event	0.626	В	0.719	С
	rada rada rada rada rada rada rada rada			Weekday Pre-Event	1.017	F	1.137	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D
	Wallonester Biva			Weekend Pre-Event	0.782	С	0.901	Е
	ende en			Weekday Pre-Event	150.4	F	178.6	F
12	Hillcrest Blvd/ Manchester Blvd	НСМ	Inglewood	Weekday Post-Event	10.8	В	24.6	С
	Widthorlester Diva			Weekend Pre-Event	101.0	F	131.9	F
		ere authauer authauer authauer authauer authauer		Weekday Pre-Event	53.3	D	62.7	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	Α	55.3	Ε
	manoriester biva			Weekend Pre-Event	77.5	E	109.5	F
				Weekday Pre-Event	169.0	F	128.8	F
14	Prairie Ave/ Manchester Blvd	НСМ	Inglewood	Weekday Post-Event	105.8	F	126.0	F
	Widthorlester Diva			Weekend Pre-Event	106.1	F	179.2	F
	rava ravi ravi ravi ravi ravi ravi ravi			Weekday Pre-Event	155.0	F	131.2	F
15	Kareem Ct/ Manchester Blvd	НСМ	Inglewood	Weekday Post-Event	42.8	D	54.0	D
	Manchester Divu			Weekend Pre-Event	53.5	D	78.9	E
,,, -	entre en	an ena ena ena ena ena en anteriorio en	***************************************	Weekday Pre-Event	1.346	F	1.425	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	1.427	F	1.751	F
	Manchester Diva			Weekend Pre-Event	1.051	F	1.122	F
		ren var var ver var var var ver var var var var		Weekday Pre-Event	0.568	Α	0.633	В
17	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.271	Α	0.410	Α
	Timorest biva			Weekend Pre-Event	0.397	Α	0.460	Α
		na san san san san san san san san san s		Weekday Pre-Event	0.515	Α	0.580	Α
18	Market St/La	ICU	Inglewood	Weekday Post-Event	0.350	Α	0.510	Α
	blea Ave			Weekend Pre-Event	0.429	Α	0.493	Α
		an na n		Weekday Pre-Event	70.0	Е	35.2	D
19	Prairie Ave/ Kelso St/	НСМ	Inglewood	Weekday Post-Event	129.3	F	182.8	F
	Pincay Dr			Weekend Pre-Event	29.1	С	26.2	С
	esse esse esse esse esse esse esse ess	actions to the territory of the territory of		Weekday Pre-Event	13.1	В	12.4	В
20	Manchester Blvd La Brea Ave/ Hillcrest Blvd Market St/La Brea Ave Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	Α
	i iilday Di			Weekend Pre-Event	13.2	В	11.7	В
	ann		ar er	Weekday Pre-Event	168.1	F	184.8	F
21	La Cienega Blvd/	НСМ	Inglewood	Weekday Post-Event	19.7	В	19.6	В
	Arbor Vitae St		•	Weekend Pre-Event	20.6	С	42.0	D

					Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************	***************************************	Weekday Pre-Event	192.2	F	179.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С
				Weekend Pre-Event	29.9	С	109.6	F
				Weekday Pre-Event	138.7	F	146.1	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.0	С	53.0	D
				Weekend Pre-Event	49.4	D	94.9	F
				Weekday Pre-Event	126.2	F	68.4	Е
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	Α	133.1	F
				Weekend Pre-Event	94.0	F	99.3	F
				Weekday Pre-Event	83.4	F	60.3	Е
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F
	and the second s			Weekend Pre-Event	69.7	Е	72.1	Е
	nese nes nes nes nes nes nes nes nes nes		*****************************	Weekday Pre-Event	13.1	В	Baseline (wather Forum Plus Projection (Major Even V/C or Delay 179.1 1	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	10.8	В	9.6	Α
	riardy of			Weekend Pre-Event	13.1	В	68.0	Е
	ом в под на вистем во на вистем	nar wan		Weekday Pre-Event	8.2	Α	7.4	Α
27	Myrtle Ave/ Hardy St	НСМ	Inglewood	Weekday Post-Event	6.9	Α	7.0	Α
	riardy of			Weekend Pre-Event	9.7	Α	8.8	Α
	и синсинсинсински сомочно и со	ner van	a. 16. 16. 16. 16. 16. 16. 16. 16. 16.	Weekday Pre-Event	21.2	С	24.6	С
28	Prairie Ave/ Hardy St	НСМ	Inglewood	Weekday Post-Event	147.6	F	***	F
	riaray or			Weekend Pre-Event	19.9	В	24.2	С
**********				Weekday Pre-Event	9.7	Α	48.5	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	F
	riaray or			Weekend Pre-Event	9.1	Α	8.7	Α
	ente en		************************	Weekday Pre-Event	0.558	Α	0.571	Α
		ICU	Inglewood	Weekday Post-Event	0.329	Α	0.390	А
20	Van Ness Ave/			Weekend Pre-Event	0.469	Α	0.473	Α
30	96th St	and the same and t	era	Weekday Pre-Event	0.488	Α	0.502	Α
	Hardy St Crenshaw Blvd/ Hardy St Van Ness Ave/ Hardy St/	CMA	City of Los Angeles	Weekday Post-Event	0.243	Α	0.308	Α
			,	Weekend Pre-Event	0.393	Α	0.397	Α
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	143.7	F	***	F
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o	HCM	City of Loc	Weekday Post-Event	25.4	С	49.5	D
	Century)		Caltrans	Weekend Pre-Event	17.1	В	149.7	F
32		НСМ	Inglewood	Weekday Pre-Event	15.5	В	21.3	С

					Adju Baselin The Fo No Pr	e (with orum)	Adju Baselin The Fo Plus P (Major	e (with orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/			Weekday Post-Event	26.0	С	232.5	F
	97th St			Weekend Pre-Event	11.5	В	14.6	В
		n de	a	Weekday Pre-Event	9.8	Α	72.9	Е
33	Concourse Way/ Century Blvd	НСМ	City of Los Angeles	Weekday Post-Event	10.7	В	11.1	В
	Octivally Diva		, angeles	Weekend Pre-Event	11.6	В	10.3	В
		ar na na marina na marina na marina marina ma	Inglewood/	Weekday Pre-Event	35.6	D	189.9	F
34	La Cienega Blvd/	НСМ	City of Los Angeles/	Weekday Post-Event	30.3	С	41.8 D 47.5 D 203.5 F 22.0 C 114.1 F 51.7 D 148.9 F 19.6 B	
	Century Blvd		County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D
	ND 405 0=/0#	ar en		Weekday Pre-Event	19.3	В	203.5	F
35	NB 405 On/Off- Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С
	Century Blvd		Canano	Weekend Pre-Event	13.3	В	114.1	F
				Weekday Pre-Event	14.6	В	51.7	D
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F
	Octivary Diva			Weekend Pre-Event	13.2	В	19.6	В
ar sar sar sar		en van van van van van van van van van va	alina na	Weekday Pre-Event	27.4	С	220.7	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	Weekday Post-Event 17.0 B 22.0 Weekend Pre-Event 13.3 B 114 Weekday Pre-Event 14.6 B 51.7 Veekday Post-Event 95.6 F 148 Weekend Pre-Event 13.2 B 19.6 Weekday Pre-Event 27.4 C 220 Veekday Post-Event 45.2 D 131 Weekend Pre-Event 27.4 C 121 Weekday Pre-Event 20.8 C 234 Veekday Post-Event 9.7 A 75.0	131.0	F	
	Octivally Diva			Weekend Pre-Event	27.4	С	121.6	F
	Fig. A. co. I	o con con con con con con con con con co		Weekday Pre-Event	20.8	С	234.2	F
38	Fir Ave/ Firmona Ave/	HCM	Inglewood	Weekday Post-Event	9.7	Α	75.0	E
	Century Blvd			Weekend Pre-Event	6.4	Α	157.5	F
0 0 0	ende en	action of the territory of the territory of the territory	nesarsarsarsarsarsarsarsarsar	Weekday Pre-Event	32.2	С	97.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.4	В	63.1	E
	Contary Diva			Weekend Pre-Event	5.7	Α	83.5	F
er ver ver ver	Lieu de ama Divel	ne ven var van van ver van van van ven ven ven		Weekday Pre-Event	68.7	E	131.5	F
40	Hawthorne Blvd/ La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	F
	Century Blvd			Weekend Pre-Event	40.8	D	126.6	F
	and comments are an expensive and a second control are an expensive and a second control are an expensive and a	an san san san san san san san san san s		Weekday Pre-Event	87.5	F	81.5	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	Α	105.6	F
	Joneany Diva			Weekend Pre-Event	8.8	Α	50.7	D
		ar en		Weekday Pre-Event	24.3	С	31.9	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	Α	85.3	F
	Joinary Diva		1901	Weekend Pre-Event	9.3	Α	22.1	С
	Prairie Ave/			Weekday Pre-Event	111.2	F	144.9	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	E	259.5	F

					Baselin The Fo	Baseline (with The Forum) No Project Adjusted Baseline The Fo		
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	Adjust Baseline The For Plus Pro (Major E V/C or Delay 94.7 164.6 206.9 38.8 149.0 143.8 67.1 159.1 115.2 72.5 113.3 147.1 51.6 169.1 119.7 142.0 123.4 19.1 108.5 0.870 0.809 0.786 0.821 0.757 0.731 0.505 0.619 0.473 0.333 0.453 0.297 0.973 0.910	LOS
				Weekend Pre-Event	71.2	E	94.7	F
		ese realization realization realization realization		Weekday Pre-Event	34.6	С	164.6	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	F
	2011ai, 211a			Weekend Pre-Event	32.0	С	38.8	D
				Weekday Pre-Event	47.3	D	149.0	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F
	Contary Diva			Weekend Pre-Event	21.2	С	67.1	E
		en an		Weekday Pre-Event	49.3	D	159.1	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	F
	Contary Diva			Weekend Pre-Event	38.8	D	72.5	E
	4441	eer van		Weekday Pre-Event	49.2	D	113.3	F
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F
	Century Blvd			Weekend Pre-Event	27.7	С	51.6	D
	raida edua edua edua edua edua edua edua ed	ana na mana na mana na mana na mana na mana na ma		Weekday Pre-Event	60.6	E	169.1	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	76.5	E	119.7	F
	Ceritary biva			Weekend Pre-Event	39.2	D	142.0	F
	reson en seus	ese e es en la escapa en la esca	errourrourrourrourrourrourrourrourr	Weekday Pre-Event	12.1	В	123.4	F
49	5th Ave/ Century Blvd	НСМ	Inglewood	Weekday Post-Event	13.8	В	19.1	В
	Octivary Diva			Weekend Pre-Event	14.1	В	108.5	F
ornariaen.		ent ver		Weekday Pre-Event	0.758	С	0.870	D
		ICU	Inglewood/ Los Angeles	Weekday Post-Event	0.568	Α	0.809	D
	Van Ness Ave/		County	Weekend Pre-Event	0.658	В	0.786	С
50	Century Blvd			Weekday Pre-Event	0.701	С	0.821	D
		CMA	City of Los Angeles	Weekday Post-Event	0.499	Α	0.757	С
			Augeles	Weekend Pre-Event	0.595	Α	0.731	С
	raus rau	aus nau		Weekday Pre-Event	0.388	Α	0.505	Α
		ICU	Los Angeles County	Weekday Post-Event	0.410	Α	0.619	В
	Gramercy PI/		County	Weekend Pre-Event	0.362	Α	0.473	Α
51	Century Blvd	10.10.10.10.10.10.10.10.10.10.10.10.10.1		Weekday Pre-Event	0.207	Α	0.333	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.231	Α	0.453	Α
			Aligeles	Weekend Pre-Event	0.179	Α	0.297	Α
		en ar		Weekday Pre-Event	0.771	С	0.973	E
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.587	Α	0.910	E
	Century Divu		Aligeles	Weekend Pre-Event	0.641	В	0.842	D

					Adjusted Baseline (wit The Forum) No Project		Adju Baselin The Fo Plus P (Major	e (with orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
***************************************		***************************************	Inglewood/	Weekday Pre-Event	10.9	В	186.3	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o	НСМ	Los Angeles County/ Caltrans/City	Weekday Post-Event	9.2	Α	10.4	В
	Century)		of Los Angeles	Weekend Pre-Event	9.0	Α	9.4	Α
				Weekday Pre-Event	94.3	F	151.0	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	6.2	Α	***	F
				Weekend Pre-Event	85.6	F	23.2	С
		LIONA (Weekday Pre-Event	33.0	D	10.0	В
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	Α	79.3	F
	0.			Weekend Pre-Event	10.2	В	8.2	Α
				Weekday Pre-Event	91.5	F	***	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	7.4	Α	***	F
	Ave/102nd St			Weekend Pre-Event	15.1	С	79.7	F
			Los Angeles	Weekday Pre-Event	9.9	Α	*** 79.7 99.1 5.3 7.5	F
57	La Cienega Blvd/	НСМ	County/City of Los	Weekday Post-Event	5.8	Α	5.3	А
	104th St		Angeles	Weekend Pre-Event	7.4	Α	7.5	Α
	ana sang sang sang sang sang sang sang s			Weekday Pre-Event	16.0	В	18.8	В
58	Inglewood Ave/ 104th St	НСМ	Los Angeles County	Weekday Post-Event	8.3	Α	9.5	Α
	10-111 01		County	Weekend Pre-Event	15.6	В	16.0	В
				Weekday Pre-Event	23.8	С	165.1	F
59	Hawthorne Blvd/ 104th St	НСМ	Inglewood/ Los Angeles	Weekday Post-Event	15.7	В	94.6	F
	104(113)		County	Weekend Pre-Event	24.8	С	109.8	F
orrane carrane ca	entralenta entre entralenta entralenta entralenta entralenta entralenta entralenta entralenta entralenta entral	ren var var ver var var var ver var var var var ver		Weekday Pre-Event	141.0	F	250.7	F
60	Prairie Ave/104th St	НСМ	Inglewood	Weekday Post-Event	9.3	Α	236.8	F
	Ot.			Weekend Pre-Event	143.9	F	188.8	F
				Weekday Pre-Event	24.7	С	207.1	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.6	Α	6.6	А
	GI.			Weekend Pre-Event	7.8	Α	242.4	F
		ia mangana mangan mangan mangan mangan mangan		Weekday Pre-Event	14.9	В	204.3	F
62	Yukon Ave/104th	HCM	Inglewood	Weekday Post-Event	8.4	Α	12.3	В
	St			Weekend Pre-Event	12.9	В	135.4	F
				Weekday Pre-Event	28.3	С	115.5	F
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	11.7	В	19.3	В
	104th St		=	Weekend Pre-Event	22.6	С	167.0	F

					Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			lm mlassa ad/	Weekday Pre-Event	0.525	Α	0.544	А
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles	Weekday Post-Event	0.301	Α	0.327	Α
	10 1111 01		County	Weekend Pre-Event	0.430	Α	0.443	Α
		ne ven ven ven ven ven ven van van ven ven ven	en e	Weekday Pre-Event	0.704	С	0.732	С
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	Α	0.662	В
	ECHIOX DIVG		Courty	Weekend Pre-Event	0.612	В	0.629	В
		ne soen van van van van van van van van van va	A. 16. 16. 16. 16. 16. 16. 16. 16. 16.	Weekday Pre-Event	22.7	С	265.1	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	5.4	Α	102.2	F
	ECHIOA DIVO		County	Weekend Pre-Event	6.5	Α	204.5	F
		ay may may may may may may may may may m		Weekday Pre-Event	26.3	С	67.5	E
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	Α	151.1	F
	Letillox DIVU			Weekend Pre-Event	32.2	С	54.9	D
	ese recirco recirco recirco recirco recirco recirco re	area, earea, earea, earea, earea, earea, ear	01-521-521-521-521-521-521-521-521-521-	Weekday Pre-Event	64.0	Е	109.7	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	7.3	Α	66.6	E
	Gi.			Weekend Pre-Event	108.5	F	114.2	F
	en serverser serverser serverser serverser se	ne ver ver ver ver ver ver ver ver ver ve		Weekday Pre-Event	8.9	Α	10.5	В
69	Yukon Ave/108th St	НСМ	Inglewood	Weekday Post-Event	6.7	Α	8.2	Α
	ા			Weekend Pre-Event	9.2	Α	12.3	В
		ne dan	on, o, o, o, o, o, o, o, o, o,	Weekday Pre-Event	0.538	Α	0.703	С
70	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.425	Α	0.609	В
	109th St		-	Weekend Pre-Event	0.450	Α	0.617	В
	and the	an ina may may may may may may may may may ma		Weekday Pre-Event	0.706	С	0.768	С
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/L os Angeles	Weekday Post-Event	0.405	Α	0.578	Α
	TITUTOL		County	Weekend Pre-Event	0.576	Α	0.649	В
	en e	o (10, 10, 10, 10, 10, 10, 10, 10, 10, 10,		Weekday Pre-Event	31.1	С	100.9	F
72	Prairie Ave/111th	HCM	Inglewood	Weekday Post-Event	33.4	С	176.1	F
	St		č	Weekend Pre-Event	54.7	C A A C A A A C C A C C	62.4	E
		ne ann ann ann ann ann ann ann ann ann a		Weekday Pre-Event	7.9		8.5	A
73	Yukon Ave/111th	НСМ	Inglewood	Weekday Post-Event	6.3		6.4	A
	St		Ü	Weekend Pre-Event	8.6		8.4	Α
		ne ven ven ven ven ven ven ven ven ven v	w	Weekday Pre-Event	0.700	В	0.817	D
74	Hawthorne Blvd/ WB 105 Off-	ICU	Hawthorne	Weekday Post-Event	0.461	A	0.634	В
	Ramp			Weekend Pre-Event	0.582	A	0.702	C
75		HCM	***********	Weekday Pre-Event	94.9	F	230.7	F

					Adju Baselin The Fo No Pr	e (with orum)	Adju Baselin The Fo Plus P (Major	e (with orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/		Inglewood/	Weekday Post-Event	66.7	E	172.5	F
	112th St/ 105 On-Ramps		Caltrans	Weekend Pre-Event	51.6	D	164.1	F
	ese est est est est est est est est est	a en		Weekday Pre-Event	0.770	С	0.773	С
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.411	Α	0.443	Α
	pondi i iii y			Weekend Pre-Event	0.578	А	0.608	В
errant antante	Freeman Ave/	ne wen wer wen wen wen wen war wen wen wen wen	aka may inay inay inay inay inay inay inay in	Weekday Pre-Event	25.6	С	98.1	F
77	EB 105 On- Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	Ε
	Imperial Hwy		Californio	Weekend Pre-Event	16.8	В	15.8	В
		en van van van van van van van van van va		Weekday Pre-Event	83.3	F	128.1	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	62.5	Е	55.1	Е
	,		, , , , , , , , , , , , , , , , , , , ,	Weekend Pre-Event	39.2	D	45.8	D
				Weekday Pre-Event	58.6	Е	117.5	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	Α	7.5	Α
	,			Weekend Pre-Event	12.2	В	12.4	В
				Weekday Pre-Event	19.4	В	130.9	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.2	Α	12.0	В
	,			Weekend Pre-Event	12.6	В	11.5	В
				Weekday Pre-Event	0.888	D	1.037	F
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.570	Α	0.820	D
				Weekend Pre-Event	0.790	С	0.940	E
				Weekday Pre-Event	21.1	С	112.0	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В
				Weekend Pre-Event	18.3	В	18.6	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	E
83	WB 105 Off- Ramp/	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.693	В	0.880	D
	118th PI			Weekend Pre-Event	0.782	С	0.952	E
				Weekday Pre-Event	55.6	Е	135.9	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В
	-			Weekend Pre-Event	25.2	С	24.2	С
ert ert ert ert e	EB 105 On/Off-	de vien vien vien vien vien vien van vien vien vien vien	da na marana na marana na marana na marana	Weekday Pre-Event	0.710	С	0.742	С
85	Ramp/	ICU	Hawthorne	Weekday Post-Event	0.721	С	0.951	Ε
	120th St			Weekend Pre-Event	0.790	С	0.837	D
oe	Crenshaw Blvd/	IOLI	Lloudhame	Weekday Pre-Event	0.742	С	0.865	D
86	120th Street	ICU	Hawthorne	Weekday Post-Event	0.849	D	1.293	F

					Adjusted Baseline (with The Forum) No Project		The Fo	e (with orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	Daseline (value of the form of	LOS
	Intersection La Cienega Blvd/ Lennox Blvd Inglewood Ave/ Lennox Blvd Hollywood Park Casino Driveway/ Century Blvd Prairie Ave/ Buckthorn Street Normandie Ave/ Century Ave Vermont Ave/ Century Ave Hoover St/ Century Ave			Weekend Pre-Event	0.775	С	0.898	D
	reso reso reso reso reso reso reso reso			Weekday Pre-Event	0.412	Α	0.424	Α
		ICU	Los Angeles County	Weekday Post-Event	0.248	Α	0.268	Α
	La Cienega Blvd/		County	Weekend Pre-Event	0.284	Α	0.296	Α
87				Weekday Pre-Event	0.233	Α	0.246	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.079	Α	0.089	А
			Aligeles	Weekend Pre-Event	0.098	Α	0.109	Α
				Weekday Pre-Event	0.787	С	0.801	D
88	•	ICU	Los Angeles County	Weekday Post-Event	0.444	Α	0.487	Α
	Lennox Biva		County	Weekend Pre-Event	0.648	В	0.662	В
	Hollywood Park		an en	Weekday Pre-Event	14.8	В	150.8	F
89	Casino	НСМ	Inglewood	Weekday Post-Event	11.2	В	166.3	F
				Weekend Pre-Event	15.4	В	82.1	F
				Weekday Pre-Event	21.0	С	13.4	В
90		НСМ	Inglewood	Weekday Post-Event	168.5	F	235.6	F
				Weekend Pre-Event	16.5	В	16.9	В
	, en			Weekday Pre-Event	0.967	Е	1.140	F
91		ICU	Los Angeles County	Weekday Post-Event	0.740	С	1.027	F
	Ceritary Ave		County	Weekend Pre-Event	0.815	D	0.985	Ε
************		ner vier vier vier vier vier vier vier vi	aka may may may may may may may may may	Weekday Pre-Event	0.773	С	0.876	D
		ICU	Los Angeles County	Weekday Post-Event	0.603	В	0.794	С
	Vermont Ave/		County	Weekend Pre-Event	0.671	В	0.781	С
92				Weekday Pre-Event	0.682	В	0.802	Plus Project Major Eventy /C or Jelay LOS .898 D .424 A .268 A .296 A .246 A .089 A .109 A .801 D .487 A .662 B .508 F .663 F .13.4 B .35.6 F .16.9 B .140 F .027 F .985 E .876 D .7794 C .691 B .558 A .557 A .513 A .775 C .6689 B .558 A
		CMA	City of Los Angeles	Weekday Post-Event	0.484	Α	0.707	С
			Aligeles	Weekend Pre-Event	0.563	Α	0.691	В
		us mai	ornario eno envero eno en oleno en olen	Weekday Pre-Event	0.489	Α	0.558	Α
93		CMA	City of Los Angeles	Weekday Post-Event	0.347	Α	0.525	Α
	Normandie Ave/ Century Ave Vermont Ave/ Century Ave Hoover St/		√ı iñeiez	Weekend Pre-Event	0.431	Α	0.513	Α
	essa essa essa essa essa essa essa essa	action of the territory of the territory of		Weekday Pre-Event	0.698	В	0.775	С
94	Figueroa St/	CMA	City of Los Angeles	Weekday Post-Event	0.455	Α	0.617	В
	Gentury Ave		√ı iñeie2	Weekend Pre-Event	0.602	В	0.689	В
	Grand Ave/		ar er	Weekday Pre-Event	0.452	Α	0.558	Α
95	110 SB Off-	CMA	City of Los	Weekday Post-Event	0.339	Α	0.461	Α
	Hollywood Park Casino Driveway/ Century Blvd Prairie Ave/ Buckthorn Street Normandie Ave/ Century Ave Vermont Ave/ Century Ave Hoover St/ Century Ave Figueroa St/ Century Ave Grand Ave/		Angeles	Weekend Pre-Event	0.371	Α	0.473	Δ

				_	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Olive St/			Weekday Pre-Event	0.432	А	0.461	А
96	110 NB On- Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.354	Α	0.518	Α
	Century Ave		, angeree	Weekend Pre-Event	0.385	Α	0.414	Α
ant ant ant a		enn van van wer van van ver van van van van van va		Weekday Pre-Event	1.179	F	1.323	F
		ICU	Inglewood	Weekday Post-Event	1.054	F	1.319	F
	Van Ness Ave/			Weekend Pre-Event	0.962	Е	1.105	F
97	Manchester Blvd	i san		Weekday Pre-Event	1.051	F	1.205	F
		CMA	City of Los Angeles	Weekday Post-Event	0.917	Е	1.200	F
			, a .ge100	Weekend Pre-Event	0.819	D	0.971	Ε
		ana inana mana mana mana mana mana mana		Weekday Pre-Event	1.104	F	1.270	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.048	F	1.313	F
	Wallonester Blvd		Aligeles	Weekend Pre-Event	0.894	D	1.058	F
	ela escreta escreta escreta escreta escreta escreta escreta e	ese encrea, encrea, encrea, encrea, encrea, en	ecumour cure ur cure ur cure ur cure	Weekday Pre-Event	0.805	D	0.897	D
99	Normandie Ave/	CMA	City of Los Angeles	Weekday Post-Event	0.711	С	0.848	D
	Manchester Blvd		Aligeles	Weekend Pre-Event	0.637	В	0.721	С
ann ann ann a		era wan wan wan wan wan wen wan wan wan wan wan w		Weekday Pre-Event	0.859	D	0.952	Ε
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.795	С	0.946	Ε
	Manchester Divu		Angeles	Weekend Pre-Event	0.637	В	0.728	С
		en var		Weekday Pre-Event	0.770	С	0.855	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.706	С	0.843	D
	Manchester bivu		Angeles	Weekend Pre-Event	0.631	В	0.715	С
	nacionalità del con			Weekday Pre-Event	0.926	Ε	1.019	F
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.983	Е	1.134	F
	Manchester blvd		Angeles	Weekend Pre-Event	0.752	С	0.843	D
				Weekday Pre-Event	0.752	С	0.895	D
103	110 SB On/Off- Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.892	D	0.979	E
	Manchester Blvd		Vilheies	Weekend Pre-Event	0.509	Α	0.660	В
			an en	Weekday Pre-Event	0.559	Α	0.563	Α
104	110 NB On/Off- Ramps/	CMA	City of Los	Weekday Post-Event	0.760	С	1.092	F
	Manchester Blvd		Angeles	Weekend Pre-Event	0.539	Α	0.544	Α
				Weekday Pre-Event	0.994	E	1.137	F
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.938	E	1.113	F
-	Pincay Dr		3	Weekend Pre-Event	0.776	C	0.913	Ε

					Adju Baselin The Fo No Pr	e (with orum)	Adjusted Baseline (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	***************************************		***************************************	Weekday Pre-Event	0.778	С	0.819	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	Α	0.653	В
				Weekend Pre-Event	0.622	В	0.664	В
				Weekday Pre-Event	0.937	Е	0.948	E
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	Α	0.562	Α
				Weekend Pre-Event	0.794	С	0.806	D
				Weekday Pre-Event	1.006	F	1.044	F
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В
400	La Cienega Blvd/			Weekend Pre-Event	0.993	Ε	1.033	F
108	Centinela Ave			Weekday Pre-Event	0.953	Ε	0.998	E
		CMA	City of Los Angeles	Weekday Post-Event	0.542	Α	0.552	Α
				Weekend Pre-Event	0.939	Ε	0.986	E
				Weekday Pre-Event	0.723	С	0.738	С
		ICU	Inglewood	Weekday Post-Event	0.475	Α	0.495	Α
100	La Cienega Blvd/			Weekend Pre-Event	0.653	В	0.669	В
109	La Tijera Blvd			Weekday Pre-Event	0.553	Α	0.570	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.295	Α	0.316	Α
				Weekend Pre-Event	0.481	Α	0.499	Α
				Weekday Pre-Event	0.906	E	0.913	Ε
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.507	Α	0.507	Α
			ĺ	Weekend Pre-Event	0.754	С	0.760	С
				Weekday Pre-Event	0.930	Ε	0.932	Е
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Post-Event	0.624	В	0.644	В
				Weekend Pre-Event	0.873	D	0.876	D
	La Brea Ave/			Weekday Pre-Event	1.064	F	1.071	F
112	Overhill Drive/	ICU	Los Angeles County	Weekday Post-Event	0.549	Α	0.549	Α
	Slauson Ave La Cienega Blvd/ Stocker St La Brea Ave/		<i> </i>	Weekend Pre-Event	0.807	D	0.814	D
		en ander		Weekday Pre-Event	1.036	F	1.153	F
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.627	В	0.666	В
				Weekend Pre-Event	0.779	С	0.894	D
	Manabactar Physic		***************************************	Weekday Pre-Event	0.931	E	0.996	E
114	Manchester Blvd/ Ash St/I-405 NB	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	С
	Off-Ramp			Weekend Pre-Event	0.768	С	0.861	D

					Adjusted Baseline (with The Forum) No Project	Adjusted Baseline (with The Forum) Plus Project (Major Event)		
¥	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay LOS	V/C or Delay	LOS	
	Century Blvd/			Weekday Pre-Event		N/A	N/A	
115	West Structure	HCM	Inglewood	Weekday Post-Event	Does Not Exist	129.8	F	
	Driveway			Weekend Pre-Event		N/A 129.8 N/A	N/A	
	Prairie Ave/West			Weekday Pre-Event		109.2	F	
116	Structure	HCM	Inglewood	Weekday Post-Event	Does Not Exis	N/A	N/A	
	Driveway			Weekend Pre-Event		51.2	D	

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

TABLE 3.14-65 FREEWAY OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	POSKHOUK		Adjusted Baseline (with the Forum) No Project		aseline Forum) oject
					Density 1	LOS 1	Density 1	LOS 1
*************		Off-Ramp at		Weekday Pre-Event	23.91	С	26.19	С
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	19.93	В	20.30	С
	Northboand	Highway		Weekend Pre-Event	23.19	С	25.62	С
				Weekday Pre-Event	19.77	В	21.44	С
2	2 I-405 C/D Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	15.30	В	15.62	В
				Weekend Pre-Event	19.46	В	21.05	С
		C/D Off-Ramp		Weekday Pre-Event	17.18	В	20.67	С
3	I-405 Northbound	to Imperial Highway On-	Basic	Weekday Post-Event	11.35	В	11.63	В
	Nottribouria	Ramp		Weekend Pre-Event	15.63	В	17.93	В
*		Imperial	A. 16. 16. 16. 16. 16. 16. 16.	Weekday Pre-Event	12.48	В	14.81	В
4	I-405 Northbound	Highway EB On-	Merge	Weekday Post-Event	8.00	Α	8.18	Α
	Nontribodina	Ramp		Weekend Pre-Event	10.88	Α	12.41	В
		Imperial		Weekday Pre-Event	17.57	В	19.60	В
5	Northbound Highway	Merge	Weekday Post-Event	12.84	В	13.00	В	
	TOTTIBOUIG	WB On-Ramp	.9-	Weekend Pre-Event	15.70	В	17.04	В
6			Diverge	Weekday Pre-Event	13.89	В	16.21	В

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated

conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
	1-405	Century Blvd		Weekday Post-Event	8.83	Α	9.02	Α
	Northbound	Off-Ramp		Weekend Pre-Event	11.96	В	13.49	В
	r destriction of the same and the same and the same	Century Blvd		Weekday Pre-Event	12.20	В	12.59	В
7	1-405	Off-Ramp to	Basic	Weekday Post-Event	5.66	Α	5.69	Α
	Northbound	Century Blvd On-Ramp		Weekend Pre-Event	10.81	Α	10.95	Α
				Weekday Pre-Event	18.39	C	18.79	C
8	I-405	Century Blvd	Merge	Weekday Post-Event	12.24	В	12.70	В
	Northbound	On-Ramp		Weekend Pre-Event	16.31	В	16.48	В
	t waar taar taar war aan aar taar taar taar	Century Blvd		Weekday Pre-Event	18.53	В	18.98	В
9	I-405	WB On-Ramp to	Weave	Weekday Post-Event	21.00	С	-	F
•	Northbound	I-405 Mainline C/D Off-ramp		Weekend Pre-Event	16.44	В	16.76	В
		o.b on ramp		Weekday Pre-Event		F		 F
10	I-405	I-405 Mainline	Merge	Weekday Post-Event		 F	-	F
	Northbound	C/D On-Ramp	1410190	Weekend Pre-Event		 F	-	F
		I-405 Mainline		Weekday Pre-Event	31.34	D	31.71	D
11	I-405	C/D On-Ramp	Basic	Weekday Post-Event	23.03	C	25.77	C
11	Northbound	to Manchester Blvd.	Dasic	Weekend Pre-Event	25.75	C	25.94	С
		Manchester		Weekday Pre-Event	34.15	D	34.54	D
12	1-405	Blvd. On-Ramp	Weave	Weekday Post-Event	26.47	C	35.33	E
12	Northbound	to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	28.25	D	28.50	D
		La Tijera Blvd		Weekday Pre-Event	····	F	-	F
13	I-405	On-Ramp to	Weave	Weekday Post-Event	16.67	В	17.34	В
	Southbound	Florence Ave Off-Ramp		Weekend Pre-Event		F	-	F
		Florence Ave	ente date date date date date date date	Weekday Pre-Event	-	F		F
14	I-405	Off-Ramp to La	Basic	Weekday Post-Event	17.28	В	17.30	В
	Southbound	Cienega Blvd On-Ramp		Weekend Pre-Event	• • • • • • • • • • • • • • • • • • •	F		F
		La Cienega Blvd		Weekday Pre-Event	_	F	-	F
15	I-405	On-Ramp to	Weave	Weekday Post-Event	22.40	C	22.41	С
	Southbound	C/D Off-Ramp		Weekend Pre-Event		F	-	F
		La Cienega Blvd		Weekday Pre-Event	14.33	В	17.57	В
16	I-405 Southbound	Off-Ramp (n/o	Diverge	Weekday Post-Event	9.94	Α	9.96	Α
	Godinbodina	Century Blvd.)		Weekend Pre-Event	13.27	В	16.93	В
		La Cienega Blvd		Weekday Pre-Event	5.77	Α	7.83	Α
17	I-405 Southbound	Off-Ramp to On- Ramp (n/o	Basic	Weekday Post-Event	4.01	Α	4.02	Α
	Souli iboui id	Century Blvd)		Weekend Pre-Event	6.84	Α	9.34	Α
		La Cienega Blvd		Weekday Pre-Event	-	F ²	-	F 2
	1.405	On-Ramp (n/o		Weekday Post-Event	-	F ²	-	F ²
18	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	-	F 2	-	F ²
		La Cienega Blvd		Weekday Pre-Event	 -	F 2	-	F 2
	1.405	On-Ramp (s/o		Weekday Post-Event	·	F ²		F ²
19	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event		F ²		F ²
20			Basic	Weekday Pre-Event	5.54	Α	5.80	Α

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
e-14.	I-405	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to		Weekday Post-Event	12.33	В	18.82	C
	Southbound	I-405 Mainline C/D On-Ramp		Weekend Pre-Event	9.25	Α	9.51	Α
	I-405	I-405 Mainline		Weekday Pre-Event	11.18	В	11.28	В
21	Southbound	C/D On-Ramp	Merge	Weekday Post-Event	17.23	В	19.73	С
			ner wer wer wer wer wer wer wer	Weekend Pre-Event	18.12	С	18.22	С
	I-405	La Cienega Blvd		Weekday Pre-Event		F ²	-	F 2
22	Southbound	On-Ramp (n/o	Merge	Weekday Post-Event	13.83	В	15.98	В
	naan ah ah ah ah ah ah ah ah ah	Imperial Hwy)		Weekend Pre-Event	14.48	В	14.58	В
	I-405	La Cienega Blvd		Weekday Pre-Event		F ²		F ²
23	Southbound	s/o Imperial Hwy	Merge	Weekday Post-Event	16.19	В	17.86	В
		(On-ramp)		Weekend Pre-Event	14.64	В	14.73	В
	1.405	1 40E CD O=		Weekday Pre-Event	16.57	В	17.25	В
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Post-Event	17.41	В	18.54	С
				Weekend Pre-Event	16.91	В	18.43	С
	1.405	Duninia Ava Off		Weekday Pre-Event	<u>-</u>	F ²	-	F 2
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Post-Event	23.58	С	24.99	С
				Weekend Pre-Event	23.96	С	26.75	С
		Prairie Ave Off-		Weekday Pre-Event	13.90	В	14.46	В
26	I-105 Eastbound	Ramp to	Basic	Weekday Post-Event	14.81	В	16.03	В
	Eastbound	Imperial Hwy On-Ramp		Weekend Pre-Event	11.59	В	12.19	В
		Imperial Hwy		Weekday Pre-Event		F ²	-	F 2
27	I-105	On-Ramp to	Weave	Weekday Post-Event	24.62	C	-	F
	Eastbound	120th St Off- Ramp		Weekend Pre-Event		F ²		F^2
				Weekday Pre-Event		F ²	-	F ²
28	I-105	120th St Off- Ramp to 120th	Basic	Weekday Post-Event	21.30	Ċ	29.96	D
20	Eastbound	St On-Ramp	Baoio	Weekend Pre-Event		F ²	20.00	F 2
	e again san san san san san san san san			Weekday Pre-Event	16.46	В.	17.38	В
29	I-105	120th St On-	Merge	Weekday Post-Event	19.54	C	29.14	D
20	Eastbound	Ramp	weige	Weekend Pre-Event	14.36	В	15.35	В
				Weekday Pre-Event	23.30	C	24.05	C
30	I-105	NB Crenshaw	Merge	Weekday Post-Event	24.40	C	31.37	D
00	Eastbound	Blvd On-Ramp	Weige	Weekend Pre-Event	21.31	C	22.11	C
		Between Van		Weekday Pre-Event	19.64	C	20.57	C
31	I-105	Ness Ave and	Pagia	Weekday Post-Event	21.99	C	32.88	D
	Eastbound	Normandie Ave	Basic		ornari arraen arraen arraen arraen		er kenn kenn kenn kenn kenn kenn kenn	an constant on a constant
		Overcrossings		Weekend Pre-Event	17.38	В	18.38	C
20	I-105	Vermont Ave	N.A	Weekday Pre-Event	23.91	<u>C</u>	31.38	U D
32	Westbound	On-Ramp	Merge	Weekday Post-Event	17.57	В	18.06	В
		D-4		Weekend Pre-Event	23.55		31.78	D
		Between Normandie Ave		Weekday Pre-Event	26.45	D	42.26	E
33	I-105	and Van Ness	Basic	Weekday Post-Event	18.14	С	18.75	С
	Westbound	Ave Overcrossings		Weekend Pre-Event	23.83	С	39.14	E
34	I-105	Crenshaw Blvd	Diverse	Weekday Pre-Event	26.45	D	42.26	E
J4	Westbound	Off-Ramp	Diverge	Weekday Post-Event	18.14	С	18.75	С

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project	
					Density 1	LOS 1	Density ¹	LOS 1
				Weekend Pre-Event	23.83	С	39.14	E
		Crenshaw Blvd		Weekday Pre-Event	25.53	С	37.43	Е
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd	Basic	Weekday Post-Event	17.93	В	18.33	С
	vvestboaria	Loop On-Ramp		Weekend Pre-Event	22.85	С	35.45	E
		Crenshaw Blvd		Weekday Pre-Event	22.08	С	28.91	D
36	I-105 Westbound	NB Loop On-	Merge	Weekday Post-Event	14.75	В	15.21	В
	vvestbound	Ramp		Weekend Pre-Event	19.02	С	26.38	D
		000		Weekday Pre-Event	19.61	В	24.36	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Post-Event	14.26	В	14.73	В
	vvcorboana	Diva On Ramp		Weekend Pre-Event	17.60	В	23.21	С
	1.405	Prairie/Hawthor		Weekday Pre-Event	29.11	D	39.25	E
38	I-105 Westbound	ne Ave Off-	Diverge	Weekday Post-Event	19.34	С	19.85	С
		Ramp		Weekend Pre-Event	26.52	D	37.31	E
		Prairie/Hawthor		Weekday Pre-Event	26.04	D	28.74	D
39	I-105	ne Ave Off- Ramp to	Basic	Weekday Post-Event	19.37	С	19.83	С
00	Westbound	Imperial Hwy On-Ramp	Dasio	Weekend Pre-Event	25.30	С	27.59	D
	1.405	Imperial Hwy		Weekday Pre-Event		F	-	F
40	I-105 Westbound	On-Ramp to	Weave	Weekday Post-Event	-	F	-	F
	rrootboana	I-405 Off-Ramp		Weekend Pre-Event		F	-	F
	I-110			Weekday Pre-Event	22.12	С	22.25	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	18.36	С	20.01	C
				Weekend Pre-Event	22.46	C	22.65	C
	1.440	101st St On-		Weekday Pre-Event	28.77	D	28.98	D
42	I-110 Northbound	Ramp to n/o Century Blvd	Basic	Weekday Post-Event	23.18	C	25.48	C
		On-Ramp		Weekend Pre-Event	29.33	D	29.66	D
		Century Blvd		Weekday Pre-Event	30.08	D	30.72	D
43	I-110 Northbound	On-Ramp to Manchester	Weave	Weekday Post-Event	26.21	С	32.13	D
	Northbound	Blvd Off-Ramp		Weekend Pre-Event	30.52	D	31.28	D
	a nena ena ena ena ena ena ena ena ena	Manchester	art det det det det det det det	Weekday Pre-Event	25.13	С	25.59	С
	I-110	Blvd Off-Ramp		Weekday Post-Event	20.76	С	24.82	С
44	Northbound	to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	25.92	С	26.50	D
			energia e antenia e en antenia e en entre da este de la contra del la contra de la contra del la contra del la contra de la contra de la contra del	Weekday Pre-Event	25.84	С	26.49	С
45	I-110	EB Manchester	Merge	Weekday Post-Event	29.35	D	-	F
	Northbound	Blvd On-Ramp		Weekend Pre-Event	25.42	С	26.16	С
	r waar naar naar naar naar naar naar naa	WB Manchester	ada esa esa esa esa esa esa esa	Weekday Pre-Event	27.69	С	28.34	D
46	I-110	Blvd On-Ramp	Weave	Weekday Post-Event	27.54	С	34.50	D
	Northbound	to 76th St Off- Ramp		Weekend Pre-Event	28.54	D	29.32	D
	e de la composição de l	76th St On-	ran ver ver ver ver ver ver ver	Weekday Pre-Event	23.49	С	28.48	D
47	I-110	Ramp to	Weave	Weekday Post-Event	24.08	C	24.53	C
47	Southbound	Manchester	vveave	Weekend Pre-Event	26.17	С	31.69	D
		Blvd Off-Ramp Manchester						
	1.440	Blvd Off-Ramp		Weekday Pre-Event Weekday Post-Event	18.75 21.48	C	21.93 21.62	C
48	I-110 Southbound	to	Basic	**echday FOSI=EVEIII	£1.70		Z1.UZ	
		WB Manchester Blvd On-Ramp		Weekend Pre-Event	21.85	С	26.32	D

#	Freeway/ Direction	Component	Segment Type			Adjusted Baseline (with the Forum) No Project		Baseline Forum) oject
					Density 1	LOS 1	Density ¹	LOS 1
-	***************************************		***************************************	Weekday Pre-Event	20.74	С	23.29	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	22.26	С	22.38	С
		biva On-Itamp		Weekend Pre-Event	23.49	С	26.80	С
				Weekday Pre-Event	23.05	С	25.84	С
50	50 I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	25.55	С	25.69	С
	Godinboand			Weekend Pre-Event	21.75	С	25.24	С
				Weekday Pre-Event	29.52	D	33.69	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	30.97	D	31.24	D
	Southboard	Oll-Italiip		Weekend Pre-Event	29.46	D	32.93	D
		Century Blvd		Weekday Pre-Event	16.78	В	17.96	В
52	I-110	Off-Ramp to	Basic	Weekday Post-Event	19.16	С	19.17	С
	Southbound	Imperial Hwy Off-Ramp		Weekend Pre-Event	15.78	В	17.66	В
				Weekday Pre-Event	23.81	С	25.25	С
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Post-Event	12.03	В	22.43	С
	Couli iboul iu			Weekend Pre-Event	20.79	С	23.08	С

TABLE 3.14-66 FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR **EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

		Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Ramp Capacity Threshold ²	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,825	1,650	No	No	2,675	2,500	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,375	2,200	No	No	>4,200	4,175	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,850	1,675	Yes	Yes	2,700	2,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,147	953	No	No	1,813	1,463	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,250	1,375	No	No	9,175	>9,500	Yes	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,912	3,386	No	No	6,247	5,633	Yes	Yes

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

		Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project Pre-Event Conditions			
	_	95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Ramp Capacity Threshold ²	Week- day			Week- end	Week- day	Week- end	Week- day	Week- end
I-105 EB Off-Ramp at 120th St	3,850	642	1,012	No	No	737	1,137	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	936	858	No	No	1,658	1,411	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,181	1,762	No	No	3,045	2,721	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,495	1,473	No	No	1,495	1,473	No	No

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

The NFL Stadium site on Hollywood Park will provide parking for 9,000 vehicles. However, the stadium parking demand during football games will exceed this supply and necessitate the use of off-site parking and shuttles. The City of Inglewood, in coordination with the NFL Stadium operator and local parking suppliers, has identified up to 70 off-site parking facilities that could be available during NFL football games and other overlapping events. The following lists some of the prospective sites with larger quantities of parking supply.

- Los Angeles Southwest College
- El Camino College
- Playa District
- Wateridge Office Park (located northeast of the intersection of La Cienega Boulevard & Slauson Avenue)
- Pacific Concourse

Auxiliary lanes are present at each of these off-ramps.

Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

⁹⁵th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

• 5200 West Century Boulevard Garage

The intent is that NFL football game attendees would pre-purchase parking at a selected off-site location and then be taken by shuttle to the stadium itself.

During the weekend 6 to 7 p.m. peak hour, 6 percent of NFL Stadium game attendees and 10 percent of employees are projected to depart. This translates into 1,836 outbound vehicle trips and 191 inbound vehicle trips. The departure percentage estimates are derived from other NFL venues (e.g., Levis Stadium in Santa Clara, which is home to the San Francisco 49ers) as well as estimates of average vehicle occupancy from the draft Transportation Management and Operations Plan (TMOP) for the Inglewood Sports & Entertainment District¹. While much of that traffic will be departing from lots surrounding the stadium within Hollywood Park, some trips will also be leaving remote lots, thereby resulting in dispersed traffic flows. A large number of shuttles will be used to transport these patrons from the stadium to these remote lots. Traffic forecasts were developed for the weekend pre-event peak for an Adjusted Baseline (with Football Game at NFL Stadium) No Project condition by adding NFL Football game trips to the Adjusted Baseline No Project forecasts.

A Transportation Management and Operations Plan will be implemented before and after football games. It will include both on-site and off-site traffic management, special event signal timings, wayfinding, and many other traffic management components. The TMOP is assumed in place for Adjusted Baseline (with Football Game at NFL Stadium) No Project conditions.

Parking demands for a weekend afternoon NFL football game would not substantively affect the ability of concertgoers to park at Hollywood Park for a weekend evening concert at the Proposed Project since the majority of fans for an afternoon football game will have departed before the majority of concertgoers arrive for the evening concert. Off-site parking for the Proposed Project event under this scenario would occur at Hollywood Park and the Hollywood Park Casino as for a standalone Proposed Project event.

Project trips were added to the Adjusted Baseline (with Football Game at NFL Stadium) No Project Conditions to yield the Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) scenario.

Table 3.14-67 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

Table 3.14-68 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause

_

City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-69**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause two freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

				Adju Base (Foo Game : Stadiu Proj	eline tball at NFL m) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.625	В	0.706	С
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.565	Α	0.574	Α
3	Hillcrest Blvd/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	6.5	Α	7.2	Α
4	Centinela Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	30.0	С	30.5	С
5	Prairie Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	22.6	С	30.9	С
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.849	D	0.885	D
6	Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.699	В	0.737	С
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.4	Α	30.3	С
8	Prairie Ave/ East Carondelet Way	НСМ	Inglewood	Weekend Pre-Event	4.7	Α	77.1	E
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	7.8	Α	67.7	Ε
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.580	Α	0.644	В
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.698	В	0.740	С
12	Hillcrest Blvd/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	12.0	В	84.3	F
13	Spruce Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	7.6	Α	66.1	E
14	Prairie Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	53.3	D	182.2	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	15.5	В	75.8	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.980	E	1.099	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	Α	0.436	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.402	Α	0.448	Α

					Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adju: Base (Fool Game a Stadiun Project Eve	line ball at NFL n) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	19.5	В	211.5	F
20	Kareem Ct/ Pincay Dr	НСМ	Inglewood	Weekend Pre-Event	8.6	Α	50.0	D
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.8	С	21.2	С
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	26.9	С	40.3	D
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	24.0	С	55.4	Ε
24	Myrtle Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	9.7	Α	122.4	F
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	17.8	В	138.2	F
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	12.7	В	14.9	В
27	Myrtle Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	9.5	Α	29.5	С
28	Prairie Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	22.0	С	152.3	F
29	Crenshaw Blvd/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	8.4	Α	88.4	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	Α	0.478	А
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.397	Α	0.403	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	15.7	В	124 5	F
32	Prairie Ave/ 97th St	НСМ	Inglewood	Weekend Pre-Event	10.4	В	45.7	D
33	Concourse Way/ Century Blvd	НСМ	City of Los Angeles	Weekend Pre-Event	12.1	В	38.4	D
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	26.0	С	157 0	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	15.1	В	182.8	F
36	Felton Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	20.8	С	40.6	D
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	27.3	С	186.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.2	Α	209.5	F

						Adjusted Baseline (Football Game at NFL Stadium) No Project		Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
39	Grevillea Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	6.1	Α	115.6	F	
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	39.9	D	120.3	F	
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.1	Α	167.0	F	
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.7	Α	57.2	E	
43	Prairie Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	70.7	E	177.4	F	
44	Doty Ave/ Century Blvd	нсм	Inglewood	Weekend Pre-Event	63.9	Е	114.2	F	
45	Yukon Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	74.1	E	168.0	F	
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	42.6	D	161.6	F	
47	11th Ave/ Village Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	35.4	D	116.8	F	
48	Crenshaw Blvd/ Century Blvd	нсм	Inglewood	Weekend Pre-Event	56.9	Е	220.0	F	
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.2	В	135.4	F	
50	Van Ness Ave/	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.678	В	0.802	D	
	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.617	В	0.749	С	
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.382	Α	0.457	Α	
51	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.201	Α	0.279	Α	
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.624	В	0.821	D	
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	Α	63.8	E	
54	Prairie Ave/102nd St	HCM³	Inglewood	Weekend Pre-Event	8.4	Α	17.6	В	
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.5	Α	4.9	Α	
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	64.0	F	216.7	F	
57	La Cienega Blvd/ 104th St	НСМ	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.4	Α	10.8	В	

				_			Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹ Peak Hour		V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/ 104th St	НСМ	Los Angeles County	Weekend Pre-Event	13.9	В	13.8	В
59	Hawthorne Blvd/ 104th St	НСМ	Inglewood/ Los Angeles County	Weekend Pre-Event	23.7	С	27.8	С
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.9	В	107.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.5	Α	26.8	D
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.4	В	78.7	E
63	Crenshaw Blvd/ 104th St	НСМ	Inglewood	Weekend Pre-Event	24.3	С	182.7	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	Α	0.442	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	6.3	Α	18.0	В
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	11.8	В	19.7	В
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.9	В	27.0	С
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	Α	14.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.494	Α	0.539	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	Α	0.592	Α
72	Prairie Ave/ 111th St	НСМ	Inglewood	Weekend Pre-Event	30.3	С	27.5	С
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	8.7	Α	8.8	Α
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.584	Α	0.632	В
75	Prairie Ave/ 112th St/105 On-Ramps	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	105.6	F	52.6	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.576	Α	0.581	Α
77	Freeman Ave/ EB 105 On- Ramp/Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	17.3	В	19.6	В
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	74.6	Е	42.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	35.9	D	42.3	D

					Adju Base (Foo Game a Stadiu Proj	line tball at NFL m) No	Adju: Base (Fool Game a Stadiun Project Eve	lline tball at NFL n) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	НСМ	Inglewood	Weekend Pre-Event	12.5	В	15.4	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.787	С	0.901	Е
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.5	В	49.0	D
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.807	D	0.940	E
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	25.4	С	24.7	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.836	D	0.855	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.913	Е	0.939	Ε
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.330	Α	0.344	Α
01	Lennox Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.145	Α	0.160	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
89	Hollywood Park Casino Driveway/ Century Blvd	нсм	Inglewood	Weekend Pre-Event	50.2	D	140.9	F
90	Prairie Ave/ Buckthorn Street	НСМ	Inglewood	Weekend Pre-Event	5.5	Α	176.5	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.789	С	0.959	E
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.677	В	0.765	С
	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.571	Α	0.672	В
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.430	Α	0.519	Α
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.576	Α	0.695	В
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.360	Α	0.471	Α
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.387	Α	0.421	Α
~~	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.918	E	0.939	Ε
97	Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.771	С	0.794	С
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.843	D	0.864	D

					Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.571	А	0.614	В
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.577	Α	0.602	В
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.521	Α	0.601	В
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.659	В	0.720	С
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.431	Α	0.505	Α
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.514	Α	0.530	Α
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.758	С	0.859	D
106	Crenshaw Blvd/ Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.611	В	0.643	В
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.764	С	0.789	С
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.951	Е	0.978	Е
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.890	D	0.923	E
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.638	В	0.650	В
109	Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.466	Α	0.478	Α
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.738	С	0.753	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.875	D	0.878	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.798	С	0.807	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.586	Α	0.648	В
114	Manchester Blvd/ Ash St/l-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.744	С	0.755	С
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	29.8	С

					Adju Base (Foo Game Stadiu Pro	eline tball at NFL m) No	Adju Base (Foo Game : Stadiur Project Eve	eline tball at NFL n) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS

Shaded cells represent significant impacts.

TABLE 3.14-68 FREEWAY OPERATIONS - ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) **C**ONDITIONS

#	Freeway/ Direction	Component S	Segment Type	Peak Hour	Adjusted I (Football of NFL Stadi Proje	Game at ium) No	Adjusted I (Football (NFL Sta Plus Pi	Game at dium)
					Density ¹	LOS 1	Density ¹	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	22.39	С	24.45	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	18.59	В	20.12	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekend Pre- Event	13.71	В	15.99	В
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	9.59	Α	11.12	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	14.58	В	15.91	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	10.67	Α	12.20	В
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	9.64	Α	9.75	Α
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	15.18	В	15.29	В
9	I-405 Northbound	Century Blvd WB On- Ramp to I-405 Mainline C/D Off- ramp	Weave	Weekend Pre- Event	16.21	В	16.64	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	25.49	С	25.72	С

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (Football (NFL Stadi Proje	Game at ium) No	Adjusted I (Football of NFL Sta Plus Pi	Game at dium)
			••		Density ¹	LOS 1	Density ¹	LOS 1
12	I-405 Northbound	Manchester Blvd. On- Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	30.36	D	30.95	D
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	_	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	12.42	В	15.81	В
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	6.58	Α	9.79	Α
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	15.17	В	15.31	В
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	7.03	Α	10.34	В
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	9.59	Α	10.05	Α
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	С	18.43	С
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	В	15.31	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	14.94	В	15.08	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	16.85	В	17.73	В
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre- Event	23.88	С	25.63	С
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	11.52	В	11.71	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off- Ramp	Weave	Weekend Pre- Event	-	F ²	•	F 2
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	<u> </u>	F ²	-	F²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	15.87	В	16.15	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.53	С	22.76	С

#	Freew <i>ayl</i> Direction	Direction	Segment Type	Peak Hour	Adjusted I (Football (NFL Stadi Proje	Game at ium) No	(Football (NFL Sta Plus Pi	dium)
					Density ¹	LOS 1	Density ¹	LOS 1
 31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	18.91	С	19.19	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	21.86	С	26.07	С
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	21.66	С	27.48	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	21.66	С	27.48	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.51	С	24.54	С
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.28	В	20.23	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.20	В	18.56	В
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	24.51	С	28.04	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.77	С	26.30	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	_	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.59	С	22.60	С
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	29.57	D	29.58	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.01	D	31.19	D
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.02	С	26.48	С
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	29.32	D	29.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	23.93	С	27.74	С
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	21.31	С	23.70	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	23.06	С	24.94	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	21.38	С	23.28	С
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	28.74	D	31.28	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (Football Game at NFL Stadium) No Project		Adjusted Baseline (Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS 1	Density 1	LOS 1
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.65	В	16.12	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	20.64	С	21.21	С

TABLE 3.14-69 FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Ba Game) No Proj Condi	ect Pre-Event	Adjusted Baseline (with NF Game) Plus Project Pre- Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	175	No	1,975	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	300	No	3,050	No	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	175	No	2,000	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	936	No	1,137	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,000	No	1,450	No	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,136	No	4,613	Yes	
I-105 EB Off-Ramp at 120th St	3,850	1,094	No	1,137	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	787	No	1,424	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,046	No	1,518	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,351	No	1,351	No	

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016). Per the HCM 6th Edition, density is not provided for LOS F conditions. LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

		Adjusted Ba Game) No Proj Condi	ect Pre-Event	Adjusted Baseline (with NF Game) Plus Project Pre- Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend	

- Auxiliary lanes are present at each of these off-ramps.
- Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

This scenario is analyzed for the weekday pre-event and post-event peak hours. Traffic forecasts were developed for Adjusted Baseline (with Midsize NFL Stadium Event) No Project forecasts by adding Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts.

This scenario would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within Hollywood Park to be parked in various other off-site locations. The following potential off-site parking locations have been identified:

- 575 spaces at Hollywood Park Casino.
- Approximately 1,050 spaces located 1 mile or less from the Arena site (located on school campuses and office/administrative buildings). Many attendees parking in these areas would be expected to walk to/from the Arena site.
- The Los Angeles Gateway Area (located between I-405 and LAX, 1.6 miles from the Arena site) and Southwest College have ample reserve overflow parking (i.e., nearly 12,000 spaces). Attendees parking in these areas would likely take a shuttle to/from the Arena site, but may also use a TNC. The Los Angeles Gateway Area would also be used for employee parking during concurrent events.

Figure 3.14-23 illustrates the locations of these off-site parking facilities relative to the Arena site.

Figure 3.14-23: Potential Off-site Parking Locations near the Arena Site During Concurrent Events at the NFL Stadium

According to the Proposed Project site plan, a 120-foot bus turnout would be created along the project frontage on South Prairie Avenue to accommodate shuttle buses to these off-site parking lots.

Trips associated with the Proposed Project were assigned to the study intersections in accordance with the trip generation and distribution patterns described previously. However, the assignment of those trips varied due to the aforementioned changes in off-site parking locations for concert attendees. A second set of shuttle buses (i.e., in addition to shuttles transporting attendees to/from light rail stations) to transport concert attendees to more remote parking areas is also included in the analysis. Additionally, trip routing to the Proposed Project would likely change in response to congested conditions in the immediate vicinity of the NFL Stadium. Project trips were added to the Adjusted Baseline (with Midsize NFL Stadium Event) No Project Conditions to yield the Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event) scenario.

Table 3.14-70 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Adjusted Baseline (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-71 displays the freeway LOS results under Adjusted Baseline (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-72**, a major event (assuming a concurrent mid-sized event at NFL Stadium) would result in three freeway off-ramp experiencing maximum vehicle queues that exceed the applicable threshold.

TABLE 3.14-70
INTERSECTION OPERATIONS — ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT
(MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
1	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	0.954	Е	1.042	F	
1	Florence Ave	100	inglewood	Inglewood	Weekday Post-Event	0.625	В	0.732	С
2	La Brea Ave/	ICII	lmala.ua.ad	Weekday Pre-Event	0.779	С	0.802	D	
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.414	Α	0.471	Α	
	Hillcrest Blvd/	LIOM	la al accesa d	Weekday Pre-Event	***	F	257.1	F	
3	Florence Ave	HCM	Inglewood	Weekday Post-Event	4.4	Α	5.1	Α	
4		НСМ	Inglewood	Weekday Pre-Event	78.6	Е	84.0	F	

		Methodology/l-2	luricalistian 1		Adju Baselin Midsiz Stadium No Pr	e (with e NFL Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Centinela Ave/ Florence Ave		•	Weekday Post-Event	25.4	С	25.5	С
5	Prairie Ave/	НСМ	Inglowood	Weekday Pre-Event	143.7	F	120.5	F
5	Florence Ave	HCIVI	Inglewood	Weekday Post-Event	20.7	С	14.3	В
		1011	11 1	Weekday Pre-Event	1.097	F	1.139	F
_	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.661	В	0.711	С
6	Florence Ave		City of Los	Weekday Pre-Event	0.964	E	1.007	F
		CMA	Angeles	Weekday Post-Event	0.499	Α	0.552	А
	Prairie Ave/		e recireción de recireción de recireción.	Weekday Pre-Event	128.4	F	119.6	F
7	Grace Ave	HCM	Inglewood	Weekday Post-Event	3.2	Α	5.6	Α
	Prairie Ave/East		or and the control of	Weekday Pre-Event	118.1	F	75.8	Ε
8	Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.8	Α	4.2	Α
	Prairie Ave/			Weekday Pre-Event	65.6	E	86.3	F
9	E Regent Street	HCM	Inglewood	Weekday Post-Event	6.2	Α	7.8	Α
	La Cienega Blvd/	and the the the the the the the the the	or and	Weekday Pre-Event	0.764	С	0.824	D
10	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.596	Α	0.715	С
	La Brea Ave/		8 - 9 - 19 - 19 - 19 - 19 - 19 - 19 - 19	Weekday Pre-Event	0.911	E	0.988	E
11	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.802	D	0.893	D
	Hillcrest Blvd/			Weekday Pre-Event	123.3	F	150.2	F
12	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	13.9	В	53.5	D
	Spruce Ave/			Weekday Pre-Event	92.0	F	108.8	F
13	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	11.8	В	63.1	E
	Prairie Ave/			Weekday Pre-Event	179.7	F	138.9	F
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	108.7	F	124.6	F
	Kareem Ct/	e alaresa esa esa esa esa esa esa esa esa esa		Weekday Pre-Event	127.4	F	133.6	F
15	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	47.6	D	43.1	D
	Crenshaw Blvd/	and the territory the territory the territory the territory the territory that the territory the territory that the territory t		Weekday Pre-Event	1.247	F	1.281	F
16	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.920	Ε	1.108	F
	La Brea Aval	ansiesiesiesiesiesiesiesiesiesie		Weekday Pre-Event	0.569	Α	0.593	А
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	Α	0.403	Α
	Market St/La Broa			Weekday Pre-Event	0.481	Α	0.549	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.277	Α	0.427	Α
	Prairie Ave/		o en residentes	Weekday Pre-Event	74.5	E	115.7	F
19	Kelso St/	HCM	Inglewood					

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL Event)	Adju: Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/	LIOM	la al accesa d	Weekday Pre-Event	7.5	А	112.1	F
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	64.9	Ε	123.1	F
21	La Cienega Blvd/	НСМ	Inglewood	Weekday Pre-Event	21.6	С	167.0	F
۷۱	Arbor Vitae St	I ICIVI	inglewood	Weekday Post-Event	19.5	В	17.9	В
22	Inglewood Ave/	НСМ	Inglewood	Weekday Pre-Event	94.7	F	49.4	D
22	Arbor Vitae St	ПСМ	irigiewood	Weekday Post-Event	18.3	В	29.3	С
23	La Brea Ave/	НСМ	Inglewood	Weekday Pre-Event	105.3	F	144.4	F
23	Arbor Vitae St	HOM	inglewood	Weekday Post-Event	21.0	С	18.5	В
24	Myrtle Ave/	НСМ	Inglowood	Weekday Pre-Event	19.5	В	48.2	D
24	Arbor Vitae St	HOM	Inglewood	Weekday Post-Event	7.7	Α	28.7	С
25	Prairie Ave/	НСМ	lmalaura ad	Weekday Pre-Event	31.1	С	63.7	E
25	Arbor Vitae St	ПСМ	Inglewood	Weekday Post-Event	116.3	F	***	F
26	La Brea Ave/	ЦСМ	Inglassad	Weekday Pre-Event	154.5	F	78.9	Е
26	Hardy St	HCM	Inglewood	Weekday Post-Event	10.8	В	10.8	В
27	Myrtle Ave/	НСМ	Inglassad	Weekday Pre-Event	139.7	F	7.5	Α
27	Hardy St	ПСМ	Inglewood	Weekday Post-Event	6.7	Α	8.0	Α
20	Prairie Ave/	НСМ	Inglowood	Weekday Pre-Event	72.6	Ε	68.0	Ε
28	Hardy St	HOM	Inglewood	Weekday Post-Event	139.7	F	296.7	F
29	Crenshaw Blvd/	НСМ	Inglassad	Weekday Pre-Event	12.8	В	9.1	Α
29	Hardy St	HOM	Inglewood	Weekday Post-Event	99.7	F	239.8	F
		ICU	Inglowood	Weekday Pre-Event	0.570	Α	0.577	Α
30	Van Ness Ave/	100	Inglewood	Weekday Post-Event	0.349	Α	0.389	Α
30	Hardy St/ 96th St	CMA	City of Los	Weekday Pre-Event	0.501	Α	0.509	Α
		CIVIA	Angeles	Weekday Post-Event	0.265	Α	0.307	Α
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	47.4	D	295.6	F
31	SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	23.8	С	15.7	В
	Prairie Ave/	11014		Weekday Pre-Event	32.7	С	41.4	D
32	97th St	HCM	Inglewood	Weekday Post-Event	30.6	С	80.2	F
	Concourse Way/		City of Los	Weekday Pre-Event	10.8	В	152.8	F
33	Century Blvd	HCM	Angeles	Weekday Post-Event	11.1	В	65.6	Е
er var var ver ver	r vent i ven		Inglewood/	Weekday Pre-Event	80.7	F	131.7	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	28.3	С	83.8	F

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL n Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL n Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
0.5	NB 405 On/Off-	LIGH	Inglewood/	Weekday Pre-Event	118.2	F	162.2	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	16.7	В	17.2	В
	Felton Ave/	LIONA		Weekday Pre-Event	51.6	D	28.9	С
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	89.8	F	20.3	С
27	Inglewood Ave/	LIONA		Weekday Pre-Event	243.2	F	100.6	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	45.1	D	31.6	С
	Fir Ave/			Weekday Pre-Event	202.4	F	113.2	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.9	Α	12.3	В
	Grevillea Ave/			Weekday Pre-Event	118.3	F	85.6	F
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.1	В	20.4	С
	Hawthorne Blvd/			Weekday Pre-Event	142.8	F	123.7	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.0	D	77.7	Е
	Myrtle Ave/			Weekday Pre-Event	136.6	F	103.5	F
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	Α	12.2	В
40	Freeman Ave/		w	Weekday Pre-Event	37.2	D	37.6	D
42	Century Blvd	HCM	Inglewood	Weekday Post-Event	7.4	Α	16.0	В
	Prairie Ave/			Weekday Pre-Event	121.4	F	145.6	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	73.7	Е	129.8	F
	Doty Ave/			Weekday Pre-Event	49.4	D	74.6	Е
44	Century Blvd	HCM	Inglewood	Weekday Post-Event	23.7	С	86.1	F
45	Yukon Ave/	LIONA		Weekday Pre-Event	55.0	Е	66.3	E
45	Century Blvd	HCM	Inglewood	Weekday Post-Event	18.5	В	180.9	F
46	Club Dr/	LICA	In alous and	Weekday Pre-Event	60.2	Ε	68.5	E
46	Century Blvd	HCM	Inglewood	Weekday Post-Event	18.9	В	83.9	F
47	11th Ave/	LIONA	la alassa a d	Weekday Pre-Event	54.0	D	82.4	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.7	В	59.5	E
40	Crenshaw Blvd/	11084		Weekday Pre-Event	105.9	F	156.4	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	76.9	E	149.2	F
40	5th Ave/	LICAI	Ingloves a d	Weekday Pre-Event	96.4	F	112.7	F
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	13.7	В	30.0	С
		IOU	Inglewood/	Weekday Pre-Event	0.775	С	0.846	D
50	Van Ness Ave/ Century Blvd	ICU	Los Angeles County	Weekday Post-Event	0.536	Α	0.702	С
	,	СМА	or over over over over over over over	Weekday Pre-Event	0.720	С	0.795	С

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL n Event)	Adju: Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			City of Los Angeles	Weekday Post-Event	0.465	А	0.643	В
	endo, endo endo endo endo endo endo endo endo	1011	Los Angeles	Weekday Pre-Event	0.394	Α	0.472	Α
54	Gramercy PI/	ICU	County	Weekday Post-Event	0.379	Α	0.511	Α
51	Century Blvd	ONA	City of Los	Weekday Pre-Event	0.213	Α	0.297	Α
		CMA	Angeles	Weekday Post-Event	0.197	Α	0.339	Α
52	Western Ave/	CNAA	City of Los	Weekday Pre-Event	0.745	С	0.915	E
52	Century Blvd	CMA	Angeles	Weekday Post-Event	0.511	Α	0.707	С
			Inglewood/	Weekday Pre-Event	14.8	В	116.6	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	9.2	Α	9.6	Α
54	Prairie Ave/	HCM ³	Inglewood	Weekday Pre-Event	72.8	Е	75.2	F
04	102nd St	TICIVI	Irigiewood	Weekday Post-Event	17.8	В	***	F
55	Doty Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	19.0	С	9.8	Α
	102nd St		Inglewood	Weekday Post-Event	5.8	Α	21.3	С
56	Yukon Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.7	С	86.3	F
	102nd St		mgicwood	Weekday Post-Event	7.0	Α	***	F
	La Cienega Blvd/		Los Angeles County/City	Weekday Pre-Event	10.0	В	105.7	F
57	104th St	HCM	of Los Angeles	Weekday Post-Event	5.7	Α	5.7	Α
58	Inglewood Ave/	HCM	Los Angeles	Weekday Pre-Event	16.9	В	25.8	С
	104th St		County	Weekday Post-Event	8.3	Α	8.9	Α
59	Hawthorne Blvd/	HCM	Inglewood/ Los Angeles	Weekday Pre-Event	43.8	D	98.9	F
09	104th St	i icivi	County	Weekday Post-Event	15.3	В	98.0	F
60	Prairie Ave/	HCM	Inglowood	Weekday Pre-Event	175.8	F	187.0	F
00	104th St	HOW	Inglewood	Weekday Post-Event	20.9	С	152.5	F
61	Doty Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	209.9	F	132.1	F
01	104th St		inglewood .	Weekday Post-Event	6.6	Α	30.6	D
62	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	126.7	F	175.3	F
	104th St	1 1 0181	gio#ood	Weekday Post-Event	8.6	Α	88.4	F
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	82.4	F	173.0	F
	104th St			Weekday Post-Event	12.2	В	63.7	E
64		ICU		Weekday Pre-Event	0.525	Α	0.541	Α

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL n Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL n Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Van Ness Ave/ 104th St		Inglewood/ Los Angeles County	Weekday Post-Event	0.301	А	0.363	А
 CE	Hawthorne Blvd/		Los Angeles	Weekday Pre-Event	0.704	С	0.758	С
65	Lennox Blvd	ICU	County	Weekday Post-Event	0.656	В	0.838	D
	Freeman Ave/	LIGA	Los Angeles	Weekday Pre-Event	158.1	F	173.5	F
66	Lennox Blvd	HCM	County	Weekday Post-Event	5.3	Α	18.4	В
	Prairie Ave/			Weekday Pre-Event	81.6	F	62.7	Е
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	22.1	С	89.5	F
	Prairie Ave/108th			Weekday Pre-Event	137.4	F	81.3	F
68	St	HCM	Inglewood	Weekday Post-Event	8.1	Α	52.9	D
	Yukon Ave/108th			Weekday Pre-Event	9.7	Α	12.1	В
69	St	HCM	Inglewood	Weekday Post-Event	6.8	Α	26.4	С
	Crenshaw Blvd/			Weekday Pre-Event	0.701	С	0.868	D
70	109th St	ICU	Inglewood	Weekday Post-Event	0.630	В	0.775	С
	Hawthorne Blvd/		Hawthorne/Lo	Weekday Pre-Event	0.706	С	0.841	D
71	111th St	ICU	s Angeles County	Weekday Post-Event	0.408	Α	0.607	В
	Prairie Ave/111th			Weekday Pre-Event	85.0	F	77.3	E
72	St	HCM	Inglewood	Weekday Post-Event	43.2	D	113.5	F
	Yukon Ave/111th			Weekday Pre-Event	9.4	Α	8.3	А
73	St	HCM	Inglewood	Weekday Post-Event	6.7	Α	5.9	Α
	Hawthorne Blvd/			Weekday Pre-Event	0.711	С	0.845	D
74	WB 105 Off-Ramp	ICU	Hawthorne	Weekday Post-Event	0.483	Α	0.663	В
	Prairie Ave/			Weekday Pre-Event	195.3	F	198.8	F
75	112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	65.8	E	141.2	F
	Hawthorne Blvd/			Weekday Pre-Event	0.766	С	0.832	D
76	Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.401	Α	0.466	Α
	Freeman Ave/			Weekday Pre-Event	27.9	C	51.6	D
77	EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	50.0	D	22.4	С
	Prairie Ave/	ruureureureureureureureureureureur	Inglewood/	Weekday Pre-Event	180.4	F	106.2	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	59.3	E	29.8	С
,,,	Doty Ave/		Indlove od/	Weekday Pre-Event	154.9	F	96.4	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.4	Α	15.6	В
80	uare uar	HCM	Inglewood	Weekday Pre-Event	94.9	F	110.9	F

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL n Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Yukon Ave/ Imperial Hwy		,	Weekday Post-Event	8.1	Α	9.8	Α
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.058 0.729	F C	1.310 0.958	F E
ar.ar.ar.ar.ar		e de deservación de la contractiva de l						
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	103.6	F	91.8	F
			en de la companya de	Weekday Post-Event	13.4	В	10.4	В
00	Crenshaw Blvd/ WB 105 Off-	1011	Hawthorne/	Weekday Pre-Event	0.967	Е	1.175	F
83	Ramp/ 118th Pl	ICU	Caltrans	Weekday Post-Event	0.841	D	0.987	E
84	Prairie Ave/120th	LIONA	l lass than man	Weekday Pre-Event	58.1	Ε	100.1	F
04	St	HCM	Hawthorne	Weekday Post-Event	18.8	В	18.5	В
	EB 105 On/Off-			Weekday Pre-Event	0.750	С	0.823	D
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.004	F	1 192	F
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.787	С	0.936	E
	120th Street	100	riawthorne	Weekday Post-Event	1.335	F	1.696	F
		ICU	Los Angeles	Weekday Pre-Event	0.412	Α	0.484	Α
87	La Cienega Blvd/	100	County	Weekday Post-Event	0.446	Α	0.612	В
01	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.233	Α	0.310	Α
		CIVIA	Angeles	Weekday Post-Event	0.268	Α	0.447	Α
00	Inglewood Ave/	1011	Los Angeles	Weekday Pre-Event	0.787	С	0.853	D
88	Lennox Blvd	ICU	County	Weekday Post-Event	0.633	В	0.771	С
	Hollywood Park			Weekday Pre-Event	36.2	D	54.2	D
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.7	В	124.1	F
90	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	15.3	В	43.3	D
90	Buckthorn Street	ПСМ	irigiewood	Weekday Post-Event	149.2	F	184.6	F
01	Normandie Ave/	IOLI	Los Angeles	Weekday Pre-Event	0.943	Ε	1.083	F
91	Century Ave	ICU	County	Weekday Post-Event	0.673	В	0.844	D
	energen er	1011	Los Angeles	Weekday Pre-Event	0.814	D	0.843	D
	Vermont Ave/	ICU	County	Weekday Post-Event	0.551	Α	0.665	В
92	Century Ave		City of Los	Weekday Pre-Event	0.729	С	0.762	С
		CMA	Angeles	Weekday Post-Event	0.424	Α	0.557	Α
***********	Hoover St/		City of Los	Weekday Pre-Event	0.497	Α	0.525	Α
93	Century Ave	CMA	Angeles	Weekday Post-Event	0.271	Α	0.388	Α
94	under von	СМА		Weekday Pre-Event	0.706	С	0.739	С
er cercercercer	and an arrangement are arrangement are arrangement						************	***********

						Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
	Figueroa St/ Century Ave		City of Los Angeles	Weekday Post-Event	0.355	Α	0.471	Α	
95	Grand Ave/ 110 SB Off-Ramp/	CMA	City of Los Angeles	Weekday Pre-Event	0.416	A	0.509	A	
	Century Ave	44. (4. (4. (4. (4. (4. (4. (4. (4. (4.	Angeles	Weekday Post-Event	0.260	Α	0.348	Α	
96	Olive St/110 NB On-Ramp/	СМА	City of Los Angeles	Weekday Pre-Event	0.451	A	0.478	A	
	Century Ave			Weekday Post-Event	0.248	Α	0.367	А	
		ICU	Inglewood	Weekday Pre-Event	1.038	F	1.136	F	
97	Van Ness Ave/			Weekday Post-Event	0.777	С	0.933	E	
-	Manchester Blvd	CMA	City of Los	Weekday Pre-Event	0.900	D	1.005	F	
		CIVIL	Angeles	Weekday Post-Event	0.621	В	0.787	С	
98	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.940	Е	1.052	F	
90	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.723	С	0.872	D	
	Normandie Ave/	~~~	City of Los	Weekday Pre-Event	0.713	С	0.778	С	
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.471	Α	0.553	Α	
	Vermont Ave/		City of Los	Weekday Pre-Event	0.732	С	0.801	D	
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.537	Α	0.627	В	
	Hoover St/	acare a rear e arear e arear e arear e arear e	City of Los	Weekday Pre-Event	0.653	В	0.716	С	
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.469	Α	0.552	Α	
	Figueroa St/		City of Los	Weekday Pre-Event	0.816	D	0.867	D	
102	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.725	С	0.815	D	
	110 SB On/Off-			Weekday Pre-Event	0.560	A	0.676	В	
103	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.592	Α	0.690	В	
	Manchester Blvd								
104	110 NB On/Off- Ramps/	CMA	City of Los Angeles	Weekday Pre-Event	0.541	Α	0.541	Α	
	Manchester Blvd		Aligeles	Weekday Post-Event	0.475	Α	0.677	В	
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.214	F	1.252	F	
	Pincay Dr		·	Weekday Post-Event	1.067	F	1.162	F	
106	Crenshaw Blvd/	CMA	City of Los	Weekday Pre-Event	0.806	D	0.854	D	
100	Florence Ave	₩	Angeles	Weekday Post-Event	0.429	Α	0.503	Α	
107	La Brea Ave/	ICU	Ingloweed	Weekday Pre-Event	0.951	Е	0.961	E	
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.473	Α	0.523	Α	
		IALL		Weekday Pre-Event	0.951	E	0.987	E	
	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.678	В	0.740	С	
108	Centinela Ave	CMA		Weekday Pre-Event	0.889	D	0.933	E	
		OIVI/ C	Angeles	Weekday Post-Event	0.573	Α	0.645	В	

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
***************************************		ICU	الم ما مرام ما	Weekday Pre-Event	0.722	С	0.746	С
109	La Cienega Blvd/	100	Inglewood	Weekday Post-Event	0.467	Α	0.541	Α
109	La Tijera Blvd	CMA	City of Los	Weekday Pre-Event	0.552	Α	0.578	Α
		CIVIA	Angeles	Weekday Post-Event	0.287	Α	0.365	Α
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.904	Е	0.916	Ε
	Slauson Ave		County	Weekday Post-Event	0.508	Α	0.508	Α
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.928	E	0.931	E
	Stocker St		County	Weekday Post-Event	0.617	В	0.690	В
112	La Brea Ave/ Overhill Drive/	ICU	Los Angeles	Weekday Pre-Event	1.063	F	1.074	F
112	Stocker St	100	County	Weekday Post-Event	0.549	Α	0.549	Α
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.798	С	0.881	D
113	Manchester Blvd	100	irigiewood	Weekday Post-Event	0.517	Α	0.527	Α
114	Manchester Blvd/ Ash St/I-405 NB	ICU	lmarla con a al	Weekday Pre-Event	0.896	D	0.946	E
114	Off-Ramp	100	Inglewood	Weekday Post-Event	0.768	С	0.822	D
445	Century Blvd/	LIONA		Weekday Pre-Event			N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	∼ Does N	ot Exist	31.2	С
446	Prairie Ave/West	LIONA		Weekday Pre-Event			62.8	E
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	∽ Does N	ot exist	N/A	N/A

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood.

They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal

warrant is met. 3 Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

Table 3.14-71
FREEWAY OPERATIONS – Adjusted Baseline (WITH Midsize Event at NFL Stadium) Plus Project (Major Event) Conditions

#	Freeway/ Direction	Lomnonent	ent Segment Peak Hour Type -		Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project	
					Density 1	LOS 1	Density ¹	LOS 1
	I-405	Off-Ramp at		Weekday Pre-Event	25.08	С	27.25	С
1	Northbound	Imperial Highway	Diverge	Weekday Post-Event	20.38	С	20.76	С
2	I-405	C/D Off-Ramp	Diverge	Weekday Pre-Event	18.90	В	20.48	С
	Northbound	O/D OII-Rainp	Diveige	Weekday Post-Event	15.77	В	16.10	В
		C/D Off-Ramp to		Weekday Pre-Event	14.21	В	16.72	В
3	I-405 Northbound	Imperial Highway On- Ramp	Basic	Weekday Post-Event	12.01	В	12.30	В
	I-405	Imperial	ere. 16. 16. 16. 16. 16. 16. 16.	Weekday Pre-Event	10.50	Α	12.18	В
4	Northbound	Highway EB On- Ramp	Merge	Weekday Post-Event	8.44	Α	8.63	Α
	I-405	Imperial	nena na ena ena ena ena ena ena	Weekday Pre-Event	15.84	В	17.30	В
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post-Event	13.22	В	13.39	В
	I-405	Century Blvd		Weekday Pre-Event	11.91	В	13.58	В
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	9.27	Α	9.46	Α
7	I-405	Century Blvd Off-Ramp to	Basic	Weekday Pre-Event	10.63	Α	10.67	Α
•	Northbound	Century Blvd On-Ramp	2	Weekday Post-Event	6.34	Α	6.37	Α
8	I-405	Century Blvd	Merge	Weekday Pre-Event	16.81	В	16.94	В
	Northbound	On-Ramp	werge	Weekday Post-Event	12.92	В	15.19	В
	I-405	Century Blvd WB On-Ramp to		Weekday Pre-Event	17.97	В	18.34	В
9	Northbound	I-405 Mainline C/D Off-ramp	Weave	Weekday Post-Event	16.89	В	24.04	С
10	I-405	I-405 Mainline	Merge	Weekday Pre-Event		F	-	F
	Northbound	C/D On-Ramp	morgo	Weekday Post-Event		F	-	F
44	I-405	I-405 Mainline C/D On-Ramp to	D	Weekday Pre-Event	30.69	D	30.94	D
11	Northbound	Manchester Blvd.	Basic	Weekday Post-Event	21.28	С	24.65	С
		Manchester	ere de la como de la como de la como	Weekday Pre-Event	33.52	D	33.92	D
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	28.71	D	35.23	Е
	1.405	La Tijera Blvd		Weekday Pre-Event	···· · · · · · · · · · · · · · · · · ·	F	-	F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	16.75	В	17.42	В
	energia de la compania de la compani	Florence Ave	nena en alema en alema en alema en alema	Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post-Event	17.36	В	17.37	В
	1.405	La Cienega Blvd		Weekday Pre-Event		F	-	F
15	I-405 Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.48	С	22.49	С
16	and care are are are are are are are		Diverge	Weekday Pre-Event	11.99	В	15.57	В

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjus Baseline Midsize Stadium I Plus Pr	(with NFL Event)
					Density 1	LOS 1	Density 1	LOS 1
	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)		Weekday Post-Event	10.10	А	10.13	Α
	I-405	La Cienega Blvd		Weekday Pre-Event	5.30	Α	7.31	Α
17	Southbound	Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.01	Α	4.02	Α
		La Cienega Blvd On-Ramp (n/o		Weekday Pre-Event	5.97	Α	7.74	Α
18	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post-Event	5.70	А	6.42	А
		La Cienega Blvd On-Ramp (s/o		Weekday Pre-Event	5.43	Α	5.91	Α
19	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post-Event	7.39	А	10.11	А
	ada sa	La Cienega Blvd		Weekday Pre-Event	5.39	Α	5.60	Α
20	I-405 Southbound	Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	9.27	Α	12.40	В
21	I-405	I-405 Mainline	Merge	Weekday Pre-Event	11.13	В	11.21	В
	Southbound	C/D On-Ramp		Weekday Post-Event	16.05	B F ²	17.25	B F ²
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o	Merge	Weekday Pre-Event Weekday Post-Event	- 15.76	Ff B	16.63	F f
		Imperial Hwy) La Cienega Blvd		Weekday Pre-Event		 F ²		F 2
23	I-405 Southbound	s/o Imperial Hwy (On-ramp)	Merge	Weekday Post-Event	16.10	В	17.13	В
24	I-105	I-405 SB On-	Merge	Weekday Pre-Event	17.97	В	19.73	С
24	Eastbound	Ramp	ivierge	Weekday Post-Event	18.23	С	19.85	С
25	I-105 Eastbound	Prairie Ave Off-	Diverge	Weekday Pre-Event	-	F ²		F 2
	Eastbound	Ramp		Weekday Post-Event	24.74	C	26.58	С
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	13.63 15.54	В	15.21 17.39	B B
	non concentration concentration con-	Imperial Hwy	ener ver ver ver ver ver ver ver	Weekday Pre-Event		F ²	-	F ²
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	23.64	С	-	F
	I-105	120th St Off-		Weekday Pre-Event	-	F ²	-	F ²
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	20.81	С	32.09	D
29	I-105	120th St On-	Merge	Weekday Pre-Event	17.23	В	18.09	С
	Eastbound	Ramp	weige	Weekday Post-Event		F	-	F
30	I-105	NB Crenshaw	Merge	Weekday Pre-Event	23.92	C	24.62	C
	Eastbound	Blvd On-Ramp		Weekday Post-Event	27.03	C	35.21	Ε
31			Basic	Weekday Pre-Event	20.42	C	21.29	С

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	e (with NFL Event)	Adjus Baseline Midsize Stadium Plus Pr	e (with NFL Event)
					Density 1	LOS 1	Density 1	LOS 1
	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings		Weekday Post-Event	25.49	С	41.56	E
32	I-105	Vermont Ave	Merge	Weekday Pre-Event	25.80	C	-	F
	Westbound	On-Ramp		Weekday Post-Event	18.01	В	20.37	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event Weekday Post-Event	29.49 18.69	С	20.31	F C
	I-105	Crenshaw Blvd		Weekday Pre-Event	29.49	D	-	F
34	Westbound	Off-Ramp	Diverge	Weekday Post-Event	18.69	С	20.31	С
	1.105	Crenshaw Blvd		Weekday Pre-Event	25.05	С	37.46	Е
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post-Event	18.23	С	19.98	С
~~	I-105	Crenshaw Blvd	B.4	Weekday Pre-Event	21.77	С	28.93	D
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post-Event	14.97	В	16.41	В
27	I-105	SB Crenshaw		Weekday Pre-Event	19.36	В	24.37	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post-Event	13.48	В	14.75	В
20	I-105	Prairie/	Discours	Weekday Pre-Event	28.69	D	39.27	E
38	Westbound	Hawthorne Ave Off-Ramp	Diverge	Weekday Post-Event	19.04	С	20.54	С
39	I-105 Westbound	Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy	Basic	Weekday Pre-Event Weekday Post-Event	27.88 18.57	D C	32.75 20.34	D C
		On-Ramp Imperial Hwy		Weekday Pre-Event		F	-	F
40	I-105 Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post-Event		F	_	F
	I-110	1-400 OII-IVallip		Weekday Pre-Event	22.00	C	22.20	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	20.79	C	23.97	C
	and control of the co	101st St On-	nena en a en a en a en a en a en a en	Weekday Pre-Event	28.56	D	28.90	D
42	I-110 Northbound	Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Post-Event	26.65	D	32.12	D
43	I-110	Century Blvd On-Ramp to	Weave	Weekday Pre-Event	30.31	D	31.02	D
,,,	Northbound	Manchester Blvd Off-Ramp		Weekday Post-Event	27.55	С	34.70	D
		Manchester Blvd	acar car car car car car car car	Weekday Pre-Event	25.59	С	26.14	D
44	I-110 Northbound	Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	22.57	С	28.70	D
45	I-110	EB Manchester	Merge	Weekday Pre-Event	25.62	С	26.18	С
	Northbound	Blvd On-Ramp	weige	Weekday Post-Event	27.56	С	34.21	D
	I-110	WB Manchester Blvd On-Ramp		Weekday Pre-Event	27.81	C	28.45	D
46	Northbound	to 76th St Off- Ramp	Weave	Weekday Post-Event	27.61	С	35.19	E
47			Weave	Weekday Pre-Event	21.90	С	27.24	С

#	Freeway/ Direction			Peak Hour	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project	
					Density ¹	LOS 1	Density ¹	LOS 1
	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp		Weekday Post-Event	24.03	С	24.48	С
		Manchester Blvd		Weekday Pre-Event	19.07	С	22.95	С
48	I-110 Southbound	Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	21.36	С	21.51	С
49	I-110	WB Manchester	Manaa	Weekday Pre-Event	20.99	С	24.09	С
49	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	22.17	С	22.28	С
50	I-110	EB Manchester	Maraa	Weekday Pre-Event	23.23	С	26.72	D
50	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	23.33	С	23.45	С
51	I-110	Century Blvd	Diverge	Weekday Pre-Event	28.74	D	33.59	D
31	Southbound	Off-Ramp	Diverge	Weekday Post-Event	28.85	D	29.12	D
		Century Blvd		Weekday Pre-Event	17.45	В	19.01	С
52	I-110 Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	17.52	В	17.53	В
53	I-110	Imperial Hwy	Divorgo	Weekday Pre-Event	24.62	С	25.22	С
	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.04	С	20.06	С

TABLE 3.14-72 FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Ba Midsize NF Event) No F Event Co	L Stadium roject Pre-	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project Pre Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	250	No	1,900	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	4,150	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	250	No	1,925	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,307	No	2,033	No	

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the Highway Capacity

Manual, 6th Edition (Transportation Research Board, 2016). Per the HCM 6th Edition, density is not provided for LOS F conditions.

LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would

have shown better LOS because of suppressed volumes due to downstream congestion.

		Adjusted Ba Midsize NF Event) No P Event Co	L Stadium Project Pre-	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project Pre Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,225	No	1,650	No	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,695	Yes	8,206	Yes	
I-105 EB Off-Ramp at 120th St	3,850	634	No	1,038	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	772	No	1,235	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,157	No	1,781	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,369	No	1,369	No	

Auxiliary lanes are present at each of these off-ramps.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-73 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project and Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

^{3 95}th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

Table 3.14-74 displays the freeway LOS results under Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, many of which are considered significant. As shown in **Table 3.14-75**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to exceed their applicable threshold or further exacerbate an already unacceptable queuing condition.

TABLE 3.14-73
INTERSECTION OPERATIONS — ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT)
PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Intersection Methodology ¹ Jurisdiction		Peak Hour	Adju Baselin The F and M NFL St Even Pro	ie (with orum idsize tadium	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.053	F	1.082	F
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.772	С	0.879	D
2	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.804	D	0.829	D
	Florence Ave		g.ccu	Weekday Post-Event	0.487	Α	0.544	Α
3	Hillcrest Blvd/	НСМ	Inglewood	Weekday Pre-Event	318.4	F	284.9	F
	Florence Ave			Weekday Post-Event	4.4	Α	5.4	Α
4	Centinela Ave/	НСМ	Inglewood	Weekday Pre-Event	87.8	F	92.3	F
	Florence Ave			Weekday Post-Event	25.5	С	25.6	С
5	Prairie Ave/	нсм	Inglewood	Weekday Pre-Event	146.4	F	149.0	F
	Florence Ave			Weekday Post-Event	14.4	В	13.4	B
		ICU	Inglewood City of Los Angeles	Weekday Pre-Event	1.147	F	1.189	F
6	West Blvd/			Weekday Post-Event	0.769	C	0.820	D
	Florence Ave	CMA		Weekday Pre-Event	1.017	F	1.061	F
			Angeles	Weekday Post-Event	0.614	В	0.667	B
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	132.7	F	140.8	F
				Weekday Post-Event	2.0	A	15.9	В
8	Prairie Ave/ East Carondelet	НСМ	Inglewood	Weekday Pre-Event	142.7	F	84.5	F
	Way	wararararararararar	mgicwood	Weekday Post-Event	4.0	Α	52.2	D
9	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	81.3	F	71.9	Е
	E Regent Street			Weekday Post-Event	4.4	Α	60.7	E
10	La Cienega Blvd/	ICU	Inglouseed	Weekday Pre-Event	0.818	D	0.877	D
	Manchester Blvd		Inglewood	Weekday Post-Event	0.799	С	0.920	E
11	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	1.042	F	1.119	F
	Manchester Blvd			Weekday Post-Event	0.945	Ε	1.043	F
12	Hillcrest Blvd/	НСМ	Inglewood	Weekday Pre-Event	123.3	F	135.1	F
	Manchester Blvd		-	Weekday Post-Event	110.1	F	128.8	F
13	Spruce Ave/	нсм	Inglewood	Weekday Pre-Event	91.3	F	69.5	E
	Manchester Blvd			Weekday Post-Event	103.9	F	99.4	F
14	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	180.0	F	128.2	F
	Manchester Blvd	ra var var var var var var var var var v		Weekday Post-Event	148.5	F	181.0	F

#	intersection	Methodology ¹	Base The and Opy Jurisdiction Peak Hour Even P		Methodology ¹ Jurisdiction Peak Hour The Forum and Midsize NFL Stadium Event) No Project		ction Peak Hour Baseline (with The Forum and Midsize NFL Stadium Event) No		Adjust Baselin The Formand Min NFL St Event) Project Event	e (with orum idsize adium Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS		
15	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	103.4	F	95.9	F		
10	Manchester Blvd	ПСІМ	irigiewood	Weekday Post-Event	175.5	F	78.9	Е		
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.285	F	1.334	F		
	Manchester Blvd		g.owcca	Weekday Post-Event	1.238	F	1,426	F		
17	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.580	Α	0.604	В		
	Hillcrest Blvd	w		Weekday Post-Event	0.314	Α	0.411	Α		
18	Market St/La	ICU	Inglewood	Weekday Pre-Event	0.561	A	0.630	В		
	Brea Ave			Weekday Post-Event	0.412	Α	0.501	Α		
19	Prairie Ave/ Kelso St/	НСМ	Inglewood	Weekday Pre-Event	128.5	F	105.6	F		
15	Pincay Dr	110101	irigiewood	Weekday Post-Event	200.6	F	***	F		
	Kareem Ct/	LIONA		Weekday Pre-Event	28.7	С	84.5	F		
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	197.1	F	***	F		
	La Cienega			Weekday Pre-Event	92.2	F	150.6	F		
21	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	20.0	В	53.6	D		
22	Inglewood Ave/	НСМ	Inglowood	Weekday Pre-Event	184.1	F	216.7	F		
22	Arbor Vitae St	HOM	Inglewood	Weekday Post-Event	27.7	С	160.9	F		
23	La Brea Ave/	НСМ	Inglowood	Weekday Pre-Event	128.9	F	159.6	F		
20	Arbor Vitae St	LICIVI	Inglewood	Weekday Post-Event	54.8	D	93.3	F		
24	Myrtle Ave/	НСМ	Inglewood	Weekday Pre-Event	101.6	F	94.0	F		
	Arbor Vitae St			Weekday Post-Event	103.7	F	210.5	F		
25	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	222.5	F	127.6 ***	F		
or or or or	Arbor Vitae St	ne van		Weekday Post-Event	217.5	F		F		
26	La Brea Ave/	HCM	Inglewood	Weekday Pre-Event	193.7	F	122.1	F		
	Hardy St	en der		Weekday Post-Event	11.0	В	10.1	В		
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	121.7	F	8.3	Α		
	en ar	ar i de la el l		Weekday Post-Event	6.3	A	6.4	A		
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	115.9	F	139.3	F F		
				Weekday Pre-Event	124.7	F		C C		
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Post-Event	12.1 97.1	В	25.2 177.7	F		
				Weekday Pre-Event	0.570	F A	0.577	A		
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.349	Α	0.389	Α		
30	Hardy St/		City of Los	Weekday Pre-Event	0.501	Α	0.509	Α		
	96th St	CMA	Angeles	Weekday Post-Event	0.265	Α	0.307	Α		
	La Cienega			Weekday Pre-Event	53.5	D	143.6	F		
31	Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekday Post-Event	20.7	С	18.4	В		
	Prairie Ave/			Weekday Pre-Event	79.7	E	100.3	F		
32	97th St	HCM	Inglewood	Weekday Post-Event	107.1	F	230.8	F		
	Concourse Way/			Weekday Pre-Event	13.5	В	91.1	F		
33	Century Blvd	HCM T. T. T.	Weekday Post-Event	69.4	E	105.2	F			

#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
***************************************	La Cianaga		Inglewood/	Weekday Pre-Event	76.6	Е	124.5	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	60.0	E	87.6	F
	NB 405 On/Off-	ent van	Inglewood/	Weekday Pre-Event	85.6	F	212.4	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	15.4	В	26.2	С
20	Felton Ave/	LIOM		Weekday Pre-Event	44.5	D	43.3	D
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	24.2	С	38.5	D
37	Inglewood Ave/	НСМ	Inglowood	Weekday Pre-Event	223.6	F	153.3	F
31	Century Blvd	HOIVI	Inglewood	Weekday Post-Event	17.4	В	45.6	D
	Fir Ave/			Weekday Pre-Event	191.0	F	175.1	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.0	Α	20.9	С
39	Grevillea Ave/	НСМ	Inglewood	Weekday Pre-Event	96.5	F	123.7	F
39	Century Blvd	I IOIVI	irigiewood	Weekday Post-Event	11.3	В	12.8	В
40	Hawthorne Blvd/	LIONA	1	Weekday Pre-Event	172.5	F	196.5	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.4	С	70.4	E
41	Myrtle Ave/	НСМ	Inglewood	Weekday Pre-Event	145.9	F	139.0	F
	Century Blvd		irigiewood	Weekday Post-Event	27.1	С	7.9	Α
42	Freeman Ave/	НСМ	Inglewood	Weekday Pre-Event	41.2	D	57.8	E
	Century Blvd			Weekday Post-Event	23.8	C	12.9	В
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	147.4 185.9	F F	221.4 205.6	F F
				Weekday Pre-Event	46.4	D	153.6	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	163.7	F	172.3	F
	Yukon Ave/			Weekday Pre-Event	57.2	Ē	123.3	F
45	Century Blvd	HCM	Inglewood	Weekday Post-Event	133.2	F	192.4	F
40	Club Dr/	LIONA		Weekday Pre-Event	64.2	E	128.4	F
46	Century Blvd	HCM	Inglewood	Weekday Post-Event	52.9	D	114.9	F
	11th Ave/			Weekday Pre-Event	51.4	D	113.3	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	30.6	С	93.0	F
40	Crenshaw Blvd/	LIONA		Weekday Pre-Event	107.3	F	200.1	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	84.0	F	201.8	F
49	5th Ave/	HCM	Inglewood	Weekday Pre-Event	97.2	F	125.1	F
	Century Blvd	i iOivi	irigiewood	Weekday Post-Event	13.5	В	38.0	D
		ICU	Inglewood/	Weekday Pre-Event	0.780	С	0.873	D
50	Van Ness Ave/		Los Angeles County	Weekday Post-Event	0.587	Α	0.754	С
	Century Blvd	CMA	City of Los	Weekday Pre-Event	0.725	С	0.824	D
	, araway ay ray ay ray ay ray ay ray ay ray ay ray	○141/ 1	Angeles	Weekday Post-Event	0.520	Α	0.697	В
	Gramercy PI/	ICU	Los Angeles	Weekday Pre-Event	0.402	Α	0.499	Α
51	Century Blvd		County	Weekday Post-Event	0.430	A	0.563	A
	Century BIVd	CMA		Weekday Pre-Event	0.222	Α	0.327	Α

#	Intersection	Methodology ¹	Jurisdiction 1	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	e (with orum idsize adium idsize adium). Plus (Major int) LOS A E C F A F F F F F A F F F F F
			City of Los Angeles	Weekday Post-Event	0.253	А	0.394	Α
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.791 0.598	C A	0.961 0.793	
	ar war sar sar sar sar sar sar sar sar sar s	en de la care de la car	Inglewood/	Weekday Pre-Event	69.4	E	165.9	
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	НСМ	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	8.8	Α	8.9	A
54	Prairie	HCM ³	Inglewood	Weekday Pre-Event	96.5	F	197.5	
	Ave/102nd St			Weekday Post-Event	123.0	F	***	
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.7	В	9.7	
tartartaria.		LIOM (Weekday Post-Event	5.8 16.2	A C	59.1 108.2	
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event Weekday Post-Event	8.4	A	100.∠	*********
			Los Angeles	Weekday Pre-Event	73.5	E	146.4	
57	La Cienega Blvd/104th St	HCM	County/City of Los Angeles	Weekday Post-Event	5.6	A	5.5	****************
 E0	Inglewood Ave/	LICA	Los Angeles	Weekday Pre-Event	110.5	F	126.4	F
58	104th St	HCM	County	Weekday Post-Event	9.3	Α	13.0	В
59	Hawthorne Blvd/	HCM	Inglewood/ Los Angeles	Weekday Pre-Event	68.1	E	125.1	
	104th St	en de la carta	County	Weekday Post-Event	16.2 207.3	В	102.5	
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	207.3 145.5	F F	269.3 235.7	
		HCM (unsig.)		Weekday Pre-Event	197.5	F	180.1	
61	Doty Ave/104th St	ricivi (drisig.)	Inglewood	Weekday Post-Event	7.1	Α	28.2	
	Yukon			Weekday Pre-Event	82.7	F	206.3	
62	Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.7	Α	40.1	
	Crenshaw Blvd/			Weekday Pre-Event	84.8	F	163.1	
63	104th St	HCM	Inglewood	Weekday Post-Event	14.4	В	73.6	Е
	Van Ness Ave/		Inglewood/	Weekday Pre-Event	0.525	Α	0.541	Α
64	104th St	ICU	Los Angeles County	Weekday Post-Event	0.301	Α	0.363	Α
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.766	С	0.902	E
	Lennox Blvd		County	Weekday Post-Event	1.106	F	1.415	F
66	Freeman Ave/ Lennox Blvd	НСМ	Los Angeles County	Weekday Pre-Event	188.5	F	266.6	
			·····	Weekday Pre-Event	21.9	C	58.7 90.9	
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	92.9 195.5	F F	153.0	
	Prairie			Weekday Pre-Event	169.3	F	115.5	
68	Ave/108th St	HCM	Inglewood	Weekday Post-Event	34.9	c	121.2	
	Yukon	I I OR 4	Implement 1	Weekday Pre-Event	9.4	Α	10.7	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.1	Α	7.8	Α

#	Intersection	Methodology ¹	Jurisdiction 1	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adju Baselin The Fo and Mi NFL St Event Project Eve	e (with orum idsize adium Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
70	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	0.717	С	0.884	D
70	109th St	100	irigiewood	Weekday Post-Event	0.656	В	0.801	D
	Hawthorne Blvd/	1011	Hawthorne/	Weekday Pre-Event	0.844	D	0.985	Ε
71	111th St	ICU	Los Angeles County	Weekday Post-Event	0.650	В	0.849	D
	Prairie			Weekday Pre-Event	113.1	F	126.8	F
72	Ave/111th St	НСМ	Inglewood	Weekday Post-Event	167.1	F	248.6	F
	Yukon			Weekday Pre-Event	11.4	В	12.8	В
73	Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.5	Α	5.7	Α
	Hawthorne Blvd/			Weekday Pre-Event	0.889	D	1.053	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.725	С	0.905	E
	Prairie Ave/			Weekday Pre-Event	217.9	F	244.2	F
75	112th St/ HCM Inglewo		Inglewood/ Caltrans	Weekday Post-Event	120.2	F	243.3	F
	Hawthorne Blvd/	un tha	n cha cha cha cha cha cha cha cha cha	Weekday Pre-Event	0.767	С	0.798	С
76	Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.451	A	0.507	A
	Freeman Ave/	ua cha cha cha cha cha cha cha cha cha ch		Weekday Pre-Event	61.6	Е	123.0	F
77	EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	26.7	С	39.5	D
78	Prairie Ave/	НСМ	Inglewood/	Weekday Pre-Event	222.7	F	137.7	F
	Imperial Hwy		Hawthorne	Weekday Post-Event	70.3	Е	44.1	D
79	Doty Ave/	нсм	Inglewood/	Weekday Pre-Event	197.6	F	140.9	F
	Imperial Hwy		Hawthorne	Weekday Post-Event	10.5	В	8.9	Α
80	Yukon Ave/	нсм	Inglewood	Weekday Pre-Event	121.5	F	152.0	F
	Imperial Hwy			Weekday Post-Event	9.0	Α	10.0	Α
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.033	F	1.367	F
	Imperial Hwy			Weekday Post-Event	0.791	С	0.945	Е
82	Prairie	нсм	Hawthorne	Weekday Pre-Event	179.4	F	163.5	F
	Ave/118th St			Weekday Post-Event	12.9	В	10.3	В
	Crenshaw Blvd/		Hawthorne/	Weekday Pre-Event	0.987	Е	1.199	F
83	WB 105 Off- Ramp/ 118th Pl	ICU	Caltrans	Weekday Post-Event	0.876	D	1.022	F
84	Prairie	НСМ	Hawthorne	Weekday Pre-Event	103.6	F	128.9	F
	Ave/120th St	i iOivi	HAWLHOTTE	Weekday Post-Event	19.4	В	18.2	В
85	EB 105 On/Off-	ICU	Hawthorne	Weekday Pre-Event	0.756	С	0.823	D
	Ramp/120th St		. idvitionic	Weekday Post-Event	1.032	F	1.220	F
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.806	D	0.955	Ε
	120th Street		· idvitionic	Weekday Post-Event	1.390	F	1.752	F
	Lo Ciamana	ICU	Los Angeles	Weekday Pre-Event	0.612	В	0.684	В
87	La Cienega Blvd/		County	Weekday Post-Event	1.034	F	1.201	F
	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.447	Α	0.524	Α
		·	Angeles	Weekday Post-Event	0.896	D	1.075	F

#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	e (with orum dsize adium Plus (Major
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.919	Е	0.985	Е
00	Lennox Blvd	100	County	Weekday Post-Event	1.182	F	1.489	F
	Hollywood Park			Weekday Pre-Event	37.0	D	115.5	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	153.0	F	189.5	F
	Prairie Ave/			Weekday Pre-Event	67.8	E	92.0	F
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	103.2	F	272.1	
~	Normandie Ave/		Los Angeles	Weekday Pre-Event	0.984	E	1.124	F
91	Century Ave	ICU	County	Weekday Post-Event	0.750	С	0.921	Е
		1011	Los Angeles	Weekday Pre-Event	0.833	D	0.867	
00	Vermont Ave/		County	Weekday Post-Event	0.609	В	0.724	С
92	Century Ave	Δ8.5.A	City of Los	Weekday Pre-Event	0.750	С	0.790	С
		CMA	Angeles	Weekday Post-Event	0.492	Α	0.624	В
~~	Hoover St/	O	City of Los	Weekday Pre-Event	0.500	Α	0.545	Α
93	Century Ave	CMA	Angeles	Weekday Post-Event	0.326	Α	0.443	Α
04	Figueroa St/	CAAA	City of Los	Weekday Pre-Event	0.709	С	0.761	С
94	Century Ave	CMA	Angeles	Weekday Post-Event	0.402	Α	0.517	Α
95	Grand Ave/ 110 SB Off- Ramp/	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.431 0.300	A A	0.532 0.388	
	Century Ave				0.000		0.000	
	Olive St/		014.1.5	Weekday Pre-Event	0.459	Α	0.485	Α
96	110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.291	Α	0.409	Α
	ur a la composiçõe de la	ICLI	Inglowed	Weekday Pre-Event	1.164	F	1.262	F
97	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.016	F	1.172	F
IJΙ	Manchester Blvd	CMA	City of Los	Weekday Pre-Event	1.034	F	1.139	F
		CIVIA	Angeles	Weekday Post-Event	0.876	D	1.043	F
98	Western Ave/	CMA	City of Los	Weekday Pre-Event	1.086	F	1.198	F
<i>3</i> 0	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	1.002	F	1.151	F
99	Normandie Ave/	CMA	City of Los	Weekday Pre-Event	0.803	D	0.867	D
	Manchester Blvd		Angeles	Weekday Post-Event	0.641	В	0.723	С
100	Vermont Ave/	CMA	City of Los	Weekday Pre-Event	0.828	D	0.896	D
	Manchester Blvd		Angeles	Weekday Post-Event	0.720	С	0.810	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.741 0.636	C B	0.804 0.719	
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.894 0.907	D E	0.963 0.997	
or or or or o	110 SB On/Off-	ne vari vari vari vari vari vari vari vari		Weekday Pre-Event	0.705	C	0.814	D
103	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.789	С	0.887	D
	110 NB On/Off-		City of Los	Weekday Pre-Event	0.559	Α	0.559	Α
104		Weekday Post-Event	0.785	С	0.987	Е		

#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	and M NFL St Event Project	e (with orum idsize adium	
					V/C or Delay	LOS	V/C or Delay	LOS	
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.254	F	1.292	F	
105	Pincay Dr	100	irigiewood	Weekday Post-Event	1.144	F	1.239	F	
106	Crenshaw Blvd/	CMA	City of Los	Weekday Pre-Event	0.856	D	0.905	Ε	
100	Florence Ave	CIVIA	Angeles	Weekday Post-Event	0.533	Α	0.607	В	
107	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.970	Е	0.979	Е	
107	Centinela Ave	100	irigiewood	Weekday Post-Event	0.489	Α	0.540	Α	
		ICU	Inglewood	Weekday Pre-Event	0.981	E	1.018	F	
108	La Cienega Blvd/	100	irigiewood	Weekday Post-Event	0.755	С	0.817	D	
100	Centinela Ave	CMA	City of Los	Weekday Pre-Event	0.925	Е	0.968	Е	
		CIVIA	Angeles	Weekday Post-Event	0.663	В	0.735	С	
		Cionaga ICU	Inglewood	Weekday Pre-Event	0.777	С	0.802	D	
109	La Cienega Blvd/	100	irigiewood	Weekday Post-Event	0.562	Α	0.635	В	
109	La Tijera Blvd	CMA	City of Los	Weekday Pre-Event	0.611	В	0.637	В	
		CIVIA	Angeles	Weekday Post-Event	0.387	Α	0.466	Α	
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.922	Е	0.934	E	
110	Slauson Ave	100	County	Weekday Post-Event	0.512	Α	0.512	Α	
	La Cienega		Los Angeles	Weekday Pre-Event	0.930	Е	0.934	Е	
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.711	С	0.785	С	
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.092	F	
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.549	Α	0.549	Α	
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.971	Е	1.054	F	
113	Manchester Blvd	100	irigiewood	Weekday Post-Event	0.607	В	0.617	В	
	Manchester			Weekday Pre-Event	0.984	Е	1.033	F	
114	Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.871	D	0.926	E	
	Century Blvd/			Weekday Pre-Event			N/A	N/A	
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist	42.6	D		
	Prairie Ave/West			Weekday Pre-Event	Does Not Exist		125.8	25.8 F	
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event			N/A	N/A	

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak

Inglewood. They were analyzed using now methods. Impacts are identified which floor signal warrant is met.

3 Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

TABLE 3.14-74

FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM)
PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type			sted ne (with rum and re NFL n Event) roject	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event Plus Project	
					Densit y 1	LOS 1	Densit y 1	LOS 1
1	I-405	Off-Ramp at	Divana	Weekday Pre- Event	25.99	С	28.16	D
'	Northbound	lmperial Highway	Diverge	Weekday Post- Event	20.48	С	20.86	С
2	I-405	C/D Off-Ramp	Divorgo	Weekday Pre- Event	19.90	В	21.47	С
2	Northbound	C/D Oil-Rainp	Diverge	Weekday Post- Event	15.87	В	16.20	В
3	I-405	C/D Off-Ramp to Imperial	Basic	Weekday Pre- Event	16.14	В	18.64	С
	Northbound	Highway On- Ramp		Weekday Post- Event	12.04	В	12.32	В
	I-405	Imperial Highway	Merge	Weekday Pre- Event	_	F ²		F²
4	Northbound	EB On-Ramp		Weekday Post- Event	_	F ²		F ²
5	I-405 Imperial	Merge	Weekday Pre- Event	16.96	В	18.42	В	
	Northbound	WB On-Ramp		Weekday Post- Event	13.23	В	13.40	В
6	I-405	Century Blvd	Diverge	Weekday Pre- Event	13.19	В	14.86	В
	Northbound	Off-Ramp		Weekday Post- Event	9.29	Α	9.48	Α
7	1-405	Century Blvd Off-Ramp to	Basic	Weekday Pre- Event	11.80	В	11.84	В
	Northbound	Century Blvd On-Ramp	******	Weekday Post- Event	6.34	Α	6.37	Α
8	I-405 Northbound	Century Blvd	Merge	Weekday Pre- Event	17.98	В	18.11	С
	Northbound	On-Ramp		Weekday Post- Event	18.55	C	20.81	C
9	I-405	Century Blvd WB On-Ramp to I-405	Weave	Weekday Pre- Event	18.97	В	19.34	В
	Northbound	Mainline C/D Off-ramp		Weekday Post- Event	24.38	С	32.60	D
10	I-405	I-405 Mainline	Merco	Weekday Pre- Event	-	F	-	F
10	Northbound	C/D On-Ramp	Merge	Weekday Post- Event	-	F	-	F
11	I-405	I-405 Mainline C/D On-Ramp	Basic	Weekday Pre- Event	31.54	D	31.80	D
	Northbound	to Manchester Blvd.		Weekday Post- Event	25.25	С	29.09	D
12	I-405	Manchester Blvd. On-Ramp	Weave	Weekday Pre- Event	34.69	D	35.09	Е
	2 I-405 Northbound	to La Tijera Blvd Off-Ramp		Weekday Post- Event	37.41	Е	-	F

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adju Baselin The For Midsiz Stadiun No Pi	e (with um and e NFL	Midsiz Stadiun	e (with rum and e NFL
					Densit y ¹	LOS 1	Densit y ¹	LOS 1
nnnnnnnnnnnnnn	I-405	La Tijera Blvd On-Ramp to	Weav	Weekday Pre- Event	_	F		F
13	Southbound	Florence Ave Off-Ramp	e ·	Weekday Post- Event	16.75	В	17.42	В
1.1	I-405	Florence Ave Off-Ramp to La	Dania	Weekday Pre- Event	-	F	-	F
14	Southbound	Cienega Blvd On-Ramp	Basic	Weekday Post- Event	17.36	В	17.37	В
15	I-405	La Cienega Blvd On-Ramp	Weave	Weekday Pre- Event	-	F	-	F
	Southbound	to C/D Off- Ramp	vveave	Weekday Post- Event	22.48	С	22.49	С
16	I-405	La Cienega Blvd Off-Ramp	Diverge	Weekday Pre- Event	13.30	В	16.88	В
	Southbound	(n/o Century Blvd.)		Weekday Post- Event	10.10	Α	10.13	Α
17	I-405	La Cienega Blvd Off-Ramp to On-Ramp	Basic	Weekday Pre- Event	5.56	Α	7.56	Α
17	Southbound	(n/o Century Blvd)		Weekday Post- Event	4.01	Α	4.02	Α
		La Cienega Blvd On-Ramp	outroureureureureureureureureureur	Weekday Pre- Event	-	F²	-	F ²
18	I-405 Southbound	(n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post- Event	-	F ²	-	F ²
		La Cienega Blvd On-Ramp		Weekday Pre- Event	-	F ²	-	F ²
19	I-405 Southbound	(s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post- Event	-	F ²	-	F ²
		La Cienega Blvd Off-Ramp		Weekday Pre- Event	5.47	Α	5.68	Α
20	I-405 Southbound	(n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post- Event	15.50	В	18.63	С
24	I-405	I-405 Mainline	Morgo	Weekday Pre- Event	11.16	В	11.24	В
21	Southbound	C/D On-Ramp	Merge	Weekday Post- Event	18.45	С	19.65	С
22	I-405	La Cienega Blvd On-Ramp	Merge	Weekday Pre- Event	-	F ²	•	F ²
	Southbound	(n/o Imperial Hwy)		Weekday Post- Event	17.27	В	18.46	В
23	I-405	La Cienega Blvd s/o	Merge	Weekday Pre- Event	-	F ²	-	F?
6. 16. 16. 16. 1	Southbound	Imperial Hwy (On-ramp)		Weekday Post- Event	17.62	В	18.63	В

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project Densit		Baseline The Forui Midsize Hour Stadium E		Baselir The For Midsiz Stadiun	sted ne (with rum and re NFL n Event) Project
****					Densit y 1	LOS 1	Densit y ¹	LOS 1		
24	I-105 Eastbound	I-405 SB On-	Merge	Weekday Pre- Event	18.25	С	20.02	С		
	Eastbound	Ramp		Weekday Post- Event	22.93	С	24.66	С		
25	I-105 Eastbound	Prairie Ave Off-	Diverge	Weekday Pre- Event	-	F 2	•	F ²		
	Eastbound	Ramp		Weekday Post- Event	29.42	D	31.26	D		
26	I-105	Prairie Ave Off- Ramp to	Basic	Weekday Pre- Event	13.77	В	15.35	В		
	Eastbound	Imperial Hwy On-Ramp		Weekday Post- Event	21.61	С	23.49	С		
27	I-105	Imperial Hwy On-Ramp to	Weave	Weekday Pre- Event	-	F ²	-	F 2		
<i></i> 1	Eastbound	120th St Off- Ramp		Weekday Post- Event	-	F	-	F		
28	I-105	120th St Off- Ramp to 120th	Basic	Weekday Pre- Event	-	F ²	-	F ²		
20	Eastbound	St On-Ramp	Dasio	Weekday Post- Event	41.61	Е	-	F		
29	I-105	120th St On-	Morgo	Weekday Pre- Event	17.36	В	18.22	С		
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F	•	F		
30	I-105	NB Crenshaw	Morgo	Weekday Pre- Event	24.03	С	24.73	С		
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post- Event	35.94	E	•	F		
31	I-105	Between Van Ness Ave and	Basic	Weekday Pre- Event	20.55	С	21.43	С		
	Eastbound	Normandie Ave Overcrossings	Dasic	Weekday Post- Event	44.81	E	-	F		
32	I-105	Vermont Ave	Merge	Weekday Pre- Event	27.71	С	-	F		
32	Westbound	On-Ramp	Weige	Weekday Post- Event	18.34	В	20.70	С		
	I-105	Between Normandie Ave		Weekday Pre- Event	33.09	D		F		
33	Westbound	and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.10	С	20.72	С		
34	I-105	Crenshaw Blvd	Diverge	Weekday Pre- Event	33.09	D		F		
J -4	Westbound	Off-Ramp	Diverge	Weekday Post- Event	19.10	С	20.72	С		
35	I-105	Crenshaw Blvd Off-Ramp to	Racio	Weekday Pre- Event	28.00	D	42.91	E		
JJ	Westbound	Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post- Event	18.50	С	20.25	С		
26	I-105	Crenshaw Blvd	Margo	Weekday Pre- Event	23.64	С	31.56	D		
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post- Event	15.18	В	16.61	В		

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event No Project Densit		Adju Baselin The For Midsiz Stadiun Plus F	e (with um and e NFL n Event)
e saint					Densit y ¹	LOS 1	Densit y ¹	LOS 1
27	I-105	SB Crenshaw	N	Weekday Pre- Event	20.83	С	25.84	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post- Event	13.64	В	14.91	В
38	I-105	Prairie/Hawthor ne Ave Off-	Diverge	Weekday Pre- Event	31.29	D	43.58	E
30	Westbound	Ramp	Diverge	Weekday Post- Event	19.25	С	20.75	С
	I-105	Prairie/Hawthor ne Ave Off-		Weekday Pre- Event	28.49	D	33.52	D
39	Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	18.69	С	20.45	С
40	I-105	Imperial Hwy On-Ramp to	Weave	Weekday Pre- Event	-	F	-	F
*******	Westbound	I-405 Off-Ramp	vvcave	Weekday Post- Event	-	F		F
41	I-110	I-105 On-Ramp	Merge	Weekday Pre- Event	22.25	С	22.45	С
2102002102102	Northbound			Weekday Post- Event	24.19	С	•	F
42	I-110	101st St On- Ramp to n/o	Basic -	Weekday Pre- Event	28.97	D	29.33	D
	Northbound	Century Blvd On-Ramp	*************	Weekday Post- Event	32.55	D	40.03	E
43	I-110 Northbound	Century Blvd On-Ramp to Manchester	Weave	Weekday Pre- Event	30.64	D	31.36	D
		Blvd Off-Ramp Manchester		Weekday Post- Event Weekday Pre-	33.20	D	40.89	E
44	I-110	Blvd Off-Ramp to	Basic	Event	25.59	С	26.14	D
	Northbound	EB Manchester Blvd On-Ramp		Weekday Post- Event	27.70	D	35.83	E
45	I-110	EB Manchester	Merge	Weekday Pre- Event	25.91	С	26.47	С
	Northbound	Blvd On-Ramp	Wierge	Weekday Post- Event	34.88	D		F
46	I-110	WB Mancheste r Blvd On-	Weave	Weekday Pre- Event	27.98	С	28.62	D
	Northbound	Ramp to 76th St Off-Ramp		Weekday Post- Event	35.11	E	-	F
47	I-110 Southbound	76th St On- Ramp to Manchester	Weave	Weekday Pre- Event	24.24	С	29.66	D
4.14.14.14.14	Soundound	Blvd Off-Ramp		Weekday Post- Event	24.74	С	25.19	C
	I-110	Manchester Blvd Off-Ramp to		Weekday Pre- Event	19.75	С	23.66	C
48	Southbound	WB Mancheste r Blvd On- Ramp	Basic	Weekday Post- Event	21.48	С	21.62	С
49	I-110 Southbound		Merge	Weekday Pre- Event	21.53	С	24.63	С

#	Freeway/ Direction	Component	Segment Type			Baseline (with E The Forum and Ti Midsize NFL Stadium Event) St No Project		ljusted line (with forum and size NFL um Event) s Project	
					Densit y ¹	LOS 1			
		WB Mancheste r Blvd On- Ramp	•	Weekday Post- Event	22.26	С	22.38	С	
50	I-110	EB Manchester	Merge	Weekday Pre- Event	23.85	С	27.44	D	
50	Southbound	Blvd On-Ramp		Weekday Post- Event	24.27	С	24.40	С	
ernernernern	I-110	Century Blvd	Discours	Weekday Pre- Event	29.81	D	34.66	D	
51	Southbound	Off-Ramp	Diverge	Weekday Post- Event	29.85	D	30.12	D	
52	I-110	Century Blvd Off-Ramp to	Di-	Weekday Pre- Event	17.66	В	19.21	С	
52	Southbound Imperial Hwy Basic Off-Ramp		basic	Weekday Post- Event	18.19	С	18.20	С	
53	F2 I-110	110 Imperial Hwy	Diverse	Weekday Pre- Event	24.87	С	25.45	С	
53	Southbound		Diverge	Weekday Post- Event	21.02	С	21.58	С	

TABLE 3.14-75

FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) WEEKDAY PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Ba The Forum a NFL Stadiun Project P Condi	and Midsize n Event) No re-Event	Adjusted Ba The Forum a NFL Stadium Project P Condi	and Midsize Event) Plus re-Event
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,925	No	3,100	Yes
I-405 NB Off-Ramp at Century Boulevard	3,600	3,975	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,950	Yes	3,100	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,463	No	4,173	No

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,475	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,871	Yes	8,403	Yes
I-105 EB Off-Ramp at 120th St	3,850	650	No	1,043	No
I-110 SB Off-Ramp at Century Boulevard	2,430	842	No	1,454	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,868	No	2,545	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,433	No	1,433	No

SOURCE: Fehr & Peers, 2019.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

Traffic forecasts were developed for Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-76 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) No Project and Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-77 displays the freeway LOS results under Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-78**, a major event (assuming both other concurrent events) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

Auxiliary lanes are present at each of these off-ramps.

Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

^{3 95}th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

Table 3.14-76
Intersection Operations – Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event) Conditions

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	and Fo Game Stadiu Pro	e (with orum ootball at NFL m) No	Adju Baselin The F and Fo Game Stadiur Project Eve	e (with orum ootball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.770	С	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.576	Α	0.601	В
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	229.8	F	83.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	31.4	С	32.1	С
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	147.3	F	138.8	F
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.908	E	0.944	Е
6	Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.763	С	0.801	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	159.7	F	142.2	F
8	Prairie Ave/ East Carondelet Way	НСМ	Inglewood	Weekend Pre-Event	214.6	F	167.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	142.5	F	95.1	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.730	С	0.808	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.905	E	0.991	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	149.0	F	145.8	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	133.0	F	119.0	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	216.5	F	222.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	101.2	F	122.1	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.231	F	1.349	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	Α	0.436	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.423	Α	0.470	Α

#	Intersection	Methodology 1,2	Jurisdiction			sted ie (with forum botball at NFL im) No	and Fo Game Stadiur Project	e (with orum ootball at NFL n) Plus
					V/C or Delay	LOS	V/C or Delay	LOS
19	Prairie Ave/ Kelso St/ Pincay Dr	НСМ	Inglewood	Weekend Pre-Event	226.0	F	196.7	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	126.8	F	62.9	Ε
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.3	С	29.0	С
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	54.1	D	54.3	D
23	La Brea Ave/ Arbor Vitae St	нсм	Inglewood	Weekend Pre-Event	57.1	Е	35.8	D
24	Myrtle Ave/ Arbor Vitae St	нсм	Inglewood	Weekend Pre-Event	111.2	F	50.6	D
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	225.0	F	146.0	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.4	В	121.8	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.6	Α	283.9	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	67.6	Е	46.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.7	В	47.8	D
20	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	Α	0.478	Α
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.397	Α	0.403	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	26.9	С	***	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	93.8	F	37.0	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	13.9	В	212.3	F
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	24.3	С	297.2	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	232.0	F
36	Felton Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	17.9	В	65.8	Ε
37	Inglewood Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	28.2	С	275.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	Α	240.2	F

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadiu	ested ne (with Forum potball at NFL im) No ject	Adju Baselin The F and Fo Game Stadiur Project Eve	e (with orum ootball at NFL n) Plus (Major
200000000000000000000000000000000000000					V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	Α	139.3	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	38.6	D	178.3	F
41	Myrtle Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	53.9	D	157.8	F
42	Freeman Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	20.6	С	34.2	С
43	Prairie Ave/ Century Blvd	нсм	Inglewood	Weekend Pre-Event	153.0	F	152.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	104.2	F	82.1	F
45	Yukon Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	165.3	F	139.4	F
46	Club Dr/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	153.9	F	143.0	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	127.3	F	101.7	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	187.6	F	197.5	F
49	5th Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	118.3	F	126.7	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.691	В	0.887	D
	Century Diva	CMA	City of Los Angeles	Weekend Pre-Event	0.630	В	0.839	D
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.398	Α	0.541	Α
	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.217	Α	0.370	Α
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.727	С	0.963	E
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	Α	224.2	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	116.5	F	29.4	D
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	224.2	F	5.0	Α
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	154.8	F	32.5	D
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.8	Α	175.5	F

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	The F and Fo Game Stadiu Pro	ested ne (with Forum potball at NFL nm) No ject	and Fo Game Stadiur Project Eve	e (with orum ootball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.7	В	28.7	С
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.1	С	147.5	F
60	Prairie Ave/ 104th St	HCM	Inglewood	Weekend Pre-Event	170.9	F	216.5	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	14.3	В	211.5	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.8	В	96.3	F
63	Crenshaw Blvd/ 104th St	НСМ	Inglewood	Weekend Pre-Event	90.8	F	191.5	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	Α	0.442	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	5.7	Α	89.2	F
67	Prairie Ave/ Lennox Blvd	НСМ	Inglewood	Weekend Pre-Event	21.4	С	64.0	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	134.2	F	144.3	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.9	Α	10.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.498	Α	0.593	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	Α	0.608	В
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	81.3	F	82.2	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.3	Α	8.5	Α
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.592	Α	0.643	В
75	Prairie Ave/ 112th St/ 105 On-Ramps	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	170.6	F	171.3	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.579	Α	0.593	Α
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.8	В	17.4	В
78	Prairie Ave/ Imperial Hwy	нсм	Inglewood/ Hawthorne	Weekend Pre-Event	41.4	D	51.3	D

#	Intersection	Methodology	Jurisdiction 1	Peak Hour	Baselir The F and Fo Game Stadiu Pro	sted le (with orum potball at NFL im) No ject	Adju Baselin The F and Fo Game o Stadiun Project Eve	e (with orum ootball at NFL n) Plus (Major
	TO THE PROPERTY OF THE PROPERT				V/C or Delay	LOS	V/C or Delay	LOS
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	11.8	В	12.6	В
80	Yukon Ave/ Imperial Hwy	НСМ	Inglewood	Weekend Pre-Event	11.9	В	11.9	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.841	D	0.955	E
82	Prairie Ave/118th St	НСМ	Hawthorne	Weekend Pre-Event	18.2	В	19.1	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.860	D	0.993	E
84	Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	25.7	С	23.6	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.839	D	0.858	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.923	E	0.949	E
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.330	Α	0.344	Α
0,	Lennox Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.145	Α	0.160	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	110.5	F	134.5	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	72.8	Е	89.3	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.884	D	1.086	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.726	С	0.867	D
	Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.627	В	0.791	С
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.467	Α	0.580	Α
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.643	В	0.762	С
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.407	Α	0.540	Α
96	Olive St/ 110 NB On- Ramp/Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.407	Α	0.441	Α

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	and Fo Game Stadiu		Adju Baselin The F and Fo Game a Stadiun Project Eve	e (with orum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.209	F
97	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.956	Е	1.083	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.043	F	1.177	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.733	С	0.813	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.732	С	0.819	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.720	С	0.799	С
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.936	E
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.645	В	0.761	С
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.573	Α	0.589	Α
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.969	Е	1.108	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.676	В	0.709	С
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.846	D	0.885	D
400	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.042	F	1.069	F
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.996	Ε	1.029	F
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.669	В	0.680	В
109	Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.499	Α	0.511	Α
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.765	С	0.780	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.882	D	0.885	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.819	D	0.834	D

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	The F and Fo Game Stadiu	e (with orum ootball	Adju Baselin The F and Fo Game Stadiur Project Eve	e (with orum ootball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.960	E	1.022	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.829	D	0.901	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	61.3	E

Shaded cells represent significant impacts.

TABLE 3.14-77 FREEWAY OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Baseline Forum otball t NFL) Plus
					Density 1	LOS 1	Density ¹	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	23.82	С	25.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	20.16	С	21.69	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	16.69	В	18.98	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.58	В	13.11	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.32	В	17.65	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.66	В	14.19	В

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICLL impacts are identified when the Plus Project LOS grade is at LOS.

methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (with The and Foo Game a Stadiur Proje	Forum otball it NFL n) No	Adjusted I (with The and Fo Game a Stadium Proje	Forum otball t NFL) Plus
					Density 1	LOS 1	Density 1	LOS 1
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.45	В	11.56	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.00	В	17.11	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	17.72	В	18.17	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F		F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	26.49	D	26.74	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off- Ramp	Weave	Weekend Pre- Event	32.18	D	32.80	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	14.45	В	17.85	В
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.03	Α	10.23	Α
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	-	F ²	_	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre- Event	9.59	Α	10.05	Α
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	С	18.43	С
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	В	15.31	В

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (with The and Foo Game a Stadiur Proje	Forum otball t NFL n) No	Adjusted E (with The and Foo Game a Stadium Proje	Forum otball t NFL) Plus
****					Density 1	LOS 1	Density 1	LOS 1
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre- Event	14.94	В	15.08	В
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekend Pre- Event	17.32	В	18.19	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	24.67	С	26.43	С
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	11.77	В	11.96	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	_	F²	-	F?
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekend Pre- Event	15.96	В	16.24	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.60	С	22.83	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	19.00	С	19.28	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	24.97	С	29.19	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	25.81	С	33.08	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre- Event	25.81	С	33.08	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	24.57	С	29.42	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekend Pre- Event	20.24	С	23.21	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	18.57	В	20.94	С
38	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp	Diverge	Weekend Pre- Event	28.05	D	32.29	D
39	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	25.62	С	27.21	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off-Ramp	Weave	Weekend Pre- Event	-	F	÷	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.96	С	22.97	С

#	Freeway/ Direction	Component	stadium) N Project		Forum otball t NFL n) No ect	Adjusted I (with The and Foo Game a Stadium Proje	Forum otball t NFL) Plus	
					Density 1	LOS 1	Density 1	LOS 1
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	30.21	D	30.23	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.50	D	31.68	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.25	С	26.70	С
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekend Pre- Event	29.45	D	29.80	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	28.06	D	31.97	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	22.58	С	25.09	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.07	С	25.95	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.39	С	24.36	С
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.41	D	33.24	D
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.96	В	16.43	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.02	С	21.58	С

Table 3.14-78
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

	Ramp Capacity	Adjusted Ba The Forum a Game at NF No Project Condi	ind Football L Stadium) Pre-Event	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project Pre-Event Conditions		
Off-Ramp ¹	Threshold	95th Percentile	Queue Exceeds	95th Percentile	Queue Exceeds	

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.
² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

		Queue (ft.)	Available Storage ⁴	Queue (ft.)	Available Storage ⁴	
		Weekend	Weekend	Weekend	Weekend	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,750	No	2,700	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	2,325	No	>4,200	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,775	Yes	2,725	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	973	No	1,168	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,675	No	>9,500	Yes	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,739	No	5,295	Yes	
I-105 EB Off-Ramp at 120th St	3,850	1,119	No	1,154	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	978	No	1,954	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,448	No	3,169	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,594	No	1,594	No	

SOURCE: Fehr & Peers, 2019.

Table 3.14-79 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Adjusted Baseline Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of overlapping events in the study area influences the magnitude of impacts.

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

TABLE 3.14-79

SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

Facility Type	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	40	60	48	60	11	45	33	48	26	41	41	43
Freeway Facility Components	6	10	11	12	3	6	8	14	5	9	6	5
Freeway Off- Ramp Queuing	3	4	3	5	Not Applicable			2	4	2	4	

Impacts of "Proposed Project" are judged directly against the Adjusted Baseline No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-80

SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	5	31	42	55	0	11	10	31	0	7	2	35
With Project	28	63	55	75	9	39	27	44	14	30	28	52

Key findings from this table include the following:

- With respect to intersections:
 - Proposed Project intersection impacts are more frequent during the weekday pre-event peak hour than during the other two study periods regardless of which background condition is being studied.
 - The number of intersections impacted by the Proposed Project increases substantially (from 40 to 60 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the background condition includes an event at The Forum.
 - The number of intersections impacted by the Proposed Project during the weekday preevent and post-event peak hours is less when the background condition consists of a mid-sized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium occupies all of its surrounding parking, thereby requiring a greater number of Proposed Project attendees to park remotely and be shuttled to the Proposed Project, thereby adding less trips and causing fewer impacts in the immediate vicinity of the Project Site and the NFL Stadium.
 - The overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on Table 3.14-80.
- With respect to freeway facilities:
 - Proposed Project impacts on freeway segments would be generally more extensive during the weekday pre-event peak hour than during the other two study periods regardless of which background condition is being studied (the exception being the weekday postevent hour with concurrent events at both The Forum and the N FL Stadium).
- With respect to freeway off-ramp queuing:
 - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday pre-event hour and at two off-ramps during the weekend pre-event hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

Cumulative Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under cumulative conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. The same five overlapping major events scenarios analyzed under Adjusted Baseline conditions are also analyzed under cumulative conditions.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are

consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

Table 3.14-81 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum) No Project and Cumulative (with The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-82 displays the freeway LOS results under Cumulative (with The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-83**, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-81

Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) Conditions

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
•••••	La Cienega			Weekday Pre-Event	1.189	F	1 343	F
1	Blvd/Florence	ICU	Inglewood	Weekday Post-Event	0.739	С	0.771	С
	Ave			Weekend Pre-Event	1.065	F	1.220	F
				Weekday Pre-Event	0.833	D	0.848	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.520	Α	0.592	Α
	1 lorence / we			Weekend Pre-Event	0.748	С	0.757	С
				Weekday Pre-Event	27.7	С	9.6	Α
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.7	Α	4.9	Α
	1 loteride Ave			Weekend Pre-Event	6.9	Α	7.5	Α
				Weekday Pre-Event	105.3	F	112.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	26.4	С	26.8	С
	1 loterice Ave			Weekend Pre-Event	32.9	С	33.1	С
				Weekday Pre-Event	97.9	F	87.8	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	24.4	С	30.6	С
	1 lorence Ave			Weekend Pre-Event	30.7	С	89.1	F
				Weekday Pre-Event	1.104	F	1.163	F
		ICU	Inglewood	Weekday Post-Event	0.810	D	0.893	D
6	West Blvd/			Weekend Pre-Event	0.982	E	1.041	F
ь	Florence Ave	The the their he the the the the the the the		Weekday Pre-Event	0.971	E	1.032	F
		CMA	City of Los Angeles	Weekday Post-Event	0.658	В	0.746	С
			Aligeles	Weekend Pre-Event	0.841	D	0.901	Е
				Weekday Pre-Event	117.2	F	106.2	F
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Post-Event	4.1	Α	92.5	F
	Grace Ave		1	Weekend Pre-Event	3.6	Α	173.0	F
		LIOM		Weekday Pre-Event	117.9	F	110.1	F
8		HCM	Inglewood	Weekday Post-Event	5.3	Α	156.5	F

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/ East Carondelet Way			Weekend Pre-Event	5.3	A	130.2	F
				Weekday Pre-Event	94.5	F	81.5	F
9	Prairie Ave/	нсм	Inglewood	Weekday Post-Event	7.5	Α	119.2	F
	E Regent Street		J	Weekend Pre-Event	10.6	В	87.4	F
	La Cienega			Weekday Pre-Event	1.296	F	1.389	F
10	Blvd/	ICU	Inglewood	Weekday Post-Event	0.721	С	0.782	С
	Manchester Blvd		•	Weekend Pre-Event	0.943	E	1.019	F
. 154 154 154 154	raya ray ray ray ray ray ray ray ray ray	94 (94 (94 (94 (94 (94 (94 (94 (94 (94 (Weekday Pre-Event	1.186	F	1.306	F
11	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.694	В	0.914	E
•	Manchester Blvd		3	Weekend Pre-Event	0.936	E	1.056	F
		en var	even ven ven ven ven ven ven ven ven v	Weekday Pre-Event	78.2	E	89.1	F
12	Hillcrest Blvd/	НСМ	Inglewood	Weekday Post-Event	10.8	В	95.2	F
	Manchester Blvd		Ü	Weekend Pre-Event	80.2	F	97.0	F
. 10. 10. 10. 10.				Weekday Pre-Event	46.4	D	38.5	D
13	Spruce Ave/	HCM	Inglewood	Weekday Post-Event	8.3	Α	104.8	F
	Manchester Blvd		Ü	Weekend Pre-Event	51.2	D	44.9	D
en aren aren aren aren	suusursursursursursursursursursurs	an ann an		Weekday Pre-Event	190.4	F	171.7	F
14	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	62.2	Ε	124.1	F
	Manchester Blvd		Ü	Weekend Pre-Event	134.8	F	214.5	F
				Weekday Pre-Event	56.2	E	60.8	Е
15	Kareem Ct/	НСМ	Inglewood	Weekday Post-Event	13.4	В	81.9	F
	Manchester Blvd			Weekend Pre-Event	54.4	D	81.2	F
				Weekday Pre-Event	1.638	F	1.710	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	1.577	F	2.014	F
	Manchester Blvd			Weekend Pre-Event	1.447	F	1.517	F
		en ver	eran ar nama a	Weekday Pre-Event	0.614	В	0.679	В
17	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.295	A	0.444	A
	Hillcrest Blvd			Weekend Pre-Event	0.440	A	0.502	A
	eran eran eran eran eran eran eran eran	na con		Weekday Pre-Event	0.571	Α	0.637	В
18	Market St/La	ICU	Inglewood	Weekday Post-Event	0.384	Α	0.554	A
	Brea Ave			Weekend Pre-Event	0.493	Α	0.556	Α
	Prairie Ave/	an can can can can can can can can can		Weekday Pre-Event	43.5	D	38.5	D
19	Kelso St/	НСМ	Inglewood	Weekday Post-Event	61.6	E	130.3	F
	Pincay Dr			Weekend Pre-Event	21.9	C	86.8	F
	entre en			Weekday Pre-Event	14.9	В	13.6	В
20	Kareem Ct/	НСМ	Inglewood	Weekday Post-Event	9.3	Α	7.6	Α
•=	Pincay Dr		3	Weekend Pre-Event	11.7	В	11.5	В
	La Cienega			Weekday Pre-Event	78.7	E	155.2	F
21	La Cienega Blvd/	нсм	Inglewood	Weekday Post-Event	19.3	В	35.7	D
• •	Arbor Vitae St		J	Weekend Pre-Event	32.6	C	137.3	F
				Weekday Pre-Event	123.2	F	136.4	F
22	Inglewood Ave/	НСМ	Inglewood	Weekday Post-Event	16.2	В	49.8	D
	Arbor Vitae St			Weekend Pre-Event	119.8	F	164.7	F
						•		

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekday Post-Event	21.2	С	133.1	F	
	La Brea Ave/ Arbor Vitae St			Weekend Pre-Event	32.8	С	152.2	F	
				Weekday Pre-Event	66.1	E	75.6	Е	
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	9.0	Α	257.9	F	
	Alboi vitae St			Weekend Pre-Event	37.3	D	116.2	F	
				Weekday Pre-Event	153.7	F	160.6	F	
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F	
	Alboi vitae ot			Weekend Pre-Event	79.4	Ε	97.1	F	
				Weekday Pre-Event	17.4	В	86.4	F	
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	Α	9.2	Α	
	Hardy St			Weekend Pre-Event	14.1	В	15.1	В	
				Weekday Pre-Event	10.1	В	17.5	В	
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	Α	11.0	В	
	Hardy St		-	Weekend Pre-Event	9.6	Α	9.4	Α	
				Weekday Pre-Event	53.6	D	61.3	Е	
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	143.0	F	254.4	F	
	Hardy St		· ·	Weekend Pre-Event	23.6	С	26.6	С	
				Weekday Pre-Event	17.7	В	106.8	F	
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F	
	Hardy St		Ū	Weekend Pre-Event	9.6	Α	55.6	E	
ernernernerner		an ann an can ann an		Weekday Pre-Event	0.595	Α	0.608	В	
		ICU	Inglewood	Weekday Post-Event	0.341	Α	0.402	Α	
20	Van Ness Ave/		-	Weekend Pre-Event	0.503	Α	0.507	Α	
30	Hardy St/ 96th St			Weekday Pre-Event	0.428	Α	0.442	Α	
		CMA	City of Los	Weekday Post-Event	0.157	Α	0.221	Α	
			Angeles	Weekend Pre-Event	0.330	Α	0.334	Α	
	La Cienega		Inglewood/	Weekday Pre-Event	43.7	D	225.0	F	
24	Blvd/	LIONA	City of Los	Weekday Post-Event	49.3	D	82.2	F	
31	SB 405 On/Off- Ramps (n/o Century)	HCM	Angeles/ Caltrans	Weekend Pre-Event	27.1	С	88.2	F	
	รายรายราชานาราชาติที่สำนักการกราชานาราชานาร	an san san san san san san san san san s	alan lan lan lan lan lan lan lan lan lan	Weekday Pre-Event	91.1	F	62.5	Е	
32	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	29.0	С	99.2	F	
	97th St		· ·	Weekend Pre-Event	13.2	В	12.2	В	
				Weekday Pre-Event	28.4	С	179.8	F	
33	Concourse Way/	HCM	City of Los	Weekday Post-Event	9.9	Α	88.5	F	
	Century Blvd		Angeles	Weekend Pre-Event	15.0	В	17.4	В	
			Inglewood/	Weekday Pre-Event	76.5	E	249.1	F	
34	La Cienega Blvd/	HCM	City of Los Angeles/	Weekday Post-Event	49.1	D	135.5	F	
	Century Blvd		County of Los Angeles	Weekend Pre-Event	33.5	С	118.0	F	
*********	ND 405 0 107		Loo, a igeles	Weekday Pre-Event	100.5	F	183.6	F	
35	NB 405 On/Off- Ramp/	нсм	Inglewood/	Weekday Post-Event	28.0	C	32.0	C	
	Century Blvd		Caltrans	Weekend Pre-Event	17.1	В	124.9	F	
36		НСМ	Inglewood	Weekday Pre-Event	37.3	D	62.4	E	
					٥٠	·····		•	

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Felton Ave/			Weekday Post-Event	111.0	F	126.8	F
	Century Blvd			Weekend Pre-Event	15.5	В	29.4	С
				Weekday Pre-Event	130.1	F	203.1	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F
	Gentary Diva			Weekend Pre-Event	35.7	D	127.0	F
	Fir Ave/			Weekday Pre-Event	167.2	F	194.9	F
38	Firmona Ave/	HCM	Inglewood	Weekday Post-Event	8.3	Α	95.8	F
	Century Blvd			Weekend Pre-Event	10.8	В	144.5	F
				Weekday Pre-Event	81.1	F	113.8	F
39	Grevillea Ave/	HCM	Inglewood	Weekday Post-Event	12.2	В	108.7	F
	Century Blvd		-	Weekend Pre-Event	10.7	В	73.0	E
	Hawthorne Blvd/			Weekday Pre-Event	85.6	F	136.8	F
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F
	Century Blvd		Ū	Weekend Pre-Event	52.5	D	104.3	F
				Weekday Pre-Event	66.8	E	96.2	F
41	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.3	Α	97.5	F
	Century Blvd		Ü	Weekend Pre-Event	7.7	Α	14.3	В
	there the the the the the the the the the th	na carea de carea de la car		Weekday Pre-Event	23.7	С	39.1	D
42	Freeman Ave/	HCM	Inglewood	Weekday Post-Event	9.3	A	119.0	F
-	Century Blvd		g.c.v.ccu	Weekend Pre-Event	9.5	Α	11.4	В
		an car car car car car car car car car	alandar de	Weekday Pre-Event	124.7	F	169.6	F
43	Prairie Ave/	НСМ	Inglewood	Weekday Post-Event	96.4	 F	188.8	F
70	Century Blvd	110141	ngiewood	Weekend Pre-Event	71.0	Ė	94.4	F
				Weekday Pre-Event	59.0	E	117.5	F
44	Doty Ave/	HCM	Inglewood	Weekday Post-Event	16.4	В	147.7	F
77	Century Blvd	110141	II gic wood	Weekend Pre-Event	49.4	D	82.1	F
				Weekday Pre-Event	71.3	E	109.2	F
45	Yukon Ave/	НСМ	Inglewood	Weekday Post-Event	16.1	В	135.5	F
40	Century Blvd	I ICIVI	irigiewood	Weekend Pre-Event	33.2	С	75.4	E
				Weekday Pre-Event	91.7		119.3	
46	Club Dr/	НСМ	Inglowood		16.8	F		F
40	Century Blvd	HOIVI	Inglewood	Weekday Post-Event Weekend Pre-Event	30.7	В	107.2	
						С	105.3	F
47	11th Ave/	LICM	la alacca a al	Weekday Pre-Event	78.7	Е	118.8	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	81.5 67.3	F
		we ver ver ver ver ver ver ver ver ver ve		Weekend Pre-Event	42.1	D	87.3	F
40	Crenshaw Blvd/	11084	las ada	Weekday Pre-Event	133.8	F	220.4	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	68.0	Ε	93.8	F
				Weekend Pre-Event	89.8	F	192.3	F
40	5th Ave/	11034	la ala	Weekday Pre-Event	30.9	C	144.5	F
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	12.7	В	17.9	B
				Weekend Pre-Event	14.5	В	148.0	F
			Inglewood/Lo	Weekday Pre-Event	0.845	D	0.957	E
50	Van Ness Ave/	ICU	s Angeles V	Weekday Post-Event	0.603	В	0.844	D
	Century Blvd		County	Weekend Pre-Event	0.745	С	0.869	D
		CMA		Weekday Pre-Event	0.695	В	0.813	D

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			City of Los	Weekday Post-Event	0.435	Α	0.693	В
			Angeles	Weekend Pre-Event	0.589	Α	0.719	С
				Weekday Pre-Event	0.460	Α	0.575	Α
		ICU	Los Angeles County	Weekday Post-Event	0.437	Α	0.645	В
E1	Gramercy PI/		County	Weekend Pre-Event	0.437	Α	0.543	Α
51	Century Blvd			Weekday Pre-Event	0.284	Α	0.407	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.259	Α	0.481	Α
			Arigeles	Weekend Pre-Event	0.259	Α	0.371	Α
				Weekday Pre-Event	0.916	E	1.120	F
52	Western Ave/	CMA	City of Los	Weekday Post-Event	0.642	В	0.965	Е
	Century Blvd		Angeles	Weekend Pre-Event	0.788	С	0.991	Е
	La Cienega		Inglewood/ Los Angeles	Weekday Pre-Event	26.1	С	147.8	F
53	Blvd/ SB 405 On/Off-	HCM	County/ Caltrans/City	Weekday Post-Event	12.2	В	12.4	В
	Ramps (s/o Century)		of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D
		and	andre and and an The and an are and a	Weekday Pre-Event	104.5	F	182.6	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	15.5	В	***	F
	Aver rozna si		-	Weekend Pre-Event	78.5	E	69.2	F
	enderna enderna enderna enderna enderna enderna enderna e	HCM (unsig.)	racha cha cha cha cha cha cha cha cha cha	Weekday Pre-Event	6.9	Α	7.7	Α
55	Doty Ave/102nd St		Inglewood	Weekday Post-Event	5.6	Α	9.4	Α
			· ·	Weekend Pre-Event	7.1	Α	7.9	Α
**********	s a result sue sur a resu		and and a contract a	Weekday Pre-Event	16.7	С	58.9	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	8.6	Α	***	F
	Ave/102nd St		-	Weekend Pre-Event	13.5	В	21.0	С
	La Cianaga		Los Angeles	Weekday Pre-Event	18.8	В	121.0	F
57	La Cienega Blvd/	HCM	County/City	Weekday Post-Event	7.3	Α	7.1	Α
21021021021021	104th St		of Los Angeles	Weekend Pre-Event	5.4	Α	25.3	С
	Indiawand Ava/		Los Angeles	Weekday Pre-Event	21.5	С	27.1	С
58	Inglewood Ave/ 104th St	HCM	County	Weekday Post-Event	8.1	Α	9.3	Α
			,	Weekend Pre-Event	15.1	В	14.7	В
	Llaudhanna Dhul		Inglewood/Lo	Weekday Pre-Event	25.9	С	91,9	F
59	Hawthorne Blvd/ 104th St	HCM	s Angeles	Weekday Post-Event	16.3	В	101.2	F
			County	Weekend Pre-Event	23.8	С	82.9	F
	Desirie			Weekday Pre-Event	190.4	F	232.7	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Post-Event	13.0	В	***	F
	7 (00, 104111 01			Weekend Pre-Event	147.6	F	160.6	F
	D . A . (10.4)	HCM (unnin)		Weekday Pre-Event	76.8	F	140.7	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.9	Α	108.8	F
	.			Weekend Pre-Event	7.7	Α	10.2	В
	V-J			Weekday Pre-Event	24.1	С	45.5	D
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	Α	12.5	В
	AVE/TOHIT OF			Weekend Pre-Event	13.6	В	21.3	С
~~	Crenshaw Blvd/	LICA		Weekday Pre-Event	105.2	F	132.0	F
63	104th St	HCM	Inglewood	Weekday Post-Event	13.5	В	25.0	С
			and an experience of the contract of the contr					

Intersection						Cumu (with Forur Proj	The n) No	Cumu (with Forum Project Eve	The) Plus (Major
Van Ness Ave/ 104th St	#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour		LOS		LOS
Van Ness Ave/ 104th St					Weekend Pre-Event	58.8	E	140.2	F
104th St			and	Inglewood/Lo	Weekday Pre-Event	0.544	Α	0.562	Α
County Weekend Pre-Event 0.447	64		ICU	•	Weekday Post-Event	0.308	Α	0.334	Α
Hawthome Blvd/ Lennox Blvd Lennox Blvd Lennox Blvd Lennox Blvd Lennox Blvd Lennox Blvd HCM Los Angeles County Weekday Pre-Event 0.660 B 0.676 E Weekday Pre-Event 12.4 B 211.8 E 121.8 Weekday Pre-Event 10.7 B 178.1 F Weekday Pre-Event 10.7 B 178.1 F Weekday Pre-Event 47.0 D 80.3 F 181.8 E Weekday Pre-Event 38.0 D 58.8 E Weekday Pre-Event 128.8 F 166.7 F E 201.4 F Weekday Pre-Event 128.8 F 166.7 F E 201.4 F Weekday Pre-Event 194.8 B 82.8 F 166.7 F E E 201.4 F		104(113)		County	Weekend Pre-Event	0.447	Α	0.460	Α
					Weekday Pre-Event	0.749	С	0.769	С
Weekend Pre-Event 0.660 B 0.676 E	65		ICU		Weekday Post-Event	0.494	Α	0.686	В
Freeman Ave/		Lennox biva		County	Weekend Pre-Event	0.660	В	0.676	В
Lennox Blvd			and		Weekday Pre-Event	12.4	В	211.8	F
Prairie Ave/	66		HCM	. •	Weekday Post-Event	7.4	Α	120.4	F
Prairie Ave/		Lennox biva		County	Weekend Pre-Event	10.7	В	178.1	F
Prairic Ave/ Lennox Blvd					Weekday Pre-Event	47.0	D	80.3	F
Weekday Pre-Event 38.0 D 56.8 F 166.7 F	67		HCM	Inglewood	Weekday Post-Event	67.6	E	201.4	F
Prairie Ave/108th St HCM Inglewood Weekday Pre-Event 19.4 B 82.8 F 166.7 F F 118.3 F Weekday Post-Event 19.4 B 82.8 F Weekday Pre-Event 19.4 B 82.8 F Weekday Pre-Event 19.7 B 118.3 F 118.3 F HCM Inglewood Weekday Pre-Event 10.7 B 12.4 E Weekday Pre-Event 10.7 B 12.4 E Weekday Pre-Event 9.6 A 11.8 E Weekday Pre-Event 0.584 A 0.750 C Weekday Pre-Event 0.584 A 0.750 C Weekday Pre-Event 0.584 A 0.750 C Weekday Pre-Event 0.445 A 0.630 E Weekday Pre-Event 0.455 A 0.675 E Weekday Pre-Event 0.752 C 0.811 D Weekday Pre-Event 0.752 C 0.811 D Weekday Pre-Event 0.622 B 0.699 E Weekday Pre-Event 0.604 A 0.759 A 0.75		Lennox biva			Weekend Pre-Event	38.0	D	56.8	Е
Ave/108th St					Weekday Pre-Event	128.8	F	166.7	F
Yukon Ave/108th St HCM Inglewood Weekday Pre-Event 10.9.3 F 118.3 F 118.3 F Weekday Pre-Event 10.7 B 12.4 E Weekday Pre-Event 10.7 B 12.4 E Weekday Pre-Event 9.6 A 9.3 A Weekday Pre-Event 9.6 A 11.8 E Weekday Pre-Event 9.6 A 11.8 E Weekday Pre-Event 0.584 A 0.750 C O.750 O.750 C O.750 O.750 C O.750 O.750 C O.750 O.750 C O.750	68		HCM	Inglewood	Weekday Post-Event	19.4	В	82.8	F
Freeman Ave/ Formal Part Formal Part Freeman Ave/ Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freeman Ave/ Freeman Ave/ Freeman Ave/ Freeman Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freeman Ave		Ave/Tuoth St		· ·	Weekend Pre-Event	109.3	F	118.3	F
Freeman Ave/ Formal Part Formal Part Freeman Ave/ Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Freeman Ave/ Formal Part Freeman Ave/ Formal Part Freeman Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freeman Ave/ Freeman Ave/ Freeman Ave/ Freeman Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freirie Ave/ Freeman Ave			we ver ver ver ver ver ver ver ver ver	eren er en	Weekday Pre-Event	10.7	В	12.4	В
Weekend Pre-Event 9.6	69		HCM	Inalewood		6.9	Α	9.3	Α
Crenshaw Blvd/ 109th St ICU Inglewood Weekday Pre-Event 0.584 A 0.750 Crenshaw Blvd/ 109th St ICU Inglewood Weekday Post-Event 0.445 A 0.630 E Weekend Pre-Event 0.507 A 0.675 E Weekend Pre-Event 0.507 A 0.675 E Weekend Pre-Event 0.752 C 0.811 C C 0.811 C C C C C C C C C		Ave/108th St		Ü	na may may may may may may may may may ma	300000000000000000000000000000000000000			В
To Crenshaw Blvd/ 109th St ICU Inglewood Weekday Post-Event 0.445 A 0.630 E Weekend Pre-Event 0.507 A 0.675 E Weekend Pre-Event 0.507 A 0.675 E Weekend Pre-Event 0.752 C 0.811 C C C C C C C C C					Weekday Pre-Event	0.584	Α	0.750	С
Hawthorne Blvd/	70		ICU	Inglewood					В
Name		109th St		Ü		0.507	Α	0.675	В
Name		es mes resures resures resures resures res	an	Hawthorno/I	Weekday Pre-Event		С		D
Prairie Ave/111th St HCM Inglewood Weekday Pre-Event 0.622 B 0.699 E	71		ICU		and an area area and area are are for each are	0.426	Α	0.599	Α
Prairie Ave/111th St HCM Inglewood Weekday Pre-Event 116.0 F 91.5 F 112.5 F Ave/111th St HCM Inglewood Weekday Post-Event 116.0 F 91.5 F Weekend Pre-Event 77.7 E 80.3 F 80.3 F Weekend Pre-Event 77.7 E 80.3 F Weekday Pre-Event 9.9 A 9.5 A A A A A A A A A		111th St						0.699	В
Prairie Ave/111th St							F	112.5	F
Ave/11th St	72		HCM	Inglewood					F
Yukon Ave/111th St HCM Inglewood Weekday Pre-Event 9.9 A 9.5 A Ne/111th St HCM Inglewood Weekday Post-Event 6.7 A 8.0 A Ne/111th St Weekend Pre-Event 9.2 A 9.4 A Neekend Pre-Event 9.2 A 9.4 A Neekend Pre-Event 0.748 C 0.860 D Neekend Pre-Event 0.634 B 0.745 C Neekend Pre-Event 0.634 D 0.848 D Neekend Pre-Event 0.844 D 0.848 D 0.848 D Neekend Pre-Event 0.660 B 0.664 B Neekend Pre-Event 0.66		Ave/111th St							F
Yukon Ave/111th St									A
Hawthorne Blvd/ HCM Hawthorne Blvd/ Hawt	73		HCM	Inglewood					Α
Hawthorne Blvd/ WB 105 Off- ICU		Ave/111th St		g					Α
74 WB 105 Off-Ramp ICU Hawthorne Weekday Post-Event 0.488 A 0.661 B Prairie Ave/Ramp Prairie Ave/Ramp Weekend Pre-Event 209.9 F 250.0 F 75 112th St/105 On-Ramps HCM Inglewood/Caltrans Weekday Pre-Event 56.3 E 59.0 E 76 Hawthorne Blvd/Imperial Hwy ICU Hawthorne Weekday Pre-Event 0.844 D 0.848 D 77 EB 105 On-Ramp/Imperial Hwy HCM Inglewood/Caltrans Weekday Pre-Event 0.660 B 0.664 B 78 Prairie Ave/ HCM Inglewood/Caltrans Weekday Pre-Event 19.2 B 20.3 C 78 Prairie Ave/ HCM Inglewood/Weekday Pre-Event 167.9 F 243.0 F		Llaudhanna Dhull	and and an experience of the control						D
Prairie Ave/	74		ICU	Hawthorne	ann ann ann air san air san air san fainn air ann air san air				В
Prairie Ave/			100	rawaromo	ina na matamata na matamat	noncommono commono com	****************		C
Total Content		Duration A /						~~~	000000000000000000000000000000000000000
105 On-Ramps	75		HCM		na matematika matemati				E
Total Present Total Presen	, 0		110111	Caltrans				~~~	
Hawthorne Blvd/			an						D
Weekend Pre-Event	76		ICH	Hawthorne	and and the transfer and the first transfer and the transfer and the transfer and the second				A
Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy Freeman Ave/ HCM Inglewood/ Caltrans Weekday Pre-Event 70.0 E 117.7 F Weekday Post-Event 69.6 E 72.7 E Weekend Pre-Event 19.2 B 20.3 C Weekend Pre-Event 19.2 F 243.0 F	, 0	Imperial Hwy	100	i idvationie	$(x_1, x_2, x_3, x_4, x_5, x_6, x_6, x_6, x_6, x_6, x_6, x_6, x_6$				В
77 EB 105 On- Ramp/ Imperial Hwy Inglewood/ Weekday Post-Event 69.6 E 72.7 E Weekend Pre-Event 19.2 B 20.3 C Prairie Ave/ HCM Inglewood/ Weekday Pre-Event 167.9 F 243.0 F		Freeman Avel							
Ramp/ Caltrans Weekend Pre-Event 19.2 B 20.3 C Prairie Ave/ HCM Inglewood/ Weekday Pre-Event 167.9 F 243.0 F	77		ЦОМ	Inglewood/ _W Caltrans	and the contract of the contra				E
78 Prairie Ave/ HCM Inglewood/ Weekday Pre-Event 167.9 F 243.0 F	11	Ramp/	HUM						
/8 ········ HCM ·········		Imperial Hwy	en						
	78		НСМ	•	and an arranged and for an arranged an arranged				F
/ Imperial Hwy Hawthorne Weekday Post-Event 58.3 E 78.5 E		imperial Hwy	er var var var var var var var var var va	Hawthorne	Weekday Post-Event	58.3	Ε	78.5	E

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	48.5	D	76.8	E
		uder vann vann vann vann vann vann vann van	auriuriuriuriuriuriuriuriuriuriuriu	Weekday Pre-Event	102.7	F	188.3	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	11.5	В	68.1	Е
	iiiipeilai i iwy		riawtriorrie	Weekend Pre-Event	14.5	В	97.1	F
				Weekday Pre-Event	76.6	E	169.9	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.5	Α	17.2	В
	iiiipeilai riwy			Weekend Pre-Event	10.1	В	27.6	С
		and		Weekday Pre-Event	0.994	E	1.144	F
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.622	В	0.880	D
	Imperial Hwy			Weekend Pre-Event	0.916	Е	1.067	F
				Weekday Pre-Event	48.7	D	225.0	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	9.9	Α	11.6	В
	Averifolitol			Weekend Pre-Event	17.6	В	18.5	В
	Crenshaw Blvd/			Weekday Pre-Event	0.896	D	1.062	F
83	WB 105 Off-	ICU	Hawthorne/	Weekday Post-Event	0.732	С	0.920	Ε
	Ramp/ 118th Pl		Caltrans	Weekend Pre-Event	0.878	D	1.050	F
				Weekday Pre-Event	53.2	D	83.6	F
84	Prairie	НСМ	Hawthorne	Weekday Post-Event	19.3	В	18.8	ь В
04	Ave/120th St	I IOIVI	riawthorne	Weekend Pre-Event	25.4	С	24.1	С
				Weekday Pre-Event	0.787	C	0.833	D
85	EB 105 On/Off- Ramp/	ICU	Hawthorne	Weekday Post-Event	0.761	C	0.000	E
00	120th St	100	riawthorne	Weekend Pre-Event	0.882	D	0.929	E
		and		Weekday Pre-Event	0.831	D	0.954	E
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Post-Event	0.897	D	1.341	F
00	120th Street	100	1 lawthorne	Weekend Pre-Event	0.876	D	1 000	E
	rasa nasi nasi nasi nasi nasi nasi nasi n		eraunaunaunaunaunaunaunaun	Weekday Pre-Event	0.440	A	0.451	A
		ICU	Los Angeles	Weekday Post-Event	0.310	A	0.329	Α
	La Cienega	100	County	Weekend Pre-Event	0.372	A	0.375	Α
87	Blvd/			Weekday Pre-Event	0.262	Α	0.274	Α
	Lennox Blvd	CMA	City of Los	Weekday Post-Event	0.119	A	0.139	Α
		OWN	Angeles	Weekend Pre-Event	0.118	A	0.191	Α
		**********************		Weekday Pre-Event	0.841	D	0.855	D
88	Inglewood Ave/	ICU	Los Angeles	Weekday Post-Event	0.464	A	0.513	A
00	Lennox Blvd	100	County	Weekend Pre-Event	0.704	C	0.717	C
	Hollywood Park			Weekday Pre-Event	37.3	D	108.4	F
00	Casino	LICAA	Inglaus	Weekday Post-Event	12.0	В	143.4	F
89	Driveway/	HCM	Inglewood					
	Century Blvd			Weekend Pre-Event	20.2	C	67.7	E
	Prairie Ave/			Weekday Pre-Event	30.9	C	21.4	C
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	177.1	F	190.6	F
		an a		Weekend Pre-Event	17.7	В	34.7	С
	Normandie Ave/		Los Angeles	Weekday Pre-Event	1.086	F	1.259	F
91	Century Ave	ICU	County	Weekday Post-Event	0.784	С	1.071	F
	·			Weekend Pre-Event	0.932	E	1.102	F
92	Vermont Ave/	ICU	Los Angeles	Weekday Pre-Event	0.872	D	0.970	E
	Century Ave		County	Weekday Post-Event	0.650	В	0.842	D

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekend Pre-Event	0.801	D	0.901	Е	
				Weekday Pre-Event	0.797	С	0.911	Ε	
		CMA	City of Los Angeles	Weekday Post-Event	0.539	Α	0.762	С	
			Ailgeles	Weekend Pre-Event	0.714	С	0.831	D	
				Weekday Pre-Event	0.585	Α	0.653	В	
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.383	Α	0.561	Α	
	Ceritary Ave		Aligeles	Weekend Pre-Event	0.537	Α	0.619	В	
**********		an san san san san san san san san san s	e de la de la companya de la de la companya de la	Weekday Pre-Event	0.791	С	0.865	D	
94	Figueroa St/	CMA	City of Los	Weekday Post-Event	0.496	Α	0.658	В	
	Century Ave		Angeles	Weekend Pre-Event	0.706	С	0.793	С	
	Grand Ave/			Weekday Pre-Event	0.524	Α	0.638	В	
95	110 SB Off-	CMA	City of Los	Weekday Post-Event	0.372	Α	0.494	Α	
	Ramp/ Century Ave		Angeles	Weekend Pre-Event	0.449	Α	0.563	Α	
	Olive St/	an a	kan an	Weekday Pre-Event	0.545	A	0.574	Α	
00	110 NB On-	0.844	City of Los	Weekday Post-Event	0.395	Α	0.562	A	
96	Ramp/	CMA	Angeles	alternation of the contrast of					
	Century Ave	na naznaznaznaznaznaznaznaznaznaz	raina na maraina na maraina na maraina	Weekend Pre-Event	0.525	Α	0.553	Α	
				Weekday Pre-Event	1.392	F	1.536	F	
		ICU	Inglewood	Weekday Post-Event	1.141	F	1.406	F	
97	Van Ness Ave/			Weekend Pre-Event	1.198	F	1.340	F	
	Manchester Blvd		City of Los	Weekday Pre-Event	1.279	F	1.433	F	
		CMA	Angeles	Weekday Post-Event	1.010	F	1 293	F	
				Weekend Pre-Event	1.070	F	1.222	F	
	Western Ave/		City of Los	Weekday Pre-Event	1.341	F	1 508	F	
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	1.143	F	1.409	F	
				Weekend Pre-Event	1.159	F	1 323	F	
	Normandie Ave/		City of Los	Weekday Pre-Event	0.891	D	0.983	E	
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.759	С	0.896	D	
				Weekend Pre-Event	0.739	С	0.823	D	
	Vermont Ave/		City of Los	Weekday Pre-Event	1.003	F	1.096	F	
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.852	D	1.002	F	
	rana ran san san san san san san san san san s	na n		Weekend Pre-Event	0.768	С	0.859	D	
	Hoover St/		City of Los	Weekday Pre-Event	0.870	D	0.955	E	
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.752	С	0.889	D	
				Weekend Pre-Event	0.727	С	0.810	D	
	Eiguoroa St/		City of Los	Weekday Pre-Event	1.037	F	1.131	F	
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.039	F	1.190	F	
				Weekend Pre-Event	0.858	D	0.949	E	
	110 SB On/Off-		City of Loc	Weekday Pre-Event	0.839	D	0.982	E	
103	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.908	Ε	1.027	F	
********	Manchester Blvd	and and the contract of the co		Weekend Pre-Event	0.596	Α	0.745	С	
	110 NB On/Off-		City of Loc	Weekday Pre-Event	0.657	В	0.661	В	
104	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.819	D	1.151	F	
	Manchester Blvd			Weekend Pre-Event	0.634	В	0.639	В	
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.156	F	1.300	F	
105	Pincay Dr	100	Inglewood	Weekday Post-Event	0.991	Е	1.098	F	

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
w.swess.w.swess.wes				Weekend Pre-Event	0.922	Е	1 057	F
	Crenshaw Blvd/		City of Los	Weekday Pre-Event	0.912	Ε	0.933	E
106	Florence Ave	CMA	Angeles	Weekday Post-Event	0.621	В	0.697	В
4, 14, 14, 14, 14, 14, 1				Weekend Pre-Event	0.796	С	0.816	D
	La Brea Ave/			Weekday Pre-Event	0.960	E	0.972	Ε
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.525	Α	0.573	Α
				Weekend Pre-Event	0.810	D	0.824	D
				Weekday Pre-Event	1.041	F	1.080	F
	1 - 0:	ICU	Inglewood	Weekday Post-Event	0.674	В	0.684	В
108	La Cienega Blvd/			Weekend Pre-Event	1.042	F	1.082	F
100	Centinela Ave		City of Los	Weekday Pre-Event	0.995	Ε	1.040	F
		CMA	Angeles	Weekday Post-Event	0.569	Α	0.579	Α
				Weekend Pre-Event	0.996	Е	1.043	F
				Weekday Pre-Event	0.755	С	0.771	С
	1 - 0'	ICU	Inglewood	Weekday Post-Event	0.491	Α	0.511	Α
109	La Cienega Blvd/			Weekend Pre-Event	0.691	В	0.707	С
100	La Tijera Blvd		City of Los	Weekday Pre-Event	0.587	Α	0.603	В
		CMA	Angeles	Weekday Post-Event	0.313	Α	0.334	Α
6.76.76.76.76.				Weekend Pre-Event	0.521	Α	0.538	Α
	La Brea Ave/		Los Angeles	Weekday Pre-Event	0.928	Ε	0.935	Ε
110	Slauson Ave	ICU	County	Weekday Post-Event	0.518	Α	0.518	Α
				Weekend Pre-Event	0.771	С	0.778	С
	La Cienega		Los Angeles	Weekday Pre-Event	0.975	Ε	0.977	E
111	Blvd/	ICU	County	Weekday Post-Event	0.651	В	0.671	В
	Stocker St			Weekend Pre-Event	0.934	Е	0.937	Е
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.151	F	1.158	F
112	Overhill Drive/	ICU	County	Weekday Post-Event	0.589	Α	0.589	Α
	Stocker St			Weekend Pre-Event	0.881	D	0.887	D
	Cronobow Drl			Weekday Pre-Event	1.045	F	1.162	F
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.614	В	0.723	С
210210210210210210			and the second s	Weekend Pre-Event	0.801	D	0.916	E
	Manchester			Weekday Pre-Event	1.108	F	1.201	F
114	Blvd/ Ash St/I-405 NB	ICU	Inglewood	Weekday Post-Event	0.666	В	0.791	С
	Off-Ramp			Weekend Pre-Event	0.929	Ε	1.023	F
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	96.8	F
	Driveway			Weekend Pre-Event			N/A	N/A
	Prairie Ave/West			Weekday Pre-Event			109.5	F
116	Structure	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	N/A	N/A
	Driveway			Weekend Pre-Event			58.7	Е

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

					(with Forun	FORIMAL NIA		lative The) Plus (Major ent)
#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS

Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

SOURCE: Fehr & Peers, 2019.

Table 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

	Freewav/		Seament		Cumulat Proje		Cumulative Plus Project				
#	Direction	Component	Type	Peak Hour	Density ¹	LOS 1	Density ¹	LOS 1			
**********		Off-Ramp at		Weekday Pre-Event	26.15	С	27.07	С			
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	21.36	С	21.74	С			
	Northboard	Highway		Weekend Pre-Event	25.56	С	26.64	С			
			Maria (18) (18) (18) (18) (18) (18)	Weekday Pre-Event	22.14	С	23.81	С			
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	16.72	В	17.05	В			
	Northbound			Weekend Pre-Event	21.99	С	23.57	С			
	*************************	C/D Off-Ramp		Weekday Pre-Event	20.87	С	24.45	С			
3	I-405 Northbound	to Imperial	Basic	Weekday Post-Event	13.48	В	13.76	В			
	Northbound	Highway On- Ramp		Weekend Pre-Event	19.02	С	21.32	С			
er ver ve		Imperial	erna na manda na manda na manda na	Weekday Pre-Event	14.97	В	17.29	В			
4	I-405 Northbound	Highway	Merge	Weekday Post-Event	9.43	Α	9.62	Α			
	Νοπηρομηα	EB On-Ramp	·	Weekend Pre-Event	13.15	В	14.68	В			
	I-405 Imperial Northbound Highway WB On-Ramp	war ar ar ar ar ar ar ar ar ar	Weekday Pre-Event	19.80	В	21.83	С				
5			Merge	Weekday Post-Event	14.12	В	14.28	В			
		WB On-Ramp	-	Weekend Pre-Event	17.73	В	19.07	В			
				Weekday Pre-Event	16.42	В	18.74	С			
6	I-405 Northbound		Century Blvd Off-Ramp		Century Blvd	Diverge	Weekday Post-Event	10.29	Α	10.47	Α
	Northbound	On-Ramp	Ŭ	Weekend Pre-Event	14.26	В	15.79	В			
		Century Blvd		Weekday Pre-Event	14.12	В	14.50	В			
7	I-405 Northbound	Off-Ramp to	Basic	Weekday Post-Event	6.24	Α	6.28	Α			
	Northbound	Century Blvd On-Ramp		Weekend Pre-Event	12.76	В	12.91	В			
				Weekday Pre-Event	20.74	С	21.14	С			
8	I-405	Century Blvd	Merge	Weekday Post-Event	13.20	В	13.66	В			
	Northbound	On-Ramp	•	Weekend Pre-Event	18.83	С	19.00	C			
		Century Blvd		Weekday Pre-Event	21.36	С	21.83	C			
9	1-405	WB On-Ramp to	Weave	Weekday Post-Event	22.37	С	•	F			
	Northbound	I-405 Mainline C/D Off-ramp		Weekend Pre-Event	19.23	В	19.57	В			
		reas res res res res res res res res res.		Weekday Pre-Event		F		F			
10	I-405	I-405 Mainline	Merge	Weekday Post-Event	······································	F	-	F			
	Northbound	C/D On-Ramp	0	Weekend Pre-Event		F	-	F			

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.

ordered an entransity.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

	Fraculard		Segment		Cumulat Proj		Cumulative Plus Project		
#	Freeway/ Direction	Component	Type	Peak Hour	Density ¹	LOS 1	Density ¹	LOS 1	
		I-405 Mainline		Weekday Pre-Event	34.50	D	34.93	D	
. 1.1	I-405 Northbound	C/D On-Ramp to Manchester	Basic	Weekday Post-Event	24.01	С	26.84	D	
	Northboard	Blvd.		Weekend Pre-Event	28.03	D	28.24	D	
		Manchester		Weekday Pre-Event	37.93	E	38.34	E	
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd	Weave	Weekday Post-Event	27.93	С	37.09	Е	
	Northboard	Off-Ramp		Weekend Pre-Event	31.73	D	31.99	D	
		La Tijera Blvd		Weekday Pre-Event	-	F	-	F	
13	1-405	On-Ramp to Florence Ave	Wea ve	Weekday Post-Event	18.03	В	18.73	В	
10	Southbound	Off-Ramp	,,,	Weekend Pre-Event	-	F		F	
		Florence Ave	orna tra tra tra tra tra tra tra	Weekday Pre-Event		F	-	F	
14	I-405	Off-Ramp to La	Basic	Weekday Post-Event	18.40	С	18.41	С	
	Southbound	Cienega Blvd On-Ramp		Weekend Pre-Event	_	F	-	F	
		La Cienega		Weekday Pre-Event		F	•	F	
15	I-405	Blvd On-Ramp	Weave	Weekday Post-Event	24.39	C	24.40	С	
	Southbound	to C/D Off- Ramp		Weekend Pre-Event		F	-	F	
		La Cienega		Weekday Pre-Event	18.30	С	21.54	С	
16	I-405	Blvd Off-Ramp	Diverge	Weekday Post-Event	12.39	В	12.40	В	
	Southbound	(n/o Century Blvd.)		Weekend Pre-Event	16.73	В	20.39	С	
		La Cienega		Weekday Pre-Event	6.81	Α	8.86	Α	
17	I-405 Southbound	Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	ъ :	Weekday Post-Event	4.62	Α	4.64	Α	
			Basic	Weekend Pre-Event	7.57	Α	10.08	Α	
		La Cienega		Weekday Pre-Event	10.23	В	12.34	В	
		Blvd On-Ramp		Weekday Post-Event	9.92	Α	14.07	В	
18	I-405 Southbound	(n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	10.00	Α	12.41	В	
		La Cienega		Weekday Pre-Event	8.99	Α	9.28	Α	
		Blvd On-Ramp (s/o Century		Weekday Post-Event	13.15	В	19.16	В	
19	I-405 Southbound	Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	10.54	В	11.55	В	
		La Cienega		Weekday Pre-Event	9.90	Α	10.17	Α	
	1-405	Blvd Off-Ramp (n/o Imperial		Weekday Post-Event	16.08	В	22.57	С	
20	Southbound	Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	12.84	В	13.10	В	
	1-405	I-405 Mainline		Weekday Pre-Event	13.11	В	13.22	В	
21	Southbound	C/D On-Ramp	Merge	Weekday Post-Event	19.02	C	21.52	C	
				Weekend Pre-Event	19.90	C	20.00	С	
	1-405	La Cienega Blvd On-Ramp		Weekday Pre-Event	- 4E 04	F ²	40.70	F2	
22	Southbound	(n/o Imperial	Merge	Weekday Post-Event	15.21	В	16.72	В	
		Hwy)		Weekend Pre-Event	15.86	B	15.96	В = 3	
23	I-405 Southbound	La Cienega	Merge	Weekday Pre-Event	- 47.00	F ²	40.00	F ²	
	Souribouria	Blvd s/o	-	Weekday Post-Event	17.22	В	19.20	В	

	Freeway		Segment		Cumulat Proje		Cumulative Plus Project		
#	Freeway/ Direction	Component	Type	Peak Hour	Density ¹	LOS 1	Density ¹	LOS 1	
		Imperial Hwy (On-ramp)		Weekend Pre-Event	15.95	В	16.04	В	
				Weekday Pre-Event	18.68	С	19.37	С	
24	I-105 Eastbound	I-405 SB On-	Merge	Weekday Post-Event	18.50	С	19.64	С	
	Eastboaria	Ramp		Weekend Pre-Event	18.66	С	20.17	С	
				Weekday Pre-Event	-	F ²	•	F 2	
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Post-Event	25.01	С	26.42	С	
	Lasibouria	Ramp		Weekend Pre-Event	26.25	С	29.04	D	
		Prairie Ave Off-		Weekday Pre-Event	16.12	В	16.69	В	
26	I-105	Ramp to	Basic	Weekday Post-Event	15.78	В	17.00	В	
	Eastbound	Imperial Hwy On-Ramp		Weekend Pre-Event	13.13	В	13.73	В	
		Imperial Hwy	entari, ari sari sari sari sari sari	Weekday Pre-Event		F ²	•	F?	
27	I-105	On-Ramp to	Weave	Weekday Post-Event	26.50	Ċ		F	
21	Eastbound	120th St Off-	vveave	Weekend Pre-Event		F ²		F?	
or correct	and a round a more a round a round a	Ramp	ores escentisces escentisces	werner nier nier nier nier nier nier nier		Г F ²			
00	I-105	120th St Off-	ъ.	Weekday Pre-Event	-		- 	F ²	
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	22.37	C F ²	31.54	D F 2	
		ot on ramp	mortuer ver ver ver ver ver	Weekend Pre-Event	40.70		40.00		
20	I-105	120th St On-	N 4	Weekday Pre-Event	18.70	Ç	19.62	C	
29	Eastbound	Ramp	Merge	Weekday Post-Event	20.55	Č	30.58	D	
				Weekend Pre-Event	15.97	В	16.96	В	
20	I-105	NB Crenshaw		Weekday Pre-Event	25.36	C	26.11	C	
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	25.36	C	32.34	D	
				Weekend Pre-Event	22.89	C	23.70		
	I-105 Eastbound				Weekday Pre-Event	22.03	C	22.97	C
31			Basic	Weekday Post-Event	23.10		34.76	D	
		Overcrossings		Weekend Pre-Event	19.15	С	20.16	С	
	I-105	Vermont Ave		Weekday Pre-Event	24.47	С	31.94	D	
32	Westbound	On-Ramp	Merge	Weekday Post-Event	18.04	В	18.53	В	
				Weekend Pre-Event	24.14	С	32.37	D	
		Between		Weekday Pre-Event	27.18	D	43.77	Е	
33	I-105	Normandie Ave and Van Ness	Basic	Weekday Post-Event	18.62	C	19.24	С	
	Westbound	Ave Overcrossings	Baolo	Weekend Pre-Event	24.47	С	40.44	Е	
	************************			Weekday Pre-Event	27.18	D	43.77	Е	
34	I-105	Crenshaw Blvd	Diverge	Weekday Post-Event	18.62	C	19.24	C	
•	Westbound	Off-Ramp	Biverge	Weekend Pre-Event	24.47	c	40.44	E	
		Crenshaw Blvd		Weekday Pre-Event	25.53		37.45	E	
35	I-105	Off-Ramp to	Pagia	Weekday Post-Event	18.24	C	18.63	C	
33	Westbound	Crenshaw Blvd	Basic						
	***********************	Loop On-Ramp	en de la compania de	Weekend Pre-Event	22.76	C	35.29	E	
	I-105	Crenshaw Blvd		Weekday Pre-Event	22.28	Č	29.18	D	
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post-Event	15.05	В	15.50	В	
		······································		Weekend Pre-Event	19.15	C	26.53	D	
27	I-105	SB Crenshaw		Weekday Pre-Event	20.12	C	24.88	C	
37	Westbound	Blvd On-Ramp	Merge	Weekday Post-Event	14.69	B	15.17	B	
				Weekend Pre-Event	18.27	В	23.88	C	
	1.105	Prairie/Hawthor		Weekday Pre-Event	29.85	D	40.43	E C	
38	I-105 Westbound	ne Ave Off- I		Weekday Post-Event	19.83	С	20.35		

	Freeway/		Segment		Cumulat Proj		Cumulative Plus Project		
#	Direction	Component	Type	Peak Hour	Density ¹	LOS 1	Density ¹	LOS 1	
		Prairie/Hawthor		Weekday Pre-Event	26.11	D	28.82	D	
ൗറ	I-105	ne Ave Off-	Dania	Weekday Post-Event	19.65	С	20.11	С	
39	Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.44	С	27.75	D	
		Imperial Hwy		Weekday Pre-Event	-	F	-	F	
40	I-105 Westbound	On-Ramp to	Weave	Weekday Post-Event	-	F	-	F	
	vvestbourid	I-405 Off-Ramp		Weekend Pre-Event	-	F	-	F	
				Weekday Pre-Event	22.88	С	23.01	С	
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	18.94	С	20.59	С	
	Northboard			Weekend Pre-Event	23.39	С	23.59	С	
		101st St On-		Weekday Pre-Event	30.08	D	30.30	D	
42	I-110	Ramp to n/o	Basic	Weekday Post-Event	23.96	С	26.35	D	
	Northbound	Century Blvd On-Ramp		Weekend Pre-Event	30.96	D	31.32	D	
		Century Blvd		Weekday Pre-Event	32.03	D	32.69	D	
43	I-110	On-Ramp to	Weave	Weekday Post-Event	27.44	C	33.50	D	
43	Northbound	Manchester	vveave	Weekend Pre-Event	32.76	D	33.54	D	
	2002102102102102102102102	Blvd Off-Ramp							
		Manchester Blvd Off-Ramp		Weekday Pre-Event	25.79	C	26.25	D	
44	.4 I-110 Northbound	to EB Manchester	Basic	Weekday Post-Event Weekend Pre-Event	21.36 26.81	C	25.50 27.41	C D	
		Blvd On-Ramp		vveekend rie-Eveni	20.01	U	21.41	U	
	1.440	CD Manakastan		Weekday Pre-Event	27.86	С	28.51	D	
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	30.53	D	-	F	
		=11.5 =11.1.5m.p		Weekend Pre-Event	27.36	С	28.11	D	
		WB Manchester		Weekday Pre-Event	29.41	D	30.06	D	
46	I-110 Northbound	Blvd On-Ramp to 76th St Off-	Weave	Weekday Post-Event	28.78	D	35.84	E	
	Northboard	Ramp		Weekend Pre-Event	30.38	D	31.17	D	
er ver ver ver		76th St On-	armi tali mi mi mi mi mi mi mi	Weekday Pre-Event	25.26	С	30.32	D	
47	I-110	Ramp to	Weave	Weekday Post-Event	25.21	С	25.67	С	
	Southbound	Manchester Blvd Off-Ramp		Weekend Pre-Event	28.32	D	33.95	D	
		Manchester	Marian and and and and and and a	Weekday Pre-Event	20.29	С	23.50	С	
	I-110	Blvd Off-Ramp		Weekday Post-Event	22.42	c	22.57	Ċ	
48	Southbound	to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	23.70	С	28.60	D	
				Weekday Pre-Event	22.07	C	24.61	C	
49	I-110	WB Manchester	Merge	Weekday Post-Event	23.09	C	23.21	Ċ	
,0	Southbound	Blvd On-Ramp	mongo	Weekend Pre-Event	25.04	C	28.35	D	
er ver ver ver			area esa esa esa esa esa esa e	Weekday Pre-Event	24.60	C	27.61	D	
50	I-110	EB Manchester	Merge	Weekday Post-Event	26.65	D	26.79	D	
00	Southbound	Blvd On-Ramp	Morgo	Weekend Pre-Event	23.34	C	27.10	D	
			more considerate considerate a	Weekday Pre-Event	31.44	D	35.61	E	
51	I-110	Century Blvd	Diverge	Weekday Post-Event	32.14	D	32.41	D	
	Southbound	Off-Ramp		Weekend Pre-Event	30.33	D	35.11	E	
		Century Blvd	ane. (c. (c. (c. (c. (c. (c. (c. (Weekday Pre-Event	17.71	В	18.89	С	
52	I-110	Off-Ramp to	Basic	Weekday Post-Event	19.78	Č	19.79	c	
J2	Southbound	Imperial Hwy	Dasic	Weekend Pre-Event	16.71	В	18.59	c	
	1.440	Off-Ramp	war ar ar ar ar ar ar						
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event Weekday Post-Event	24.95 20.20	С	24.40 20.22	С	
	- South Double	on rump		vveekuay rosi-Eveni	∠∪.∠∪		ZV.ZZ	U	

	Freeway/		Segment Type		Cumulative No Project		Cumulative Plus Project	
#	Direction	Component		Peak Hour	Density ¹	LOS 1	Density ¹	LOS 1
				Weekend Pre-Event	21.89	С	24.17	С

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-83
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT)
PRE-EVENT PEAK HOUR CONDITIONS

			ative (wit ct Pre-Ev				tive (with ct Pre-Eve		
	Dames		ercentile e (ft.) ³	Exc Avai	eue eeds ilable age ⁴		ercentile e (ft.) ³	Exc Avai	eue eeds ilable age ⁴
Off-Ramp ¹	Ramp Capacity Threshold ²	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,675	1,825	No	No	2,075	800	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,650	3,350	Yes	No	>4,200	>4,200	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,700	1,850	Yes	Yes	2,100	1,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,288	1,053	No	No	2,072	1,666	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,575	4,525	No	No	>9,500	>9,500	Yes	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	4,459	3,912	Yes	No	6,755	6,240	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	855	1,451	No	No	914	1,494	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,227	1,105	No	No	2,189	1,915	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,230	1,838	No	No	3,097	2,785	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,957	2,033	No	No	1,957	2,033	No	No

NOTES

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

Table 3.14-84 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

Table 3.14-84
Intersection Operations – Cumulative (with Football Game at NFL Stadium) Plus Project
(Major Event) Conditions

#	Intersection	Intersection Methodology .	Jurisdiction Peak Hour	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.994	E	1.075	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.749	С	0.758	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.7	Α	72.0	E
4	Centinela Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	32.4	С	32.9	С
5	Prairie Ave/ Florence Ave	нсм	Inglewood	Weekend Pre-Event	27.1	С	87.4	F
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.947	Е	0.983	E
6	Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.803	D	0.842	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	4.1	Α	86.5	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	5.0	Α	91.5	F
9	Prairie Ave/ E Regent Street	НСМ	Inglewood	Weekend Pre-Event	8.4	Α	126.8	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.967	E	0.992	E
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.853	D	0.896	D

#	Intersection	Intersection Methodology Jurisdic	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	14.1	В	69.4	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.6	В	52.7	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	126.2	F	163.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	29.2	С	97.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.375	F	1.495	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	Α	0.479	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.466	Α	0.513	Α
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	30.9	С	155.0	F
20	Kareem Ct/ Pincay Dr	НСМ	Inglewood	Weekend Pre-Event	9.6	Α	63.3	E
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	28.7	С	115.1	F
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	48.0	D	115.8	F
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	29.2	С	186.9	F
24	Myrtle Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	10.5	В	189.5	F
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	24.9	С	110.8	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	14.1	В	167.6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.8	Α	207.7	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	25.8	С	163.6	F
29	Crenshaw Blvd/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	9.0	Α	95.3	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU CMA	Inglewood City of Los Angeles	Weekend Pre-Event Weekend Pre-Event	0.507 0.334	A A	0.512 0.339	A A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.5	С	283.4	F
32	Prairie Ave/ 97th St	НСМ	Inglewood	Weekend Pre-Event	10.6	В	39.8	D

#	Intersection	Intersection Methodology Ju	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	14.9	В	173.8	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.5	С	213.8	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.1	В	2186	F
36	Felton Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	16.2	В	180.2	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.2	D	***	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.4	В	298.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.4	Α	195.5	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	48.4	D	229.6	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.1	В	162.6	F
42	Freeman Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	13.3	В	48.8	D
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	102.3	F	181.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	62.6	Ε	103.5	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	55.8	E	147.1	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	66.0	Е	151.7	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	77.1	Е	123.6	F
48	Crenshaw Blvd/ Century Blvd	нсм	Inglewood	Weekend Pre-Event	103.0	F	227.3	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.5	В	157 1	F
50	Van Ness Ave/	ICU	Inglewood/L os Angeles County	Weekend Pre-Event	0.765	С	0.886	D
	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.611	В	0.738	С
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.457	Α	0.526	Α
	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.280	Α	0.354	Α
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.784	С	0.971	E

#	Intersection	Intersection Methodology	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	12.4	В	168.7	F
54	Prairie Ave/102nd St	HCM³	Inglewood	Weekend Pre-Event	19.2	В	87.7	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.2	Α	6.5	Α
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	15.9	С	162.3	F
57	La Cienega Blvd/ 104th St	НСМ	Los Angeles County/City of Los Angeles	Weekend Pre-Event	6.1	Α	116.1	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	14.9	В	169.8	F
59	Hawthorne Blvd/ 104th St	НСМ	Inglewood/ Los Angeles County	Weekend Pre-Event	23.0	С	222.7	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	34.7	С	203.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.9	Α	338.4	F
62	Yukon Ave/104th St	нсм	Inglewood	Weekend Pre-Event	14.3	В	293.5	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	37.7	D	153.6	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.447	Α	0.459	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	С	0.722	С
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	58.2	Е	158.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	115.0	F	56.4	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	25.2	С	117.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.1	В	63.8	E
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.550	Α	0.597	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	В	0.640	В
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	119.6	F	60.2	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	9.1	Α	17.7	В
74	Hawthorne Blvd/	ICU	Hawthorne	Weekend Pre-Event	0.636	В	0.675	В

#	Intersection	Intersection Methodology J	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
***************************************	WB 105 Off- Ramp				Delay		Delay	
75	Prairie Ave/ 112th St/ 105 On-Ramps	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	59.5	E	150.9	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.659	В	0.664	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	21.0	С
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	45.1	D	59.7	E
79	Doty Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	14.0	В	17.6	В
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	9.9	Α	9.4	Α
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.913	Е	1.027	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	16.7	В	17.8	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.904	E	1.037	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.9	С	26.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.927	E	0.947	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.014	F	1 040	F
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.418	Α	0.418	Α
07	Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.237	Α	0.237	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
89	Hollywood Park Casino Driveway/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	37.0	D	102.4	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	6.4	Α	152.7	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.913	E	1 076	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.806	D	0.884	D
JL	Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.720	С	0.812	D
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.536	Α	0.625	В

#	Intersection	Intersection	Methodology	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS	
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.680	В	0.799	С	
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.438	Α	0.560	Α	
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.527	Α	0.560	Α	
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.163	F	1.183	F	
97	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.034	F	1 055	F	
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.121	F	1 141	F	
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.668	В	0.716	С	
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.696	В	0.734	С	
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.617	В	0.697	В	
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.760	С	0.826	D	
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.518	Α	0.592	Α	
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.609	В	0.625	В	
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.912	E	1.048	F	
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.785	С	0.818	D	
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.783	С	0.806	D	
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.000	E	1 028	F	
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.947	E	0.979	E	
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.676	В	0.687	В	
109	Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.505	Α	0.517	Α	
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.755	С	0.770	С	
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.935	E	0.938	Е	

#	Intersection	Intersection Methodology		Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.880	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.581	Α	0.644	В
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.892	D	0.903	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	НСМ	Inglewood	Weekend Pre-Event	Does N	ot Exist	77 1	E

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

SOURCE: Fehr & Peers, 2019.

Table 3.14-85 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-86**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold.

Table 3.14-85
FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT)
CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
	Direction		i ype		Density ¹	LOS 1	Density ¹	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	24.76	С	26.82	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	21.11	С	22.64	С

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulati Proje	
	Direction	•	Туре		Density ¹	LOS 1	Density ¹	LOS
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	17.10	В	19.38	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.87	В	13.39	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.61	В	17.94	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.98	В	14.50	В
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.59	В	11.70	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.70	В	17.81	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	19.02	В	19.48	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	_	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	27.73	D	27.99	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	34.03	D	34.67	D
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F		F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	15.88	В	19.27	С
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.32	Α	10.53	Α
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F²
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	-	F ²	-	F²
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	13.18	В	13.64	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	C	20.21	C

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulative Plus Project	
	Direction	•	Туре		Density ¹	LOS 1	Density ¹	LOS 1
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	В	16.39	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	18.59	С	19.47	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.17	С	27.92	С
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.06	В	13.25	В
27	l-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	<u>-</u>	F ²	-	F 2
28	l-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	l-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.48	В	17.77	В
30	l-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	24.12	С	24.34	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.68	С	20.97	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	22.45	С	26.67	С
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	22.25	С	28.24	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	22.25	С	28.24	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.42	С	24.44	С
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.41	В	20.36	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.87	В	19.23	В
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	25.19	С	28.84	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.91	С	26.45	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F		F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	23.53	С	23.54	С
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekend Pre- Event	31.22	D	31.24	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	33.27	D	33.46	D

#	Freeway/	Component	Segment Peak Hour Project		Cumulati Proje			
	Direction	•	Туре		Density ¹	LOS 1	Density ¹	LOS 1
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	27.97	С	28.42	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.17	D	31.52	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	26.04	С	29.93	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	23.13	С	25.71	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.61	С	26.49	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.95	С	24.97	С
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.63	D	33.46	D
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.59	В	17.06	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.74	С	22.31	С

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-86 FREEWAY OFF-RAMP QUEUING ANALYSIS - CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative (N Project P Condi	re-Event [*]	Cumulative Game) Plus l Event Co	Project Pre-
	Ramp Capacity	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Threshold ²	Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	200	No	2,350	No
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	225	No	2,375	Yes

One of the Edition (Transportation Research Board, 2016). Per the HCM 6th Edition, density is not provided for LOS F conditions.
LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have

shown better LOS because of suppressed volumes due to downstream congestion.

		Cumulative (N Project P Condi	re-Event [']	Cumulative Game) Plus l Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,040	No	1,332	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	3,475	No	4,800	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,665	Yes	5,207	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,437	No	1,492	No
I-110 SB Off-Ramp at Century Boulevard	2,430	985	No	1,918	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,093	No	1,575	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,873	No	1,873	No

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

Table 3.14-87 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Cumulative (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-88 displays the freeway LOS results under Cumulative (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-89**, a major event (assuming a concurrent mid-sized event at NFL Stadium) would cause four freeway off-ramp (I-105 westbound off-ramp to Crenshaw Boulevard) to experience queuing that exceeds the applicable threshold.

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

Table 3.14-87
Intersection Operations – Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event) Conditions

			Adjusted Baseline (wit Midsize NFI Stadium Event) No Project		e (with e NFL ium t) No	Adju Baselin Midsiz Stad Event Project Eve	e (with e NFL ium) Plus (Major	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.265 0.811	F D	1.308 0.918	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.929	Е	0.932	Е
3	Hillcrest Blvd/	HCM	Inglewood	Weekday Post-Event Weekday Pre-Event	0.465 137.4	A F	0.522 151.8	A F
	Florence Ave Centinela Ave/			Weekday Post-Event Weekday Pre-Event	4.5 94.4	A F	5.3 98.6	A F
4	Florence Ave	HCM	Inglewood	Weekday Post-Event	26.6	С	26.6	С
5	Prairie Ave/ Florence Ave	НСМ	Inglewood	Weekday Pre-Event	103.3 16.0	F	117.4 16.0	F B
	Tiorchice 7 We	randu nau nau nau nau nau nau nau nau nau	na navinavinavinavinavinavinavinavinavin	Weekday Post-Event Weekday Pre-Event	1.180	B F	1.222	F
	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.692	В	0.741	C
6	Florence Ave	0840	City of Los	Weekday Pre-Event	1.053	F	1.096	F
		CMA	Angeles	Weekday Post-Event	0.531	Α	0.585	Α
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	99.6 41.5	F D	118.9 24.0	F C
	Prairie Ave/			Weekday Pre-Event	96.9	F	119.9	F
8	East Carondelet Way	HCM	Inglewood	Weekday Post-Event	13.4	В	78.7	E
9	Prairie Ave/ E Regent Street	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	73.2 28.7	E C	99.9 79.9	F E
	La Cienega Blvd/			Weekday Pre-Event	1.306	F	1.364	F
10	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.739	С	0.861	D
11	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	1.085	F	1.161	F
	Manchester Blvd			Weekday Post-Event	0.860	D	0.951	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	90.4	F	128.4	F
				Weekday Post-Event Weekday Pre-Event	68.9 62.6	E E	97.4 94.9	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	88.8	F	128.2	F
	Prairie Ave/	LIONA		Weekday Pre-Event	196.9	F	211.9	F
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	190.9	F	182.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Post Event	68.3 72.6	E	82.6 58.2	F E
	Crenshaw Blvd/			Weekday Post-Event Weekday Pre-Event	72.6 1.589	E F	1 622	F
16	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.049	F	1.236	F
17	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.615	В	0.639	В
	Hillcrest Blvd			Weekday Post-Event	0.285	Α	0.417	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.537 0.304	A	0.606 0.442	B A
	Prairie Ave/		er a	Weekday Pre-Event	145.9	F	189.7	F
19	Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	198.4	F	***	F

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL ium t) No	Adju: Baselin Midsiz Stad Event) Project Eve	e (with e NFL ium Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/	НСМ	Inglewood	Weekday Pre-Event	17.0	В	126.5	F
	Pincay Dr	50 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7		Weekday Post-Event	10.1	В	119.7	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	60.9 16.9	E B	107.9 17.9	F B
	Indows and Ava/			Weekday Pre-Event	62.1	Ē	105.2	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	66.6	E	31.8	C
	La Brea Ave/			Weekday Pre-Event	29.9	c	193.6	F
23	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.6	D	54.9	D
	Myrtle Ave/	****************************		Weekday Pre-Event	11.2	В	235.2	F
24	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	121.7	F	188.2	F
				Weekday Pre-Event	47.8	D D	151.6	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	225.8	F	***	F
				Weekday Pre-Event	30.5	C	165.6	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	9.4	Α	9.4	A
				Weekday Pre-Event	59.9	E	33.6	C
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	6.8	Α	7.2	Α
	Prairie Ave/			Weekday Pre-Event	30.9	C	92.0	F
28	Hardy St	HCM	Inglewood	Weekday Post-Event	133.6	F	***	F
	Crenshaw Blvd/			Weekday Pre-Event	11.2	В	141.5	F
29	Hardy St	HCM	Inglewood	Weekday Post-Event	95.0	F	165.9	F
namen anname				Weekday Pre-Event	0.608	В	0.615	В
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.361	Α	0.401	Α
30	Hardy St/ 96th St		City of Los	Weekday Pre-Event	0.441	Α	0.449	Α
	3311 31	CMA	Angeles	Weekday Post-Event	0.178	Α	0.221	Α
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	168.9	F	179.2	F
31	SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	25.8	С	29.2	С
20	Prairie Ave/	LIOM	t	Weekday Pre-Event	14.9	В	36.9	D
32	97th St	HCM	Inglewood	Weekday Post-Event	169.6	F	130.1	F
22	Concourse Way/	LIONA	City of Los	Weekday Pre-Event	170.5	F	153.6	F
33	Century Blvd	HCM	Angeles	Weekday Post-Event	11.0	В	71.2	E
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event Weekday Post-Event	29.8	F C	227.5 125.1	F
	NB 405 On/Off-		a -aaaa. 7aaaaaa	Weekday Pre-Event	187.4	F	177.7	F
35	Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	18.1	В	57.3	E
20	Felton Ave/	LICAN	Indiama	Weekday Pre-Event	66.0	Е	56.7	Е
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	16.5	В	160.3	F
27	Inglewood Ave/	LICA	Ingloused	Weekday Pre-Event	221.0	F	244.1	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	19.0	В	136.6	F
	Fir Ave/			Weekday Pre-Event	186.6	F	186.5	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	8.1	Α	65.4	E

39 (1) 40 L 41 (1)	Grevillea Ave/ Century Blvd Hawthorne Blvd/ La Brea Blvd/ Century Blvd	Methodology ^{1,2}	Jurisdiction ¹		Adjusted Baseline (with Midsize NFL Stadium Event) No Project V/C or LOS		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
40 L 41 (Century Blvd Hawthorne Blvd/ La Brea Blvd/	НСМ	***************************************	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
40 L	Hawthorne Blvd/ La Brea Blvd/	TICIVI	Inglewood	Weekday Pre-Event	90.7	F	86.8	F
40 L 41 (La Brea Blvd/		mgiewood	Weekday Post-Event	9.9	Α	55.3	Ε
41 (НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	116.1 37.5	F D	149.3 82.2	F
	Myrtle Ave/	11085		Weekday Pre-Event	150.3	F	116.7	F
	Century Blvd	HCM	Inglewood	Weekday Post-Event	42.0	D	14.2	В
40 1	Freeman Ave/	LIOM	le electron al	Weekday Pre-Event	51.6	D	48.0	D
42 (Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	17.4	В
43 F	Prairie Ave/	НСМ	Inglowood	Weekday Pre-Event	149.0	F	175.0	F
٠- (Century Blvd	HOW	Inglewood	Weekday Post-Event	161.8	F	216.6	F
44 [Doty Ave/	НСМ	Inglewood	Weekday Pre-Event	82.8	F	150.4	F
44 (Century Blvd	HOM	irigiewood	Weekday Post-Event	89.1	F	138.2	F
45	Yukon Ave/	НСМ	Inglewood	Weekday Pre-Event	58.9	Е	86.0	F
- +-> (Century Blvd	TICIVI	niglewood	Weekday Post-Event	98.0	F	214.6	F
46	Club Dr/	HCM	Inglewood	Weekday Pre-Event	64.2	E	138.1	F
 0 (Century Blvd	LICIVI	nigiewood	Weekday Post-Event	51.4	D	113.2	F
	11th Ave/			Weekday Pre-Event	84.4	F	131.1	F
	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	43.4	D	94.3	F
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	172.5	F	260.4	F
	Century Blvd			Weekday Post-Event	90.2	F	215.8	F
49	5th Ave/	HCM	Inglewood	Weekday Pre-Event	139.7	F	145.9	F
	Century Blvd		a can can can can can can can can can	Weekday Post-Event	11.7	В	34.2	С
,	Van Ness Ave/	ICU	Inglewood/Lo s Angeles	Weekday Pre-Event Weekday Post-Event	0.862 0.571	D A	0.932 0.737	E C
~(1)	Century Blvd		County					
	•	CMA	City of Los Angeles	Weekday Pre-Event	0.714	C	0.787 0.579	C
				Weekday Post-Event	0.401	Α		Α
		ICU	Los Angeles County	Weekday Pre-Event	0.465	Α	0.542	Α
	Gramercy Pl/ Century Blvd			Weekday Pro Event	0.405 0.289	Α	0.537 0.371	Α
`	Contary Biva	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.209	Α	0.367	Α
				Weekday Pre-Event	0.892	A D	1.062	A F
	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.567	A	0.762	C
	******************	en e	Inglewood/	Weekday Pre-Event	128.0	F	125.6	F
53 F	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.7	В	11.5	В
24	Prairie	HCM ³	Inglewood	Weekday Pre-Event	72.9	E	84.7	F
ν τ /	Ave/102nd St	i iOWi	nigiewood	Weekday Post-Event	99.0	F	***	F
	Doty Ave/102nd	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.4	Α	6.5	Α
	St			Weekday Post-Event	6.4	Α	10.4	В
าก	Yukon Ave/102nd St	٧	Inglewood	Weekday Pre-Event Weekday Post-Event	14.0 9.1	B A	29.2	D F

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL lium t) No	Adju Baselin Midsiz Stad Event Project Eve	e (with e NFL ium) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			Los Angeles	Weekday Pre-Event	107.7	F	102.7	F
57	La Cienega Blvd/ 104th St	НСМ	County/City of Los Angeles	Weekday Post-Event	7.7	Α	7.0	Α
	Inglewood Ave/	LIGAR	Los Angeles	Weekday Pre-Event	30.7	С	32.2	С
58	104th St	HCM	County	Weekday Post-Event	8.1	Α	10.4	В
	Hawthorne		Inglewood/	Weekday Pre-Event	27.0	С	108.7	F
59	Blvd/104th St	HCM	Los Angeles County	Weekday Post-Event	17.2	В	29.0	С
60	Prairie Ave/104th	НСМ	Inglewood	Weekday Pre-Event	175.3	F	183.6	F
00	St	TIOW	irigiewood	Weekday Post-Event	72.3	Е	***	F
61	Doty Ave/104th	HCM (unsig.)	Inglewood	Weekday Pre-Event	112.1	F	35.1	Е
	St	***************	inglewood	Weekday Post-Event	7.5	Α	105.8	F
62	Yukon Ave/104th	НСМ	Inglewood	Weekday Pre-Event	18.9	В	59.2	Ε
	St			Weekday Post-Event	10.0	В	60.5	E
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	123.5	F	118.0	F
	104th St			Weekday Post-Event	17.0	В	85.7	F
64	Van Ness Ave/	ICU	Inglewood/Lo s Angeles	Weekday Pre-Event	0.544	Α	0.559	Α
	104th St		County	Weekday Post-Event	0.308	Α	0.369	Α
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.748	С	0.794	С
00	Lennox Blvd	100	County	Weekday Post-Event	0.682	В	0.865	D
66	Freeman Ave/	НСМ	Los Angeles	Weekday Pre-Event	201.9	F	196.2	F
	Lennox Blvd	1 1 O W	County	Weekday Post-Event	7.4	Α	10.3	В
67	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	52.1	D	68.5	E
	Lennox Blvd		.	Weekday Post-Event	160.5	F	223.8	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	120.2	F	125.0	F
				Weekday Post-Event	23.2	C	178.9	Η (
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.0	Α	12.3	В
				Weekday Post-Event	6.9 0.747	Α	46.7 0.915	D
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.651	В	0.796	E C
			Hawthorne/L	Weekday Pre-Event	0.751	С	0.790	D
71	Hawthorne Blvd/111th St	ICU	os Angeles	Weekday Post-Event	0.429	A	0.628	В
			County					
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	78.9	E	90.3	F
				Weekday Post-Event Weekday Pre-Event	155.5 9.6	F	197.3 8.9	r A
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	7.0	A A	7.0	Α
	Hawthorne			Weekday Pre-Event	0.761	c	0.887	D
74	Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Post-Event	0.509	Α	0.707	С
	Prairie Ave/			Weekday Pre-Event	208.3	F	221.9	F
75	112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	89.1	F	158.8	F
				Weekday Pre-Event	0.840	D	0.858	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.443	A	0.491	A
					0.7.0		J. 10 I	

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL ium t) No	Adju Baselin Midsiz Stad Event Project Eve	e (with e NFL ium) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Freeman Ave/			Weekday Pre-Event	23.5	С	75.3	Е
77	EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	19.5	В	24.6	С
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekday Pre-Event Weekday Post-Event	79.4 54.5	E D	136.7 37.9	F D
	Doty Ave/		Inglewood/	Weekday Pre-Event	78.1	E	1126	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	13.6	В	10.6	В
	Yukon Ave/			Weekday Pre-Event	60.5	Е	117.5	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	10.0	Α	8.6	Α
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.121	F	1.410	F
01	Imperial Hwy	100	irigiewood	Weekday Post-Event	0.782	С	0.927	E
82	Prairie Ave/118th	НСМ	Hawthorne	Weekday Pre-Event	19.4	В	20.2	С
	St		Tawnone	Weekday Post-Event	19.7	В	10.5	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/	ICU	Hawthorne/ Caltrans	Weekday Pre-Event Weekday Post-Event	1.053 0.879	F D	1.260 1.025	F
	118th PI	************	n - n 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14					_
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	53.9	D	46.1	D
		arau nau nau nau nau nau nau nau nau nau n	s ray ray ray ray ray ray ray ray ray	Weekday Post-Event	18.8	В	19.5	В
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event Weekday Post-Event	0.827 1.044	D F	0.927 1.232	E F
	Crenshaw Blvd/			Weekday Pre-Event	0.877	D	1.025	F
86	120th Street	ICU	Hawthorne	Weekday Post-Event	1.383	F	1 744	F
		ICU	Los Angeles	Weekday Pre-Event	0.440	Α	0.492	Α
87	La Cienega Blvd/		County	Weekday Post-Event	0.507	Α	0.643	В
07	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.262	Α	0.319	Α
			Angeles	Weekday Post-Event	0.329	Α	0.480	Α
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.841	D	0.906	Е
	Lennox Blvd	****	County	Weekday Post-Event	0.658	В	0.800	С
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	39.3 77.2	D E	111.9 201.1	F
	Prairie Ave/			Weekday Pre-Event	39.3	D	161.8	F
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	150.5	F	***	F
04	Normandie Ave/		Los Angeles	Weekday Pre-Event	1.062	F	1.202	F
91	Century Ave	ICU	County	Weekday Post-Event	0.717	С	0.888	D
		ICU	Los Angeles	Weekday Pre-Event	0.913	E	0.942	E
92	Vermont Ave/		County	Weekday Post-Event	0.597	Α	0.712	С
	Century Ave	CMA	City of Los	Weekday Pre-Event	0.844	D	0.877	D
	aanna naa naa naa naa naa naa naa naa n		Angeles	Weekday Post-Event	0.478	Α	0.611	В
93	Hoover St/	CMA	City of Los	Weekday Pre-Event	0.592	A	0.620	В
	Century Ave		Angeles	Weekday Post-Event	0.307	A	0.423	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.799 0.396	C A	0.829 0.512	D A
				vveenudy FUSI-EVENI	U.J30	^	0.012	~

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL ium t) No	Baselir Midsiz Stac Event Project	isted ne (with ze NFL dium t) Plus t (Major ent)
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.487 0.293	A A	0.589 0.381	A A
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.562 0.289	A A	0.590 0.408	A
97	Van Ness Ave/	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.269 0.863	F D	1.349	F F
	Manchester Blvd	CMA	City of Los	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	1.147 0.713 1.208	F C F	1,233 0,880 1,290	F D F
98	Western Ave/ Manchester Blvd Normandie Ave/	CMA	City of Los Angeles City of Los	Weekday Post-Event Weekday Pre-Event	0.820 0.808	D D	0.969 0.864	E D
99	Manchester Blvd Vermont Ave/	CMA CMA	Angeles City of Los	Weekday Post-Event Weekday Pre-Event	0.519 0.876	A D	0.601 0.945	B E
101	Manchester Blvd Hoover St/	CMA	Angeles City of Los	Weekday Post-Event Weekday Pre-Event	0.594 0.753	A C	0.684	B D
102	Manchester Blvd Figueroa St/ Manchester Blvd	CMA	Angeles City of Los Angeles	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.515 0.920 0.781	A E C	0.598 0.979 0.871	A E D
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.649 0.641	В В	0.763 0.739	C C
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.639 0.535	B A	0.640 0.737	В
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.434 1.156	F F	1,471 1,250	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.897 0.472	D A	0.945 0.547	E A -
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.974	E A	0.983	E A ⊭
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood City of Los	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	0.986 0.701 0.931	E C E	1.023 0.763 0.975	F C E
		CMA	Angeles	Weekday Post-Event Weekday Pre-Event	0.600 0.754	A C	0.672 0.779	B C
109	La Cienega Blvd/ La Tijera Blvd	ICU CMA	Inglewood City of Los	Weekday Post-Event Weekday Pre-Event	0.483 0.585	A A	0.557 0.611	A B
110	La Brea Ave/	ICU	Angeles Los Angeles	Weekday Post-Event Weekday Pre-Event	0.305	A E	0.383	A E
111	Slauson Ave La Cienega Blvd/ Stocker St	ICU	County Los Angeles County	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.519 0.972 0.643	A E B	0.519 0.975 0.717	A E C
		ranau nau nau nau nau nau nau nau nau nau	Journey	vveenuay FUSI-EVENI	U.U43	D	U.111	

er er					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.149	F	1.161	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.589	Α	0.589	Α
113	Crenshaw Dr/	ICU	Inglassad	Weekday Pre-Event	0.803	D	0.886	D
113	Manchester Blvd	100	Inglewood	Weekday Post-Event	0.549	Α	0.559	Α
*	Manchester			Weekday Pre-Event	1.073	F	1.122	F
114	Blvd/ Ash St/l-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.813	D	0.868	D
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure HCM Driveway	Inglewood	Weekday Post-Event	Does No	ot Exist	40.8	D	
	Prairie Ave/West			Weekday Pre-Event			51.1	D
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	N/A	N/A

Shaded cells represent significant impacts.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-88 FREEWAY OPERATIONS - CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

м	Freeway/	Component	Segment Type	Deale Have	Cumulative No Project		Cumulative Plus Project	
#	Direction			Peak Hour	Density 1	LOS 1	Density 1	LOS 1
	I-405	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	27.32	С	28.13	D
1	Northbound			Weekday Post-Event	21.82	С	22.19	С
2	I-405 Northbound C/	C/D Off-Ramp	Diverge	Weekday Pre-Event	21.27	С	22.84	С
2				Weekday Post-Event	17.19	В	17.52	В
	I-405 Northbound	C/D Off-Ramp to Imperial Basic Highway On- Ramp		Weekday Pre-Event	17.90	В	20.40	С
3			Weekday Post-Event	14.14	В	14.43	В	
	I-405	Imperial		Weekday Pre-Event	12.99	В	14.66	В
4	Northbound	Highway EB On-Ramp	Merge	Weekday Post-Event	9.87	В	10.66	Α

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
#					Density	LOS 1	Density 1	LOS 1
	I-405	Imperial		Weekday Pre-Event	18.07	В	19.53	В
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post-Event	14.50	В	14.67	В
	I-405	Century Blvd		Weekday Pre-Event	14.43	В	16.11	В
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	10.72	Α	10.92	Α
		Century Blvd		Weekday Pre-Event	12.54	В	12.58	В
7	I-405 Northbound	Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Post-Event	6.93	Α	6.96	Α
0	I-405	Century Blvd	Mana	Weekday Pre-Event	19.16	С	19.29	С
8	Northbound	On-Ramp	Merge	Weekday Post-Event	13.89	В	16.15	В
		Century Blvd		Weekday Pre-Event	20.80	С	21.19	С
9	I-405 Northbound	WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Post-Event	18.14	В	25.47	С
10	o I-405	I-405 Mainline	Moreo	Weekday Pre-Event	-	F	-	F
	Northbound	C/D On-Ramp	Merge	Weekday Post-Event	-	F	-	F
	I-405	I-405 Mainline		Weekday Pre-Event	33.75	D	34.04	D
11	Northbound	C/D On-Ramp to Manchester Blvd.	Basic	Weekday Post-Event	22.26	С	25.66	С
		Manchester		Weekday Pre-Event	37.27	Е	37.69	Е
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	30.30	D	37.00	Е
		La Tijera Blvd		Weekday Pre-Event	-	F	-	F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	18.11	В	18.80	В
		Florence Ave		Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post-Event	18.47	С	18.49	С
		La Cienega		Weekday Pre-Event	-	F	-	F
15	I-405 Southbound	Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday Post-Event	24.47	С	24.48	С
		La Cienega		Weekday Pre-Event	15.96	В	19.54	С
16	I-405 Southbound	Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	12.55	В	12.57	В
		La Cienega		Weekday Pre-Event	6.34	Α	8.35	Α
17	I-405 Southbound	Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.62	Α	4.64	Α
		La Cienega		Weekday Pre-Event	-	F ²	_	F 2
18	I-405 Southbound	Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post-Event	-	F ²	-	F ²
19		Century Divu)	Weave	Weekday Pre-Event		F ²		F 2

	Freeway/ Direction	Component S	Segment	Dook U	Cumula Proj		Cumulative Plus Project	
#			Туре	Peak Hour	Density 1	LOS 1	Density 1	LOS 1
****	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)		Weekday Post-Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D	Basic	Weekday Pre-Event Weekday Post-Event	9.76 13.02	A B	9.97 16.16	A B
21	I-405 Southbound	On-Ramp I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event Weekday Post-Event	13.06 17.84	В	13.14 19.04	B C
22	I-405	La Cienega Blvd On-Ramp	Merge	Weekday Pre-Event		F ²		F ²
-51 -51 -5	Southbound	(n/o Imperial Hwy) La Cienega		Weekday Post-Event Weekday Pre-Event	16.83	В F ²	18.02	В F ²
23	I-405 Southbound	Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Post-Event	17.13	В	18.14	В
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event Weekday Post-Event	20.08 19.33	C C	21.85 20.95	C C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre-Event Weekday Post-Event	- 26.17	F² C	- 28.01	F ²
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	15.85 16.51	ВВ	17.43 18.36	B C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre-Event Weekday Post-Event	- 25.47	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th	Basic	Weekday Pre-Event	21.88	F ²	- 33.84	F ²
29	I-105 Eastbound	St On-Ramp 120th St On- Ramp	Merge	Weekday Post-Event Weekday Pre-Event	19.46	c c	20.32	D C
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	- 25.98 27.99	F C C	- 26.68 36.17	F C E
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event Weekday Post-Event	22.81 26.80	C D	23.72 44.32	C E
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event Weekday Post-Event	26.36 18.49	C B	- 20.85	F C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave	Basic	Weekday Pre-Event Weekday Post-Event	30.34 19.18	D C	20.80	F C
34	I-105 Westbound	Overcrossings Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event Weekday Post-Event	30.34 19.18	D C	20.80	F C
35		- 21 1 certific	Basic	Weekday Pre-Event	25.06	C	37.47	E

44	Freeway/	Commencent	Segment Type	Dook House	Cumula Proj		Cumulat Proj	
#	Direction	Component		Peak Hour	Density	LOS 1	Density 1	LOS 1
44.14	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp		Weekday Post-Event	18.53	С	20.28	С
36	I-105	Crenshaw Blvd NB Loop On-	Merge	Weekday Pre-Event	21.97	C	29.19	D
	Westbound	Ramp		Weekday Post-Event	15.27	В	16.71	В
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.87	В	24.88 15.18	С
	Westboard	Prairie/Hawthor		Weekday Post-Event Weekday Pre-Event	13.92 29.42	B D	40.45	B E
38	I-105 Westbound	ne Ave Off- Ramp	Diverge	Weekday Post-Event	19.54	С	21.04	C
		Prairie/Hawthor		Weekday Pre-Event	27.96	D	32.85	D
39	I-105 Westbound	ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post-Event	18.85	С	20.62	С
	I-105	Imperial Hwy		Weekday Pre-Event	-	F	-	F
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post-Event	-	F	-	F
44	I-110	LAGE On Down	Managa	Weekday Pre-Event	22.75	С	22.96	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	21.37	С	24.61	С
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd	Basic	Weekday Pre-Event Weekday Post-Event	29.85 27.56	D D	30.22 33.31	D D
		On-Ramp	antan en al enale en al en	Madalay Day Front	22.27	D	33.01	
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event Weekday Post-Event	32.27 28.78	D D	36.08	D E
		Manchester Blvd Off-Ramp		Weekday Pre-Event	26.25	D	26.83	D
44	I-110 Northbound	to EB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	23.19	С	29.52	D
AE	I-110	EB Manchester	Mana	Weekday Pre-Event	27.63	С	28.20	D
45	Northbound	Blvd On-Ramp	Merge	Weekday Post-Event	28.75	D	35.40	Е
46	I-110	WB Manchester Blvd On-Ramp	Weave	Weekday Pre-Event	29.53	D	30.18	D
	Northbound	to 76th St Off- Ramp		Weekday Post-Event	28.85	D	36.54	E
	I-110	76th St On- Ramp to		Weekday Pre-Event	23.65	С	29.07	D
47	Southbound	Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	25.16	С	25.62	С
	1.440	Manchester Blvd Off-Ramp	erio con con con con con con con	Weekday Pre-Event	20.61	С	24.59	С
48	I-110 Southbound	to WB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	22.31	С	22.45	С
49	I-110	WB Manchester	Merge	Weekday Pre-Event	22.32	C	25.42	C
	Southbound	Blvd On-Ramp		Weekday Post-Event	23.00	Ç	23.12	Ç
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	24.80	C	28.57	D
			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Weekday Pre-Event	24.32 30.66	С	24.45 35.51	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event Weekday Post-Event	30.66 30.01	D D	30.28	E D

#	Freeway/	•	Segment	Peak Hour	Cumulative No Project		Cumulative Plus Project	
#	Direction	Component	Type	Peak Hour	Density	LOS 1	Density 1	LOS 1
100000000000000000000000000000000000000	I-110	Century Blvd		Weekday Pre-Event	18.38	С	19.93	С
52	Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	18.14	С	18.15	С
EO	I-110	Imperial Hwy	Di	Weekday Pre-Event	25.76	С	26.26	С
53	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.72	С	20.74	С

SOURCE: Fehr & Peers, 2019.

Table 3.14-89
FREEWAY OFF-RAMP QUEUING ANALYSIS — CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS
PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative (v NFL Stadiun Project P Condi	n Event) No re-Event	Cumulative (with Midsiz NFL Stadium Event) Plu Project Pre-Event Conditions		
	Ramp Capacity Threshold ²	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹		Weekday	Weekday	Weekday	Weekday	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	275	No	2,675	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	400	No	>4,200	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	300	No	2,700	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,467	No	2,208	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,550	No	>9,500	Yes	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,194	Yes	8,728	Yes	
I-105 EB Off-Ramp at 120th St	3,850	848	No	1,262	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	957	No	1,821	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,200	No	1,837	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,791	No	1,791	No	

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is

		Cumulative (v NFL Stadium Project Pi Condi	n Event) No re-Event	Cumulative (v NFL Stadium Project Pi Condi	Event) Plus re-Event
	Ramp Capacity	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Threshold ²	Weekday	Weekday	Weekday	Weekday

calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Cumulative (with The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-90 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum and Midsize NFL Stadium Event) No Project and Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-91 displays the freeway LOS results under Cumulative (with The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-92**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to either experience queuing that exceeds the applicable threshold or worsen an already unacceptable queuing condition.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

Traffic forecasts were developed for Cumulative (with The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-93 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum and Football Game at NFL Stadium Events) No Project and Cumulative (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-94 displays the freeway LOS results under Cumulative (with The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. **Table 3.14-95** shows that a major event (assuming both concurrent events) would cause six freeway off-ramps to experience queuing that exceeds the applicable threshold or worsens an already unacceptable queuing condition.

Table 3.14-90
Intersection Operations – Cumulative (with The Forum and Midsize NFL Stadium Event) Plus
Project (Major Event) Conditions

#	Intersection	Methodology ^{1,}	Jurisdiction	Project .		iction Project				Project		lative roject Event
		-	·		V/C or Delay	LOS	V/C or Delay	LOS				
	La Cienega			Weekday Pre-Event	1.310	F	1.420	F				
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.958	Е	1.065	F				
~	La Brea Ave/	1011		Weekday Pre-Event	0.944	Е	0.956	Е				
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.538	Α	0.595	Α				
3	Hillcrest Blvd/	НСМ	Inglawad	Weekday Pre-Event	184.2	F	173.2	F				
3	Florence Ave	TICIVI	Inglewood	Weekday Post-Event	5.0	Α	5.3	Α				
4	Centinela Ave/	НСМ	Inglewood	Weekday Pre-Event	102.2	F	106.6	F				
-	Florence Ave	I IOW	irigiewood	Weekday Post-Event	26.4	С	26.7	С				
5	Prairie Ave/	нсм	Inglewood	Weekday Pre-Event	135.5	F	135.7	F				
	Florence Ave	I IOW	irigiewood	Weekday Post-Event	15.0	В	17.2	В				
		ICU	Inglewood	Weekday Pre-Event	1.230	F	1.272	F				
6	West Blvd/	100	irigiewood	Weekday Post-Event	0.800	С	0.849	D				
O	Florence Ave	CMA	City of Los	Weekday Pre-Event	1.106	F	1.149	F				
		CIVIA	Angeles	Weekday Post-Event	0.647	В	0.700	С				
7	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	158.6	F	147.2	F				
	Grace Ave	TICIVI	inglewood	Weekday Post-Event	2.2	Α	34.3	С				
8		HCM	Inglewood	Weekday Pre-Event	165.5	F	149.3	F				

#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumulative Project		Cumulative Plus Project (Major Event)	
		2	1		V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/ East Carondelet Way			Weekday Post-Event	4.3	Α	156.1	F
9	Prairie Ave/	нсм	Inglewood	Weekday Pre-Event	133.6	F	123.0	F
3	E Regent Street	HOW	irigiewood	Weekday Post-Event	5.0	Α	156.2	F
10	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	1.360	F	1.418	F
	Manchester Blvd			Weekday Post-Event	0.945	E	1.066	F
11	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	1.216	F	1.291	F
	Manchester Blvd		gioweea	Weekday Post-Event	1.002	F	1.102	F
12	Hillcrest Blvd/	нсм	Inglewood	Weekday Pre-Event	86.2	F	88.5	F
	Manchester Blvd			Weekday Post-Event	97.1	F	113.4	F
13	Spruce Ave/	НСМ	Inglewood	Weekday Pre-Event	45.5	D	59.9	Е
	Manchester Blvd		g,eweea	Weekday Post-Event	80.2	F	93.0	F
14	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	211.1	F	227.7	F
	Manchester Blvd		g,eweea	Weekday Post-Event	157.4	F	197.8	F
15	Kareem Ct/	нсм	Inglewood	Weekday Pre-Event	87.1	F	114.6	F
	Manchester Blvd		g.eweea	Weekday Post-Event	98.9	F	188.7	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.626	F	1,660	F
	Manchester Blvd	».».».».».».».».».».».».».»	g.c.rcca	Weekday Post-Event	1.367	F	1.554	F
17	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.626	В	0.650	В
	Hillcrest Blvd			Weekday Post-Event	0.333	Α	0.425	Α
18	Market St/La	ICU	Inglewood	Weekday Pre-Event	0.618	В	0.687	В
	Brea Ave			Weekday Post-Event	0.439	Α	0.519	Α
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Pre-Event	140.9	F	110.5	F
	Pincay Dr	11000	mgiorrood	Weekday Post-Event	151.3	F	***	F
20	Kareem Ct/	НСМ	Inglewood	Weekday Pre-Event	10.8	В	131.4	F
20	Pincay Dr	HOW	ingicwood	Weekday Post-Event	***	F	***	F
21	La Cienega Blvd/	HCM	Inglewood	Weekday Pre-Event	62.2	E	98.8	F
21	Arbor Vitae St	TIOW	Higiewood	Weekday Post-Event	54.3	D	63.4	Е
22	Inglewood Ave/	LIONA		Weekday Pre-Event	89.3	F	96.5	F
22	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.7	D	203.9	F
റാ	La Brea Ave/	LIONA	Inglassad	Weekday Pre-Event	32.0	С	36.1	D
23	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	57.5	E	98.3	F
24	Myrtle Ave/	НСМ	Inglawad	Weekday Pre-Event	14.2	В	12.8	В
24	Arbor Vitae St	HOM	Inglewood	Weekday Post-Event	90.5	F	241.0	F
25	Prairie Ave/	НСМ	Inglowood	Weekday Pre-Event	112.2	F	47.0	D
20	Arbor Vitae St	FICIVI	Inglewood	Weekday Post-Event	208.5	F	520.5	F
26	La Brea Ave/	HCM	Inglewood	Weekday Pre-Event	14.9	В	27.9	С
۷۵	Hardy St	TIOW	ii igiewood	Weekday Post-Event	9.2	Α	10.4	В
27	Myrtle Ave/	НСМ	Inglewood	Weekday Pre-Event	9.3	Α	9.5	Α
	Hardy St		gic#ood	Weekday Post-Event	6.3	Α	6.3	Α
28	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	27.6	С	21.4	С
	Hardy St			Weekday Post-Event	147.5	F	***	F
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	11.3	В	56.1	E
	Hardy St			Weekday Post-Event	136.5	F	216.9	F

#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Plus P	A A A A F C C F F F D D F E D A C A F F F F E F F F F F F F F F F F F F F
•		2	1		V/C or Delay	LOS	V/C or Delay	LOS
	Van Ness Ave/			Weekday Post-Event	0.361	А	0.401	A
	Hardy St/	CNAA	City of Los	Weekday Pre-Event	0.441	Α	0.449	Α
	96th St	CMA	Angeles	Weekday Post-Event	0.178	Α	0.221	Α
	La Cienega		Inglewood/	Weekday Pre-Event	144.4	F	175.6	F
31	Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	30.0	С	29.8	С
20	Prairie Ave/	11084		Weekday Pre-Event	19.9	В	10.4	В
32	97th St	HCM	Inglewood	Weekday Post-Event	143.7	F	115.0	F
22	Concourse Way/	1.1084	City of Los	Weekday Pre-Event	20.5	С	26.5	С
33	Century Blvd	НСМ	Angeles	Weekday Post-Event	75.8	E	74.0	Ε
******			Inglewood/	Weekday Pre-Event	95.3	F	104.5	F
34	La Cienega Blvd/ Century Blvd	НСМ	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	80.7	F	103.3	
	NB 405 On/Off-		Inglewood/	Weekday Pre-Event	67.9	Е	117.9	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	18.3	В	112.3	F
~~	Felton Ave/	11084	1	Weekday Pre-Event	31.1	С	31.7	С
36	Century Blvd	НСМ	Inglewood	Weekday Post-Event	16.9	В	142.5	F
27	Inglewood Ave/	LIONA		Weekday Pre-Event	154.2	F	175.6	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	80.0	F	86.6	F
	Fir Ave/			Weekday Pre-Event	161.2	F	132.3	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	37.1	D
20	Grevillea Ave/	LOM	Indiawaad	Weekday Pre-Event	78.8	E	62.2	Ε
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.3	В	37.4	D
	Hawthorne Blvd/			Weekday Pre-Event	117.5	F	123.5	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	33.4	С	74.5	Е
44	Myrtle Ave/	LICM	lmalaa.al	Weekday Pre-Event	134.0	F	52.2	D
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	9.5	Α	7.5	Α
42	Freeman Ave/	НСМ	Inglewood	Weekday Pre-Event	49.0	D	29.9	С
74	Century Blvd	TICIVI	mglewood	Weekday Post-Event	14.6	В	9.1	Α
43	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	139.6	F	142.6	F
70	Century Blvd	1 10101	mgicwood	Weekday Post-Event	226.1	F	229.3	
44	Doty Ave/	НСМ	Inglewood	Weekday Pre-Event	71.5	Е	89.7	
	Century Blvd			Weekday Post-Event	137.1	F	147.4	
45	Yukon Ave/	НСМ	Inglewood	Weekday Pre-Event	60.3	E	72.1	
	Century Blvd	· · · · · · · · · · · · · · · · · · ·		Weekday Post-Event	175.7	F	194.4	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	63.9 160.0	E F	81.1 130.5	F F
	11th Ave/			Weekday Pre-Event	81.3	F	110.3	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	82.5	F	114.4	F
48	Crenshaw Blvd/	НСМ	Inglewood	Weekday Pre-Event	163.7	F	220.7	F
40	Century Blvd	TIOW	iiigiewood	Weekday Post-Event	140.0	F	226.8	F
ΔO	5th Ave/	LCM	Inglowed	Weekday Pre-Event	141.1	F	149.9	F
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	15.8	В	52.1	D

#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Pro		Cumu Plus P (Major	roject
		-	·		V/C or Delay	LOS	V/C or Delay	LOS
			Inglewood/	Weekday Pre-Event	0.867	D	0.959	E
50	Van Ness Ave/	ICU	Los Angeles County	Weekday Post-Event	0.622	В	0.789	С
50	Century Blvd	OBAA	City of Los	Weekday Pre-Event	0.719	С	0.817	D
		CMA	Angeles	Weekday Post-Event	0.456	Α	0.634	В
		ICU	Los Angeles	Weekday Pre-Event	0.471	Α	0.569	Α
51	Gramercy PI/	100	County	Weekday Post-Event	0.456	Α	0.589	Α
51	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.296	Α	0.401	Α
			Angeles	Weekday Post-Event	0.280	Α	0.421	Α
52	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.937	Е	1.108	F
	Century Blvd		Angeles	Weekday Post-Event	0.654	В	0.849	D
	La Cienega		Inglewood/	Weekday Pre-Event	81.3	F	82.9	F
53	Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.4	В	10.8	В
 E.4	Prairie	110843		Weekday Pre-Event	74.0	Е	77.1	F
54	Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	195.0	F	573.5	F
55	Doty Ave/102nd	HCM (unsig.)	Inglowood	Weekday Pre-Event	7.3	Α	7.9	Α
55	St		Inglewood	Weekday Post-Event	5.8	Α	30.7	D
56	Yukon	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.4	В	49.9	Е
50	Ave/102nd St		Higiewood	Weekday Post-Event	8.1	Α	***	F
	La Cienega		Los Angeles	Weekday Pre-Event	53.8	D	56.7	Е
57	Blvd/ 104th St	HCM	County/City of Los Angeles	Weekday Post-Event	7.4	Α	7.6	Α
	Inglewood Ave/	LIONS	Los Angeles	Weekday Pre-Event	98.1	F	115.4	F
58	104th St	HCM	County	Weekday Post-Event	10.7	В	13.6	В
	Hawthorne Blvd/		Inglewood/	Weekday Pre-Event	93.3	F	98.7	F
59	104th St	HCM	Los Angeles County	Weekday Post-Event	15.7	В	32.9	С
60	Prairie	LICM		Weekday Pre-Event	181.2	F	155.2	F
60	Ave/104th St	HCM	Inglewood	Weekday Post-Event	206.7	F	***	F
61	Doty Ave/104th	HCM (unsig.)	Inglowood	Weekday Pre-Event	57.2	F	39.3	Е
01	St		Inglewood	Weekday Post-Event	7.5	Α	57.4	F
62	Yukon	HCM	Inglewood	Weekday Pre-Event	19.4	В	43.0	D
02	Ave/104th St	1 ICIVI	i iglewood	Weekday Post-Event	9.3	Α	53.9	D
63	Crenshaw Blvd/	НСМ	Inglewood	Weekday Pre-Event	123.9	F	140.9	F
	104th St	1 101V1	IIIgic wood	Weekday Post-Event	30.0	С	108.4	F
0.4	Van Ness Ave/	1011	Inglewood/	Weekday Pre-Event	0.544	Α	0.559	Α
64	104th St	ICU	Los Angeles County	Weekday Post-Event	0.308	Α	0.369	Α
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.803	D	0.938	E
	Lennox Blvd		County	Weekday Post-Event	1.129	F	1.438	F
66	Freeman Ave/	HCM	Los Angeles	Weekday Pre-Event	212.1	F	197.6	F
	Lennox Blvd		County	Weekday Post-Event	40.5	D	6.4	Α
67	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	56.1	Е	66.7	E
	Lennox Blvd			Weekday Post-Event	204.1	F	225.9	F
68		HCM	Inglewood	Weekday Pre-Event	122.8	F	111.4	F

‡	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
		2	,		V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/108th St			Weekday Post-Event	48.3	D	217.6	F
	Yukon			Weekday Pre-Event	10.0	В	12.4	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.2	Α	52.9	D
70	Crenshaw Blvd/	ICU	Inglowood	Weekday Pre-Event	0.763	С	0.931	Ε
70	109th St	100	Inglewood	Weekday Post-Event	0.676	В	0.822	D
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles	Weekday Pre-Event Weekday Post-Event	0.887 0.670	D B	1.028 0.870	F D
			County		78.7		75.9	
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	143.5	E F	213.3	E F
				Weekday Pre-Event	8.8	Г А	9.0	г А
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.7	Α	7.5	Α
	Hawthorne Blvd/	na navina ina navina ina navina ina navina i	may nay nay nay nay nay nay nay nay na	Weekday Pre-Event	0.931	E	1.096	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.751	С	0.949	E
	Prairie Ave/		Inglewood/	Weekday Pre-Event	200.8	F	210.2	F
75	112th St/ 105 On-Ramps	HCM	Caltrans	Weekday Post-Event	57.2	E	273.5	F
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.841	D	0.882	D
	Imperial Hwy			Weekday Post-Event	0.493	Α	0.533	Α
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	НСМ	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	22.3 31.4	С	55.0 51.7	E D
70	Prairie Ave/	LIGAR	Inglewood/	Weekday Pre-Event	71.3	E	108.0	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	32.0	С	57.7	Ε
79	Doty Ave/	НСМ	Inglewood/	Weekday Pre-Event	86.4	F	104.1	F
19	Imperial Hwy	HOIVI	Hawthorne	Weekday Post-Event	10.6	В	21.2	С
80	Yukon Ave/	НСМ	Inglewood	Weekday Pre-Event	85.5	F	117.3	F
00	Imperial Hwy		mgicwood	Weekday Post-Event	7.2	Α	9.4	Α
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.139	F	1.316	F
	Imperial Hwy			Weekday Post-Event	0.842	D	0.997	Е
82	Prairie	НСМ	Hawthorne	Weekday Pre-Event	18.7	В	18.9	В
	Ave/118th St			Weekday Post-Event	10.7	В	10.3	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/118th Pl	ICU	Hawthorne/ Caltrans	Weekday Pre-Event Weekday Post-Event	1.073 0.914	F E	1.284 1.061	F F
	Prairie			Weekday Pre-Event	47.8	D	49.1	D
84	Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.0	В	17.9	В
	EB 105 On/Off-	parteur taur taur taur taur taur taur taur ta		Weekday Pre-Event	0.833	D	0.934	Е
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.072	F	1.259	F
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.896	D	1.044	F
	120th Street			Weekday Post-Event	1.438	F	1.800	F
	La Cionaga	ICU	Los Angeles	Weekday Pre-Event	0.574	Α	0.626	В
87	La Cienega Blvd/		County	Weekday Post-Event	1.065	F	1.231	F
	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.405	Α	0.461	A
			Angeles	Weekday Post-Event	0.929	Ε	1.108	F

#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumulative Plus Project (Major Event)	
•		2	1		V/C or Delay	LOS	V/C or Delay	LOS
	Inglewood Ave/ Lennox Blvd		Los Angeles County	Weekday Post-Event	1.206	F	1.514	F
	Hollywood Park			Weekday Pre-Event	37.7	D	87.5	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	151.0	F	168.0	F
90	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	42.1	D	13.8	В
30	Buckthorn Street	I IOIVI	irigiewood	Weekday Post-Event	85.6	F	***	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Pre-Event	1.103	F	1.243	F
J1	Century Ave		County	Weekday Post-Event	0.794	С	0.965	Ε
		ICU	Los Angeles	Weekday Pre-Event	0.931	E	0.960	Е
92	Vermont Ave/		County	Weekday Post-Event	0.656	В	0.770	С
02	Century Ave	CMA	City of Los	Weekday Pre-Event	0.865	D	0.899	D
			Angeles	Weekday Post-Event	0.547	Α	0.679	В
93	Hoover St/	CMA	City of Los	Weekday Pre-Event	0.595	Α	0.640	В
	Century Ave		Angeles	Weekday Post-Event	0.361	Α	0.479	Α
94	Figueroa St/	CMA	City of Los	Weekday Pre-Event	0.803	D	0.851	D
	Century Ave		Angeles	Weekday Post-Event	0.443	Α	0.558	Α
95	Grand Ave/ 110 SB Off- Ramp/	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.504	A A	0.612	B A
	Century Ave	NO 1966 1966 1966 1966 1966 1966 1966 196	9194 194 194 194 194 194 194 194 194 1	over per per per per per per per per per p				
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.570	A	0.598 0.454	A A
	ochiany 7 wc			Weekday Pre-Event	1.377	F	1.475	F
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.102	F	1.259	F
97	Manchester Blvd	and	City of Los	Weekday Pre-Event	1.262	F	1.367	F
		CMA	Angeles	Weekday Post-Event	0.969	<u>.</u> E	1.135	F
	Western Ave/	an ann ann ann ann an san ann ann ann an	City of Los	Weekday Pre-Event	1.323	F	1.436	F
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	1.099	F	1.248	F
	Normandie Ave/	an ann an Carlanna an Carlanna an Carlanna an Carlanna	City of Los	Weekday Pre-Event	0.889	D	0.953	E
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.689	В	0.771	c
	Vermont Ave/	an can can can can can can can can can c	City of Los	Weekday Pre-Event	0.972	E	1.040	F
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.776	C	0.867	D
	Hoover St/	ar var var var var var var var var var v	City of Los	Weekday Pre-Event	0.841	D	0.904	Е
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.682	В	0.765	С
	Figueroa St/	un van van van van van van van van van va	City of Los	Weekday Pre-Event	1.005	F	1.075	F
102	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.963	E	1.053	F
	110 SB On/Off-		City of Las	Weekday Pre-Event	0.793	С	0.901	Е
103	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.838	D	0.936	Ε
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.657 0.844	B D	0.657 1.046	B F
					1.474			
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post Event		F	1.511	F
			Oh., 41.	Weekday Pro Event	1.233	F	1.327 n.oos	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los	Weekday Pre-Event	0.947	E	0.996	Ε

#	Intersection	Methodology ^{t,}	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
		-	·		V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.993	E	1.001	F
107	Centinela Ave	100	irigiewood	Weekday Post-Event	0.498	Α	0.549	Α
		ICU	Inglewood	Weekday Pre-Event	1.019	F	1.054	F
108	La Cienega Blvd/	100	inglewood	Weekday Post-Event	0.778	С	0.840	D
100	Centinela Ave	СМА	City of Los	Weekday Pre-Event	0.968	Е	1.011	F
		CIVIA	Angeles	Weekday Post-Event	0.690	В	0.762	С
		ICU	Inglewood	Weekday Pre-Event	0.809	D	0.834	D
109	La Cienega Blvd/	100	irigiewood	Weekday Post-Event	0.578	Α	0.651	В
103	La Tijera Blvd	СМА	City of Los	Weekday Pre-Event	0.645	В	0.671	В
		OWA	Angeles	Weekday Post-Event	0.405	Α	0.483	Α
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.944	Е	0.956	E
110	Slauson Ave	100	County	Weekday Post-Event	0.524	Α	0.524	Α
	La Cienega		Los Angeles	Weekday Pre-Event	0.975	Е	0.978	Е
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.737	С	0.811	D
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.178	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.589	Α	0.589	Α
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.976	Е	1.058	F
113	Manchester Blvd	100	irigiewood	Weekday Post-Event	0.639	В	0.649	В
	Manchester			Weekday Pre-Event	1.161	F	1.209	F
114	Blvd/ Ash St/l-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.917	E	0.972	Е
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist		46.5	D
	Prairie Ave/West			Weekday Pre-Event			64.8	E
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

Shaded cells represent significant impacts.

Analysis methods vary by jurisdiction (refer to previous pages for description).

Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

Table 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS
PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment	Peak Hour	Cumulat Proje		Cumulativ Proje	
	Direction	•	Туре		Density 1	LOS 1	Density 1	LOS 1
		Off-Ramp at		Weekday Pre-Event	28.23	D	28.98	D
1	I-405 Northbound	Imperial Highway	Diverge	Weekday Post- Event	21.91	С	22.29	С
	I-405			Weekday Pre-Event	22.27	С	23.84	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post- Event	17.30	В	17.62	В
		C/D Off-Ramp		Weekday Pre-Event	19.82	С	22.33	С
3	I-405 Northbound	to Imperial Highway On- Ramp	Basic	Weekday Post- Event	14.17	В	14.46	В
	I-405	Imperial		Weekday Pre-Event	14.27	В	15.94	В
4	Northbound	Highway EB On-Ramp	Merge	Weekday Post- Event	9.89	Α	10.08	Α
	I-405	Imperial		Weekday Pre-Event	19.19	В	20.65	С
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post- Event	14.52	В	14.69	В
_	I-405	Century Blvd		Weekday Pre-Event	15.72	В	17.39	В
6	Northbound	Off-Ramp	Diverge	Weekday Post- Event	10.74	Α	10.93	Α
	1.405	Century Blvd		Weekday Pre-Event	13.71	В	13.75	В
7	I-405 Northbound	Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Post- Event	6.93	Α	6.96	Α
	I-405	Century Blvd	* 0.000, ** 0.000, ** 0.000, ** 0.000, **	Weekday Pre-Event	20.34	С	20.46	С
8	Northbound	On-Ramp	Merge	Weekday Post- Event	19.51	С		F
	I-405	Century Blvd		Weekday Pre-Event	21.83	С	22.23	С
9	Northbound	WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Post- Event	25.78	С	34.21	D
	I-405	I-405 Mainline		Weekday Pre-Event	-	F	·	F
10	Northbound	C/D On-Ramp	Merge	Weekday Post- Event	-	F		F
	I-405	I-405 Mainline C/D On-Ramp		Weekday Pre-Event	34.73	D	35.04	E
11	Northbound	to Manchester Blvd.	Basic	Weekday Post- Event	26.30	D	30.37	D
		Manchester		Weekday Pre-Event	38.51	Е	38.93	Е
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post- Event	39.26	Е		F
		La Tijera Blvd		Weekday Pre-Event		F	-	F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post- Event	18.11	В	18.80	В
		Florence Ave		Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post- Event	18.47	С	18.49	С
	1.405	La Cienega Blvd		Weekday Pre-Event		F	•	F
15	I-405 Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post- Event	24.47	С	24.48	С
16			Diverge	Weekday Pre-Event	17.27	В	20.85	С

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proj		Cumulativ Proje	
	Direction	•	Туре		Density 1	LOS 1	Density ¹	LOS 1
	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)		Weekday Post- Event	12.55	В	12.57	В
		La Cienega Blvd	a cau cau cau cau cau cau cau ca	Weekday Pre-Event	6.60	Α	8.60	Α
17	I-405 Southbound	Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Post- Event	4.62	Α	4.64	Α
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre-Event Weekday Post- Event	<u>-</u>	F ²	- -	F ²
	a ana mana na mana na mana na mana na ma	La Cienega Blvd		Weekday Pre-Event		F ²		F ²
19	I-405 Southbound	On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post- Event	_	F²	_	F ²
	reservation are a reservation	La Cienega Blvd		Weekday Pre-Event	9.83	Α	10.04	Α
20	I-405 Southbound	Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post- Event	19.25	С	22.38	С
er ver ver v	I-405	I-405 Mainline		Weekday Pre-Event	13.09	В	13.17	В
21	Southbound	C/D On-Ramp	Merge	Weekday Post- Event	20.24	С	21.44	С
	I-405	La Cienega Blvd	o en len len len len len len len len len	Weekday Pre-Event		F ²	-	F 2
22	Southbound	On-Ramp (n/o Imperial Hwy)	Merge	Weekday Post- Event	18.66	В	19.20	В
	I-405	La Cienega Blvd		Weekday Pre-Event		F 2		F 2
23	Southbound	s/o Imperial Hwy (On-ramp)	Merge	Weekday Post- Event	18.96	В	19.33	В
٠.	I-105	I-405 SB On-		Weekday Pre-Event	20.37	С	22.13	С
24	Eastbound	Ramp	Merge	Weekday Post- Event	24.09	С	25.91	С
	I-105	Prairie Ave Off-		Weekday Pre-Event		F ²		F2
25	Eastbound	Ramp	Diverge	Weekday Post- Event	30.85	D	32.69	D
		Prairie Ave Off-		Weekday Pre-Event	15.99	В	17.58	В
26	I-105 Eastbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	22.59	С	24.54	С
		Imperial Hwy		Weekday Pre-Event	-	F ²	-	F 2
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post- Event	-	F		F
	I-105	120th St Off-	e como de como de como de como de	Weekday Pre-Event		F ²	-	F ²
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post- Event	44.30	Ε		F
20	I-105	120th St On-	N / a	Weekday Pre-Event	19.60	C	20.46	С
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F	-	F
	I-105	NB Crenshaw		Weekday Pre-Event	26.09	С	26.79	С
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post- Event	-	F		F
31			Basic	Weekday Pre-Event	22.95	С	23.87	С

#	Freeway/	Component	Segment	Peak Hour	Cumulati Proje		Cumulativ Proje	
	Direction	•	Туре		Density 1	LOS 1	Density ¹	LOS 1
	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings		Weekday Post- Event	-	F	-	F
	I-105	Vermont Ave		Weekday Pre-Event	28.27	D	•	F
32	Westbound	On-Ramp	Merge	Weekday Post- Event	18.81	В	21.17	С
		Between		Weekday Pre-Event	34.10	D	-	F
33	I-105 Westbound	Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.59	С	21.21	С
				Weekday Pre-Event	34.10	D	-	F
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Post-	19.59	С	21.21	С
		Crenshaw Blvd	n - n n n n n n n	Event Weekday Pre-Event	28.01	D	42.92	Е
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post- Event	18.80	С	20.55	C
		Crenshaw Blvd		Weekday Pre-Event	23.85	C	31.86	D
36	I-105 Westbound	NB Loop On- Ramp	Merge	Weekday Post- Event	15.47	В	16.91	В
	I-105	SB Crenshaw	a car car car car car car car car ca	Weekday Pre-Event	21.34	С	26.35	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post- Event	14.08	В	15.35	В
	1.40E	Prairie/Hawthor	nen seen seen seen seen seen seen seen	Weekday Pre-Event	32.12	D	44.99	Е
38	I-105 Westbound	ne Ave Off- Ramp	Diverge	Weekday Post- Event	19.74	С	21.25	С
		Prairie/Hawthor		Weekday Pre-Event	28.57	D	33.62	D
39	I-105 Westbound	ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	18.96	С	20.73	С
	I-105	Imperial Hwy		Weekday Pre-Event	<u>-</u>	F	•	F
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post- Event	-	F	-	F
	I-110			Weekday Pre-Event	23.01	С	23.22	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post- Event	24.83	С	-	F
	1.446	101st St On-		Weekday Pre-Event	30.30	D	30.67	D
42	I-110 Northbound	Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Post- Event	33.76	D	41.72	Е
		Century Blvd		Weekday Pre-Event	32.60	D	33.34	D
43	I-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	34.53	D	42.38	E
		Manchester		Weekday Pre-Event	26.25	D	26.83	D
44	I-110 Northbound	Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post- Event	28.48	D	36.97	E
	I-110	EB Manchester		Weekday Pre-Event	27.92	С	28.48	D
45	Northbound	Blvd On-Ramp	Merge	Weekday Post- Event	36.07	E	_	F
46		en e	Weave	Weekday Pre-Event	29.70	D	30.35	D

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulati\ Proje	
	Direction	•	Туре		Density 1	LOS 1	Density 1	LOS 1
	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp		Weekday Post- Event	36.46	E	-	F
		76th St On-		Weekday Pre-Event	26.02	С	31.53	D
47	I-110 Southbound	Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	25.87	С	26.34	С
		Manchester	n (n. 14. 16. 16. 16. 16. 16. 16. 16.	Weekday Pre-Event	21.29	С	25.35	С
48	I-110 Southbound	Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Post- Event	22.42	С	22.57	С
	I-110	WB Manchester	n tha tha tha tha tha tha tha th	Weekday Pre-Event	22.86	С	25.96	С
49	Southbound	Blvd On-Ramp	Merge	Weekday Post- Event	23.09	С	23.21	С
	I-110	EB Manchester		Weekday Pre-Event	25.46	С	29.36	D
50	Southbound	Blvd On-Ramp	Merge	Weekday Post- Event	25.30	С	25.44	С
	I-110	Century Blvd		Weekday Pre-Event	31.73	D	36.58	E
51	Southbound	Off-Ramp	Diverge	Weekday Post- Event	31.02	D	31.29	D
		Century Blvd		Weekday Pre-Event	18.58	С	20.14	С
52	I-110 Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post- Event	18.81	С	18.82	С
			rial Hwy Diverge	Weekday Pre-Event	26.01	С	26.49	C
53	I-110 Southbound	Imperial Hwy Off-Ramp		Weekday Post- Event	21.68	С	21.70	С

TABLE 3.14-92 FREEWAY OFF-RAMP QUEUING ANALYSIS - CUMULATIVE (WITH THE FORUM AND MID-SIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

		Forum and Mi at NFL Sta Project P	Rueue (ft.) ³ Available Storage ⁴	Cumulative Forum and Mi at NFL Stac Project P Condi	id-Size Event dium) Plus re-Event
	Ramp	95th Percentile Queue (ft.) ³	Exceeds Available	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,650	No	3,100	Yes
I-405 NB Off-Ramp at Century Boulevard	3,600	3,750	Yes	>4,200	Yes

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the Highway Capacity

Manual, 6th Edition (Transportation Research Board, 2016). Per the HCM 6th Edition, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

		Cumulative Forum and Mi at NFL Sta Project P Condi	d-Size Event dium) No re-Event	Cumulative Forum and Mi at NFL Stad Project P Condi	id-Size Event dium) Plus re-Event
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,675	Yes	3,125	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,194	No	4,324	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	>9,500	Yes	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,370	Yes	8,927	Yes
I-105 EB Off-Ramp at 120th St	3,850	858	No	1,265	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,054	No	1,971	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,916	No	2,595	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,877	No	1,877	No

¹ Auxiliary lanes are present at each of these off-ramps.

Table 3.14-93
Intersection Operations – Cumulative (with The Forum and Football Game at NFL Stadium) Plus
Project (Major Event) Conditions

		Methodology Ju	gy Jurisdiction Peak Hour	Cumu No Pi	ılative roject	Plus P (Major	-	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	1.139	F	1.219	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.760	С	0.769	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	7.1	Α	21.9	С
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	33.6	С	34.4	С
5	Prairie Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	43.3	D	84.4	F

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

,,		Methodology	Jurisdiction	.	Cumu No Pi		Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	1.006	F	1.043	F
6	Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.867	D	0.905	Ε
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekend Pre-Event	3.6	Α	68.0	Ε
8	Prairie Ave/ East Carondelet Way	НСМ	Inglewood	Weekend Pre-Event	8.2	Α	63.7	Ε
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	22.5	С	49.4	D
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.026	F	1.104	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.061	F	1.146	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	86.0	F	94.1	F
13	Spruce Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	39.5	D	48.8	D
14	Prairie Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	155.0	F	148.7	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	64.7	Е	66.0	Е
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.625	F	1.744	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	Α	0.479	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.488	Α	0.533	Α
19	Prairie Ave/ Kelso St/ Pincay Dr	НСМ	Inglewood	Weekend Pre-Event	110.3	F	76.1	E
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	11.1	В	22.0	С
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	59.7	E	134.1	F
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	138.6	F	150.0	F
23	La Brea Ave/ Arbor Vitae St	нсм	Inglewood	Weekend Pre-Event	30.5	С	99.2	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	18.2	В	94.0	F
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	149.8	F	112.9	F
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	13.6	В	14.0	В
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.1	Α	24.7	С

		Methodology	Jurisdiction		Cumu No Pi		Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	45.1	D	79.6	E
29	Crenshaw Blvd/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	11.6	В	122.4	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.507	Α	0.512	Α
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.334	Α	0.339	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.8	С	149.9	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	63.3	E	39.1	D
33	Concourse Way/ Century Blvd	нсм	City of Los Angeles	Weekend Pre-Event	16.2	В	215.3	F
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.2	С	258.4	F
35	NB 405 On/Off- Ramp/ Century Blvd	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	27.6	С	186.0	F
36	Felton Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	18.7	В	113.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	57.7	E	207.2	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	88.8	F	276.6	F
39	Grevillea Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	68.7	E	134.2	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	71.5	E	118.8	F
41	Myrtle Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	71.4	Е	97.3	F
42	Freeman Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	25.5	С	22.9	С
43	Prairie Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	125.4	F	129.0	F
44	Doty Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	72.5	Е	75.5	Е
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	79.7	E	147.5	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	83.2	F	146.8	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	54.7	D	108.9	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	157.0	F	226.3	F

		Methodology	Jurisdiction	.	Cumu No Pi		Plus Project (Major Event)	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	111.2	F	156.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Angeles County	Weekend Pre-Event	0.773	С	0.971	E
	Geritary Biva	CMA	City of Los Angeles	Weekend Pre-Event	0.619	В	0.828	D
	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.467	Α	0.611	В
51	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.291	Α	0.444	Α
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.875	D	1.113	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekend Pre-Event	12.3	В	178.6	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	81.7	F	43.2	Е
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.8	Α	5.2	А
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	19.0	С	207.1	F
57	La Cienega Blvd/ 104th St	НСМ	Los Angeles County/City of Los Angeles	Weekend Pre-Event	5.4	Α	132.6	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	15.2	В	65.0	Е
59	Hawthorne Blvd/ 104th St	НСМ	Inglewood/ Los Angeles County	Weekend Pre-Event	25.4	С	35.8	D
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	155.4	F	156.4	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	8.0	Α	115.7	F
62	Yukon Ave/104th St	НСМ	Inglewood	Weekend Pre-Event	12.9	В	***	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	122.9	F	165.8	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/L os Angeles County	Weekend Pre-Event	0.447	Α	0.459	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	С	0.722	С
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	36.0	D	172.1	F
67	Prairie Ave/ Lennox Blvd	НСМ	Inglewood	Weekend Pre-Event	65.8	E	52.7	D
68	Prairie Ave/108th St	НСМ	Inglewood	Weekend Pre-Event	128.9	F	124.4	F
69	Yukon Ave/108th St	нсм	Inglewood	Weekend Pre-Event	9.6	Α	149.4	F

		Methodology	Jurisdiction		Cumu No Pi		Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.554	А	0.651	В
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/L os Angeles County	Weekend Pre-Event	0.628	В	0.658	В
72	Prairie Ave/111th St	НСМ	Inglewood	Weekend Pre-Event	169.7	F	67.8	Е
73	Yukon Ave/111th St	НСМ	Inglewood	Weekend Pre-Event	8.5	Α	98.4	F
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.645	В	0.686	В
75	Prairie Ave/ 112th St/ 105 On-Ramps	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	216.3	F	187.4	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.661	В	0.666	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	19.4	В	18.3	В
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	78.0	E	71.4	Е
79	Doty Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	80.3	F	70.5	Е
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	40.2	D	18.5	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.967	E	1.082	F
82	Prairie Ave/118th St	НСМ	Hawthorne	Weekend Pre-Event	17.9	В	19.3	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.957	E	1.091	F
84	Prairie Ave/120th St	НСМ	Hawthorne	Weekend Pre-Event	24.6	С	24.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.931	Е	0.950	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.024	F	1.050	F
07	La Cienega	ICU	Los Angeles County	Weekend Pre-Event	0.418	Α	0.418	Α
87	Blvd/ Lennox Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.237	Α	0.237	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	51.4	D	100.6	F
90	Prairie Ave/ Buckthorn Street	НСМ	Inglewood	Weekend Pre-Event	43.8	D	52.4	D

	Interception	Methodology	Jurisdiction	.	Cumu No Pi		Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	1.001	F	1.203	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.855	D	0.987	Ε
32	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.778	С	0.931	Е
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.574	Α	0.687	В
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.747	С	0.866	D
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.487	Α	0.629	В
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.547	Α	0.581	Α
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.326	F	1.443	F
97	Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.207	F	1.333	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.309	F	1.443	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.835	D	0.915	E
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.864	D	0.951	Ε
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.816	D	0.895	D
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.956	Е	1.043	F
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.730	С	0.846	D
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.668	В	0.684	В
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	1.116	F	1.254	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.883	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.862	D	0.901	Ε
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.091	F	1,119	F
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	1.053	F	1.085	F
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.707	С	0.718	С
109	Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.537	Α	0.549	Α

		Methodology	Jurisdiction		Cumu No Pi	lative roject	Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.782	С	0.797	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.943	E	0.946	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.892	D	0.907	E
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.982	E	1.044	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	1.017	F	1.088	F
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/ West Structure Driveway	НСМ	Inglewood	Weekend Pre-Event	Does N	ot Exist	41.9	D

Shaded cells represent significant impacts.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

- Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
 Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM
- ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
- *** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
- N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

Table 3.14-94
FREEWAY OPERATIONS - CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

	Freeway/		Segment		Cumulat Proje		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density ¹	LOS1	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	26.19	С	26.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	22.69	С	24.21	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	20.08	С	22.37	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	13.86	В	15.38	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	18.35	В	19.68	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	14.97	В	16.49	В

	Freeway/		Segment		Cumulat Proje		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density ¹	LOS1	Density ¹	LOS1
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	13.40	В	13.51	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	19.51	С	19.62	С
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	20.58	С	21.05	С
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	• • • • • • • • • • • • • • • • • • •	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd	Basic	Weekend Pre- Event	28.87	D	29.14	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	36.00	Е	36.66	Ε
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	17.91	В	21.31	С
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.77	Α	10.97	Α
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F²	-	F²
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event		F ²	-	F²
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	13.18	В	13.64	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	С	20.21	С
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	В	16.39	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	19.06	С	19.94	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.96	С	28.72	D

	Freeway/		Segment		Cumulati Proje		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density ¹	LOS1	Density ¹	LOS1
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.31	В	13.50	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	_	F²	-	F 2
28	I-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event	_	F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.57	В	17.85	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	24.19	С	24.41	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.77	С	21.05	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	25.56	С	29.78	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	26.51	D	34.07	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	26.51	D	34.07	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	24.48	С	29.30	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	20.37	С	23.35	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	19.24	В	21.61	С
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	28.85	D	33.27	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	25.77	С	27.37	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	23.91	С	23.92	С
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	31.92	D	31.94	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	33.76	D	33.96	D
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	28.19	D	28.64	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.31	D	31.66	D

	Freeway/	eway/ Segment				ive No ect	Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density ¹	LOS1	Density ¹	LOS1
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	30.25	D	34.23	D
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	24.48	С	27.24	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	25.62	С	27.50	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.02	С	26.14	D
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	31.59	D	35.42	E
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.90	В	17.36	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	22.11	С	22.68	С

Table 3.14-95
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative Forum and Fo at NFL Sta Project P Condi	ootball Game dium) No re-Event	Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project Pre-Event Conditions		
	Ramp Capacity	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Threshold ²	Weekend	Weekend	Weekend	Weekend	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,075	No	2,550	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	3,450	No	>4,200	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,100	Yes	2,575	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,071	No	1,383	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	5,475	No	>9,500	Yes	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	4,367	Yes	5,883	Yes	
I-105 EB Off-Ramp at 120th St	3,850	1,459	No	1,508	No	

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

I-110 SB Off-Ramp at Century Boulevard	2,430	1,429	No	2,659	Yes
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,510	No	3,225	Yes
I-110 NB Off-Ramp at Manchester Boulevard	3,655	2,129	No	2,129	No

Auxiliary lanes are present at each of these off-ramps.

SOURCE: Fehr & Peers, 2019.

Table 3.14-96 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Cumulative Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of events in the study area influences impact identification.

Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

TABLE 3.14-96
SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS

	W	eekday Pre	-Event Peak	Hour	Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
Facility Type	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	60	70	67	62	21	53	43	53	40	58	66	58
Freeway Facilities	6	11	12	13	3	7	10	15	8	10	5	6
Freeway Off- Ramp Queuing	3	4	4	5	Not Applicable			3	4	3	6	

Impacts of "Proposed Project" are judged directly against the Cumulative No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

Table 3.14-97

Summary of Number of Study Intersections Projected to Operate at LOS F for Major Event Concurrent Scenarios under Cumulative Conditions

	w	eekday Pre	-Event Peak	Hour	Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	11	41	44	49	0	12	21	35	3	13	10	31
With Project	42	71	70	64	14	55	39	55	31	49	60	57

Key findings from this table include the following:

- With respect to intersections:
 - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would cause significant impacts at more than half of study intersections.
 - When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions would be more frequent regardless of which peak hour or background condition is being studied. This is due to increased background traffic, which increases the potential for Proposed Project vehicle trips to exacerbate unacceptable conditions.
 - The increase in Proposed Project impacts between Adjusted Baseline and cumulative conditions would be the lowest when all three venues would be operating concurrently. This is due to severe congestion that is projected to be equally present under both Adjusted Baseline and cumulative conditions.
 - As for Adjusted Baseline conditions, the overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone under cumulative conditions. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on Table 3.14-97.
 - The overall operation of the street system is generally projected to be worse under cumulative conditions than under Adjusted Baseline conditions due to increased background traffic. Comparing Table 3.14-97 to Table 3.14-96, the number of study intersections projected to operate at LOS F consistently increases from Adjusted Baseline to cumulative conditions, with the exception of the scenario with all three venues operating concurrently. In this scenario, highly congested conditions at certain intersections constrains the ability of traffic to move through the system, resulting in lower volumes and apparent better conditions at downstream locations.
- With respect to freeway facilities:
 - Cumulative freeway impacts due to the Proposed Project would be nearly identical to
 those identified under Adjusted Baseline conditions. This is likely due to many facilities
 being at or near capacity and being unable to accommodate much more growth in trips
 during the peak hour. As a result, project impacts would be similar under each time
 period.
- With respect to freeway off-ramp queuing:
 - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday and weekend pre-event hours with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to three additional off-ramps depending on the concurrent event.

Project-Specific Impacts and Mitigation Measures Associated with Other Concurrent Events

As described above and summarized in Table 3.14-3, this EIR analyzes combined effect of the Proposed Project assuming that one or more overlapping events would be occurring at the nearby NFL Stadium and The Forum. The following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum)
- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)
- Scenario 3 (Major Event at Proposed Project and Mid-Sized Event at NFL Stadium)
- Scenario 4 (Major Events at Proposed Project and The Forum, and Mid-Sized Event at NFL Stadium)
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

As described previously, analyses of neighborhood traffic volumes were not performed for these concurrent scenarios and concurrent event Scenario 1 was selected as the most appropriate concurrent event to mitigate. The detailed results are presented below.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the results in Tables 3.14-64, 3.14-67, 3.14-70, 3.14-73, and 3.14-76 and the significance criteria. Figures 3.14-24, 3.14-25, and 3.14-26 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. Figures 3.14-27 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. Figures 3.14-28 and 3.14-29 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-30 and 3.14-31 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. Figure 3.14-32 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

These impacts are considered **significant**.

Figure 3.14-24 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekday pre-event peak hour

Figure 3.14-25 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekday post-event peak hour

Figure 3.14-26 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekend pre-event peak hour

Figure 3.14-27 Impacted Intersections: Baseline (With Football Game at NFL Stadium) Plus Major Event Weekend preevent peak hour

Figure 3.14-28 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday preevent peak hour

Figure 3.14-29 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday postevent peak hour

Figure 3.14-30 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-31 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

Figure 3.14-32 Impacted Intersections: Baseline (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

Mitigation Measure 3.14-28(a)

Implement Mitigation Measures 3.14-3(a) through 3.14-3(p)

Include all mitigation measures required under major event conditions.

Mitigation Measure 3.14-28(b)

On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows:

- At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic.
- At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.

These modifications would improve operations throughout the network, particularly along South Prairie Avenue and West Century Boulevard approaching the Project Site and The Forum.

Mitigation Measure 3.14-28(c)

On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).

Mitigation Measure 3.14-28(d)

Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on Table 3.14-98 for Scenario 1 (with The Forum). and Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would not cause any otherwise not significantly impacted intersections to become a secondary, significant impact. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 58 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 71 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 45 significant intersection impacts, the above mitigation measures would cause ten to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 65 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 69 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 41 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 79 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 85 percent with the recommended mitigation measures in place.

Mitigation measure testing did not account for the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			0 441 20 442 442 44	2 0002 22 000	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
***************************************				Weekday Pre-Event	0.853	D	1.006	F		nasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscanasscana
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	Α	0.586	Α	**	
				Weekend Pre-Event	0.696	В	0.850	D		
				Weekday Pre-Event	0.693	В	0.720	С		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	Α	0.541	Α		
				Weekend Pre-Event	0.564	А	0.577	Α		
				Weekday Pre-Event	258.5	F	***	F	***	F
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	Α	5.4	Α	5.2	А
				Weekend Pre-Event	6.5	Α	6.6	Α	29.5	С
				Weekday Pre-Event	192.8	F	204.3	F	219.8	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	21.3	С	20.3	С	20.9	С
				Weekend Pre-Event	16.6	В	18.0	В	30.3	С
		a nitawan wanni wanni wanni wanni wanni wanni wanni wanni wanni w		Weekday Pre-Event	133.8	F	142.5	F	141.0	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В	32.1	С
				Weekend Pre-Event	26.0	С	68.2	E	72.6	E
			arau tau tau tau tau tau tau tau tau tau	Weekday Pre-Event	1.021	F	1.080	F		
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D	00"	
_	NI 4 DI 1/EN			Weekend Pre-Event	0.884	D	0.943	E		
6	West Blvd/Florence Ave			Weekday Pre-Event	0.883	D	0.945	E		
		CMA	City of Los Angeles	Weekday Post-Event	0.625	В	0.713	С	***	
			Augeles	Weekend Pre-Event	0.737	С	0.799	С		
				Weekday Pre-Event	133.4	F	139.0	F	132.1	F
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Post-Event	3.3	Α	2.5	Α	15.8	В
				Weekend Pre-Event	3.3	Α	36.6	D	88.6	F
				Weekday Pre-Event	163.6	F	80.2	F	73.0	Е
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.8	Α	28.8	С	45.9	D
				Weekend Pre-Event	4.7	Α	104.9	F	112.2	F
				Weekday Pre-Event	87.0	F	81.2	F	78.0	Е
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Post-Event	6.0	Α	67.0	E	53.5	D
				Weekend Pre-Event	7.6	Α	68.3	E	65.4	Е

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
"	inciscoun			7 VIII 11 VIII	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	0.755	С	0.847	D		10000000000000000000000000000000000000
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.566	Α	0.668	В		
				Weekend Pre-Event	0.626	В	0.719	С		
				Weekday Pre-Event	1.017	F	1.137	F	1.051	F
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D	0.855	D
				Weekend Pre-Event	0.782	С	0.901	E	0.820	D
				Weekday Pre-Event	150.4	F	178.6	F	213.8	F
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	24.6	С	13.8	В
				Weekend Pre-Event	101.0	F	131.9	F	131.6	F
				Weekday Pre-Event	53.3	D	62.7	E	62.7	E
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	А	55.3	E	16.9	В
				Weekend Pre-Event	77.5	Е	109.5	F	98.2	F
				Weekday Pre-Event	169.0	F	128.8	F	144.8	F
14	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	105.8	F	126.0	F	169.1	F
				Weekend Pre-Event	106.1	F	179.2	F	197.1	F
				Weekday Pre-Event	155.0	F	131.2	F	123.3	F
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	42.8	D	54.0	D	60.8	Ε
				Weekend Pre-Event	53.5	D	78.9	E	72.8	E
		aren ena ena ena ena ena ena ena ena ena e		Weekday Pre-Event	1.346	F	1.425	F	1.262	F
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.427	F	1.751	F	1.671	F
				Weekend Pre-Event	1.051	F	1.122	F	1.055	F
		ntalan arti arti arti arti arti arti arti arti	and the state of t	Weekday Pre-Event	0.568	Α	0.633	В		
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	Α	0.410	Α		
			-	Weekend Pre-Event	0.397	Α	0.460	Α		
	от под примери под примери примери под примери под примери под примери под продугод продугод примери под примери			Weekday Pre-Event	0.515	Α	0.580	Α		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.350	Α	0.510	Α		
			-	Weekend Pre-Event	0.429	Α	0.493	Α	000	
	ende endered endered endered endered endered endered endered endered endered endered.	endar dar dar dar dar dar dar dar dar dar	acar car car car car car car car car	Weekday Pre-Event	70.0	Е	35.2	D	70.5	Ε
19	Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Post-Event	129.3	F	182.8	F	107.9	F
	•			Weekend Pre-Event	29.1	С	26.2	С	76.0	E

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with ' Plus Proje Mitiga	ct With
"	Intersection			1000	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	13.1	В	12.4	В	12.5	В
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	Α	7.7	Α
				Weekend Pre-Event	13.2	В	11.7	В	16.9	В
				Weekday Pre-Event	168.1	F	184.8	F	146.3	F
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	В	19.6	В	16.0	В
				Weekend Pre-Event	20.6	С	42.0	D	21.3	С
				Weekday Pre-Event	192.2	F	179.1	F	133.4	F
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С	19.0	В
				Weekend Pre-Event	29.9	С	109.6	F	52.8	D
				Weekday Pre-Event	138.7	F	146.1	F	111.9	F
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.0	С	53.0	D	19.2	В
				Weekend Pre-Event	49.4	D	94.9	F	31.7	С
				Weekday Pre-Event	126.2	F	68.4	Е	60.2	E
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	Α	133.1	F	8.4	Α
				Weekend Pre-Event	94.0	F	99.3	F	20.7	С
				Weekday Pre-Event	83.4	F	60.3	Е	61.6	E
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F	202.8	F
				Weekend Pre-Event	69.7	Е	72.1	Е	49.2	D
e na ena ena en			ocas, cos cas cas cas cas cas cas cas cas cas	Weekday Pre-Event	13.1	В	82.9	F	34.1	С
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	10.8	В	9.6	А	9.1	Α
				Weekend Pre-Event	13.1	В	68.0	Е	14.1	В
		ia designado are	ouer ver ver ver ver ver ver ver ver ver	Weekday Pre-Event	8.2	Α	7.4	Α	19.6	В
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	6.9	Α	7.0	Α	6.8	Α
				Weekend Pre-Event	9.7	Α	8.8	Α	9.2	Α
	от под применя по под под под под под под под под под			Weekday Pre-Event	21.2	С	24.6	С	27.0	С
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	147.6	F	***	F	287.7	F
	•			Weekend Pre-Event	19.9	В	24.2	С	20.7	С
	respondente des respectivos des respectivos des respectivos des respectivos des respectivos de respectivos de	on the contract contr	acar car car car car car car car car	Weekday Pre-Event	9.7	Α	48.5	D	9.8	Α
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	F	110.9	F
	•			Weekend Pre-Event	9.1	Α	8.7	А	8.7	А

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The lus Project	Baseline (with Plus Proj Mitig	ect With
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
***********		***************************************		Weekday Pre-Event	0.558	Α	0.571	А		000000000000000000000000000000000000000
		ICU	Inglewood	Weekday Post-Event	0.329	Α	0.390	Α		
20	VI NI A/III C4/O/th C4			Weekend Pre-Event	0.469	Α	0.473	Α		
30	Van Ness Ave/Hardy St/96 th St			Weekday Pre-Event	0.488	Α	0.502	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.243	Α	0.308	Α		
			Aligoios	Weekend Pre-Event	0.393	Α	0.397	Α		
			Inglewood/	Weekday Pre-Event	143.7	F	***	F	104.2	F
31	La Cienega Blvd/SB 405 On/Off	HCM	City of Los	Weekday Post-Event	25.4	С	49.5	D	56.6	Е
	Ramps (n/o Century)		Angeles/ Caltrans	Weekend Pre-Event	17.1	В	149.7	F	41.2	D
		era na navira na navira navira navira navira navira n	nena ena ena ena ena ena ena ena ena ena	Weekday Pre-Event	15.5	В	21.3	С	10.9	В
32	Prairie Ave/97th St	HCM	Inglewood	Weekday Post-Event	26.0	С	232.5	F	34.3	С
				Weekend Pre-Event	11.5	В	14.6	В	14.2	В
	respondentes respectives respectively respectively respectively respectively respectively.	esportation or careary areas conservations		Weekday Pre-Event	9.8	Α	72.9	E	28.3	С
33	Concourse Way/Century Blvd	HCM	City of Los	Weekday Post-Event	10.7	В	11.1	В	9.3	Α
			Angeles	Weekend Pre-Event	11.6	В	10.3	В	11.5	В
	e anno area area area area area area area are	and the tree tree tree tree tree tree tree	Inglewood/	Weekday Pre-Event	35.6	D	189.9	F	110.9	F
34	La Cienega Blvd/Century Blvd	НСМ	City of Los Angeles/	Weekday Post-Event	30.3	С	41.8	D	33.6	С
			County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D	45.2	D
			* *	Weekday Pre-Event	19.3	В	203.5	F	179.6	F
35	NB 405 On/Off Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С	76.2	E
			Carrians	Weekend Pre-Event	13.3	В	114.1	F	32.4	С
				Weekday Pre-Event	14.6	В	51.7	D	33.3	С
36	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F	118.1	F
				Weekend Pre-Event	13.2	В	19.6	В	15.7	В
				Weekday Pre-Event	27.4	С	220.7	F	159.1	F
37	Inglewood Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	45.2	D	131.0	F	84.9	F
				Weekend Pre-Event	27.4	С	121.6	F	67.4	E
				Weekday Pre-Event	20.8	С	234.2	F	158.1	F
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	9.7	Α	75.0	Ε	24.5	С
				Weekend Pre-Event	6.4	Α	157.5	F	114.9	F

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig:	ect With
	2000		V 44. 44. 44. 44. 44. 44. 44. 44. 44. 44.	1 00111001	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
***************************************		***************************************		Weekday Pre-Event	32.2	С	97.2	F	79.1	E
39	Grevillea Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	11.4	В	63.1	Ε	16.6	В
				Weekend Pre-Event	5.7	Α	83.5	F	62.6	E
				Weekday Pre-Event	68.7	Е	131.5	F	136.4	F
40	Hawthorne Blvd/La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	F	64.8	E
	Century Biva			Weekend Pre-Event	40.8	D	126.6	F	108.7	F
				Weekday Pre-Event	87.5	F	81.5	F	50.9	D
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	Α	105.6	F	18.8	В
	Century Bivu			Weekend Pre-Event	8.8	А	50.7	D	33.9	С
				Weekday Pre-Event	24.3	С	31.9	С	21.5	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	А	85.3	F	49.8	D
	Century Bivu			Weekend Pre-Event	9.3	Α	22.1	С	19.2	В
				Weekday Pre-Event	111.2	F	144.9	F	121.6	F
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	E	259.5	F	134.7	F
	Century Bive			Weekend Pre-Event	71.2	Е	94.7	F	108.2	F
				Weekday Pre-Event	34.6	С	164.6	F	110.5	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	F	188.4	F
	Contary Biva			Weekend Pre-Event	32.0	С	38.8	D	69.6	E
				Weekday Pre-Event	47.3	D	149.0	F	101.9	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F	130.4	F
	Century Bivu			Weekend Pre-Event	21.2	С	67.1	E	96.8	F
		na chain airt aich ain airt aich aich airt aich airt aich		Weekday Pre-Event	49.3	D	159.1	F	112.8	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	F	107.4	F
	Century Bivu			Weekend Pre-Event	38.8	D	72.5	E	67.8	E
	11 th Ave/			Weekday Pre-Event	49.2	D	113.3	F	73.3	E
47	Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F	76.3	E
	Century Blvd			Weekend Pre-Event	27.7	С	51.6	D	52.7	D
		e, recorder com	and the contract contract contract contract	Weekday Pre-Event	60.6	Е	169 1	F	158.6	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	76.5	Е	119.7	F	107.3	F
	Contary Divu			Weekend Pre-Event	39.2	D	142.0	F	159.6	F

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitiga	ect With
"	Hicksection	memotody	our suction	T CAR TIOM	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
************			***************************************	Weekday Pre-Event	12.1	В	123.4	F	100.1	F
49	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	19.1	В	21.8	С
	Contary Divu			Weekend Pre-Event	14.1	В	108.5	F	98.3	F
			Inglewood/Lo	Weekday Pre-Event	0.758	С	0.870	D		
		ICU	s Angeles	Weekday Post-Event	0.568	Α	0.809	D		
70	Van Ness Ave/		County	Weekend Pre-Event	0.658	В	0.786	С		
50	Century Blvd			Weekday Pre-Event	0.701	С	0.821	D		
		CMA	City of Los Angeles	Weekday Post-Event	0.499	Α	0.757	С		
			Aligeles	Weekend Pre-Event	0.595	Α	0.731	С		
				Weekday Pre-Event	0.388	Α	0.505	Α	nno.	
		IC U	Los Angeles County	Weekday Post-Event	0.410	Α	0.619	В		
	Gramercy PI/		County	Weekend Pre-Event	0.362	Α	0.473	Α		
51	Century Blvd			Weekday Pre-Event	0.207	Α	0.333	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.231	Α	0.453	Α		
			Aligeles	Weekend Pre-Event	0.179	Α	0.297	А		
				Weekday Pre-Event	0.771	С	0.973	E		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.587	Α	0.910	E		
	Century Bivu		Aligeles	Weekend Pre-Event	0.641	В	0.842	D	***	
			Inglewood/Lo s Angeles	Weekday Pre-Event	10.9	В	186.3	F	130.6	F
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	County/Caltra	Weekday Post-Event	9.2	Α	10.4	В	10.6	В
	SB 403 On/On Ramps (s/o Century)		ns/City of Los Angeles	Weekend Pre-Event	9.0	Α	9.4	Α	11.3	В
				Weekday Pre-Event	94.3	F	151.0	F	35.7	E
54	Prairie Ave/102 nd St	HCM^3	Inglewood	Weekday Post-Event	6.2	Α	***	F	***	F
				Weekend Pre-Event	85.6	F	23.2	С	14.0	В
		LIOM (Weekday Pre-Event	33.0	D	10.0	В	9.3	Α
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	Α	79.3	F	4.9	Α
			•	Weekend Pre-Event	10.2	В	8.2	Α	9.1	Α
			enen a en anta anta en anta en anta en anta anta	Weekday Pre-Event	91.5	F	***	F	218.0	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	7.4	Α	***	F	***	F
			· ·	Weekend Pre-Event	15.1	С	79.7	F	188.9	F

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig:	ect With
	2002		V 441 2 V 441 V	1 00111001	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
***************************************		***************************************	Los Angeles	Weekday Pre-Event	9.9	Α	99.1	F	27.7	С
57	La Cienega Blvd/ 104 th St	HCM	County/City	Weekday Post-Event	5.8	Α	5.3	Α	5.2	Α
	104" St		of Los Angeles	Weekend Pre-Event	7.4	Α	7.5	Α	8.2	Α
				Weekday Pre-Event	16.0	В	18.8	В	21.9	С
58	Inglewood Ave/ 104 th St	HCM	Los Angeles	Weekday Post-Event	8.3	Α	9.5	Α	7.8	Α
	104" St		County	Weekend Pre-Event	15.6	В	16.0	В	14.7	В
		auto auto auto auto auto auto auto auto	Inglewood/Lo	Weekday Pre-Event	23.8	С	165.1	F	146.0	F
59	Hawthorne Blvd/ 104 th St	HCM	s Angeles	Weekday Post-Event	15.7	В	94.6	F	17.8	В
	104 ^{ss} St		County	Weekend Pre-Event	24.8	С	109.8	F	44.5	D
	a kita kita kita kita kita kita kita kit	the	anne me	Weekday Pre-Event	141.0	F	250.7	F	142.9	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	Α	236.8	F	139.8	F
				Weekend Pre-Event	143.9	F	188.8	F	134.7	F
	ende en		acar car car car car car car car	Weekday Pre-Event	24.7	С	207.1	F	88.0	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.6	Α	6.6	Α	8.9	Α
				Weekend Pre-Event	7.8	Α	242.4	F	198.4	F
				Weekday Pre-Event	14.9	В	204.3	F	83.3	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Post-Event	8.4	Α	12.3	В	34.7	С
				Weekend Pre-Event	12.9	В	135.4	F	52.9	D
				Weekday Pre-Event	28.3	С	115.5	F	107.5	F
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Post-Event	11.7	В	19.3	В	17.6	В
	104 31			Weekend Pre-Event	22.6	С	167.0	F	132.3	F
			Inglewood/Lo	Weekday Pre-Event	0.525	Α	0.544	Α		
64	Van Ness Ave/ 104 th St	ICU	s Angeles	Weekday Post-Event	0.301	Α	0.327	Α		
	104 St		County	Weekend Pre-Event	0.430	Α	0.443	Α		
				Weekday Pre-Event	0.704	С	0.732	С		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	Α	0.662	В		
	LAIMOA DIVU		County	Weekend Pre-Event	0.612	В	0.629	В	***	
		and the same and the same and the same and the same		Weekday Pre-Event	22.7	С	265 1	F	8.9	Α
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	5.4	Α	102.2	F	56.9	E
	Leinioa divu		County	Weekend Pre-Event	6.5	Α	204.5	F	7.1	А

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
,,	The control of the co			1000	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekday Pre-Event	26.3	С	67.5	E	32.7	С	
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	Α	151.1	F	129.9	F	
	Lamoa Bivu			Weekend Pre-Event	32.2	С	54.9	D	37.4	D	
				Weekday Pre-Event	64.0	Е	109.7	F	63.2	E	
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	7.3	Α	66.6	E	62.6	E	
				Weekend Pre-Event	108.5	F	114.2	F	81.6	F	
				Weekday Pre-Event	8.9	Α	10.5	В	17.5	В	
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.7	Α	8.2	Α	7.5	Α	
				Weekend Pre-Event	9.2	Α	12.3	В	12.7	В	
				Weekday Pre-Event	0.538	Α	0.703	С			
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Post-Event	0.425	Α	0.609	В			
	109 St			Weekend Pre-Event	0.450	Α	0.617	В			
			Hawthorne/L	Weekday Pre-Event	0.706	С	0.768	С			
71	Hawthorne Blvd/ 111 th St	ICU	os Angeles	Weekday Post-Event	0.405	Α	0.578	Α			
	111 31		County	Weekend Pre-Event	0.576	Α	0.649	В			
				Weekday Pre-Event	31.1	С	100.9	F	91.7	F	
72	Prairie Ave/111 th St	HCM	Inglewood	Weekday Post-Event	33.4	С	176.1	F	172.3	F	
				Weekend Pre-Event	54.7	D	62.4	E	106.9	F	
	au neuer a en a en aen aen aen aen aen aen aen a			Weekday Pre-Event	7.9	Α	8.5	Α	36.7	D	
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.3	Α	6.4	Α	5.8	Α	
				Weekend Pre-Event	8.6	Α	8.4	Α	9.1	Α	
		ua eta aleta aleta de la del la d	and the state of t	Weekday Pre-Event	0.700	В	0.817	D		******************************	
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Post-Event	0.461	Α	0.634	В			
	WB 103 Off Ramp			Weekend Pre-Event	0.582	Α	0.702	С	····		
	Prairie Ave/			Weekday Pre-Event	94.9	F	230.7	F	282.5	F	
75	112 th St/	HCM	Inglewood/ Caltrans	Weekday Post-Event	66.7	Е	172.5	F	135.6	F	
	105 On Ramps		Canrans	Weekend Pre-Event	51.6	D	164.1	F	207.0	F	
	ente en	aan ka	acar car car car car car car car car	Weekday Pre-Event	0.770	С	0.773	С			
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Post-Event	0.411	Α	0.443	Α			
	Imperial Hwy			Weekend Pre-Event	0.578	Α	0.608	В			

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ect With
	2.00.2000.00		3 441 20 442 44 44 44	2 000121001	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
***************************************	Freeman Ave/		***************************************	Weekday Pre-Event	25.6	С	98.1	F	73.1	E
77	EB 105 On Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	E	70.3	Ε
	Imperial Hwy		Cannains	Weekend Pre-Event	16.8	В	15.8	В	15.7	В
				Weekday Pre-Event	83.3	F	128.1	F	111.9	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	62.5	Е	55.1	Е	43.8	D
	Imperial Tiwy		Tiawinome	Weekend Pre-Event	39.2	D	45.8	D	63.3	E
	—			Weekday Pre-Event	58.6	Е	117.5	F	108.8	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	Α	7.5	Α	7.6	Α
	Imperial riwy		Tia willonic .	Weekend Pre-Event	12.2	В	12.4	В	13.3	В
				Weekday Pre-Event	19.4	В	130.9	F	127.2	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.2	Α	12.0	В	9.3	А
	Imperial Twy			Weekend Pre-Event	12.6	В	11.5	В	12.4	В
				Weekday Pre-Event	0.888	D	1 037	F		
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.570	Α	0.820	D		
	Imperial Tiwy			Weekend Pre-Event	0.790	С	0.940	E		
				Weekday Pre-Event	21.1	С	112.0	F	117.8	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В	10.2	В
			•	Weekend Pre-Event	18.3	В	18.6	В	19.7	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	E	0.969	E
83	WB 105 Off Ramp/	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.693	В	0.880	D	0.835	D
	118 th Pl		Cannans	Weekend Pre-Event	0.782	С	0.952	E	0.943	E
	nakan nakan sakan sa	en travitan travel het	war verver verver verver verver verver	Weekday Pre-Event	55.6	Ε	135.9	F	132.0	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В	18.4	В
				Weekend Pre-Event	25.2	С	24.2	С	25.5	С
				Weekday Pre-Event	0.710	С	0.742	С		
85	EB 105 On/Off Ramp/ 120 th St	IC U	Hawthorne	Weekday Post-Event	0.721	С	0.951	Е		
	120 31			Weekend Pre-Event	0.790	С	0.837	D	3007 -	
	research and an annual and and an annual	and the second and are	and the same and the same and the same	Weekday Pre-Event	0.742	С	0.865	D	0.821	D
86	Crenshaw Blvd/ 120 th Street	IC U	Hawthorne	Weekday Post-Event	0.849	D	1.293	F	0.748	С
	120 Street			Weekend Pre-Event	0.775	С	0.898	D	0.862	D

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proje Mitiga	ct With
	211111111111111111111111111111111111111		0 441 20 441 44 44	1 000111001	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
000000000000000000000000000000000000000		***************************************		Weekday Pre-Event	0.412	Α	0.424	А	***************************************	000000000000000000000000000000000000000
		ICU	Los Angeles County	Weekday Post-Event	0.248	Α	0.268	Α		
87	La Cienega Blvd/		County	Weekend Pre-Event	0.284	Α	0.296	Α		
87	Lennox Blvd			Weekday Pre-Event	0.233	Α	0.246	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.079	Α	0.089	Α		
			Migolos	Weekend Pre-Event	0.098	Α	0.109	Α		
				Weekday Pre-Event	0.787	С	0.801	D	o	
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.444	Α	0.487	Α		
	Lennox Bive		County	Weekend Pre-Event	0.648	В	0.662	В		
		***************************************		Weekday Pre-Event	14.8	В	150.8	F	81.6	F
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.2	В	166.3	F	178.1	F
	Centary Diva			Weekend Pre-Event	15.4	В	82.1	F	108.7	F
				Weekday Pre-Event	21.0	С	13.4	В	20.2	С
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Post-Event	168.5	F	235.6	F	201.7	F
	Buckulom Succi			Weekend Pre-Event	16.5	В	16.9	В	17.2	В
				Weekday Pre-Event	0.967	Е	1.140	F		
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Post-Event	0.740	С	1.027	F		
	Contary Ave		County	Weekend Pre-Event	0.815	D	0.985	E		
			oras ras ras ras ras ras ras ras ras ras	Weekday Pre-Event	0.773	С	0.876	D	***************************************	
		ICU	Los Angeles County	Weekday Post-Event	0.603	В	0.794	С		
0.2	Vermont Ave/		County	Weekend Pre-Event	0.671	В	0.781	С		
92	Century Ave		ouer verver verver verver verver ver	Weekday Pre-Event	0.682	В	0.802	D	oor.	
		CMA	City of Los Angeles	Weekday Post-Event	0.484	Α	0.707	С		
			Aligeles	Weekend Pre-Event	0.563	Α	0.691	В		
				Weekday Pre-Event	0.489	Α	0.558	Α		
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.347	Α	0.525	Α		
	Contary Ave		Aligeles	Weekend Pre-Event	0.431	Α	0.513	Α	•••	
	reserves	elle van lan van van van van van van van van van v		Weekday Pre-Event	0.698	В	0.775	С		
94	Figueroa St/ Century Ave	CMA	City of Los	Weekday Post-Event	0.455	Α	0.617	В		
	Century Ave		Angeles	Weekend Pre-Event	0.602	В	0.689	В		

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		(with The Plus Project	Baseline (with Plus Pro Mitig	
"		interior of the second		7 VIII 11 VIII	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
***************************************	Grand Ave/	***************************************		Weekday Pre-Event	0.452	А	0.558	Α		000000000000000000000000000000000000000	
95	110 SB Off Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.339	Α	0.461	Α			
	Century Ave		Migolos	Weekend Pre-Event	0.371	Α	0.473	Α			
	Olive St/		~	Weekday Pre-Event	0.432	Α	0.461	Α			
96	110 NB On Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.354	Α	0.518	Α			
	Century Ave		Migeles	Weekend Pre-Event	0.385	Α	0.414	Α			
				Weekday Pre-Event	1.179	F	1 323	F			
		ICU	Inglewood	Weekday Post-Event	1.054	F	1.319	F			
97	Van Ness Ave/			Weekend Pre-Event	0.962	Ε	1 105	F			
9/	Manchester Blvd			Weekday Pre-Event	1.051	F	1.205	F			
		CMA	City of Los Angeles	Weekday Post-Event	0.917	Е	1.200	F			
			Migeles	Weekend Pre-Event	0.819	D	0.971	E			
				Weekday Pre-Event	1.104	F	1.270	F			
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.048	F	1.313	F			
	Manchester Bivu		Aligeics	Weekend Pre-Event	0.894	D	1.058	F			
				Weekday Pre-Event	0.805	D	0.897	D	***		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.711	С	0.848	D			
	Manchester Bivu		Aligeics	Weekend Pre-Event	0.637	В	0.721	С			
			oras ras ras ras ras ras ras ras ras ras	Weekday Pre-Event	0.859	D	0.952	E			
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.795	С	0.946	E			
	Manchester Bivu		Aligeles	Weekend Pre-Event	0.637	В	0.728	С	***		
			war ar a	Weekday Pre-Event	0.770	С	0.855	D	****		
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.706	С	0.843	D			
	Manchester Bive		Augeles	Weekend Pre-Event	0.631	В	0.715	С			
				Weekday Pre-Event	0.926	Е	1.019	F			
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.983	Е	1.134	F			
	Manelesiei Divu		Aligeies	Weekend Pre-Event	0.752	С	0.843	D	2007		
	escentino de la como d	aan ka an ah	ocar cor car cor cor car car car car car	Weekday Pre-Event	0.752	С	0.895	D			
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.892	D	0.979	E			
	Manchester Divu		Angeles	Weekend Pre-Event	0.509	Α	0.660	В	000		

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Pro	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	0.559	Α	0.563	А	***************************************	
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.760	С	1.092	F		
	Manchester Bivu		Aligoios	Weekend Pre-Event	0.539	Α	0.544	А	~	
				Weekday Pre-Event	0.994	Е	1.137	F		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.938	Ε	1 113	F		
	Timeay Di			Weekend Pre-Event	0.776	С	0.913	E		
				Weekday Pre-Event	0.778	С	0.819	D	***	
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	Α	0.653	В		
	Profesice Ave		Aligeles	Weekend Pre-Event	0.622	В	0.664	В		
				Weekday Pre-Event	0.937	Е	0.948	E	0.927	E
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	Α	0.562	Α	0.562	Α
	Centinicia Ave			Weekend Pre-Event	0.794	С	0.806	D	0.806	D
				Weekday Pre-Event	1.006	F	1.044	F	0.947	E
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В	0.627	В
100	La Cienega Blvd/			Weekend Pre-Event	0.993	Е	1.033	F	0.956	E
108	Centinela Ave			Weekday Pre-Event	0.953	Е	0.998	E	0.885	D
		CMA	City of Los	Weekday Post-Event	0.542	Α	0.552	Α	0.513	Α
			Angeles	Weekend Pre-Event	0.939	Е	0.986	E	0.896	D
				Weekday Pre-Event	0.723	С	0.738	С	*****************************	
		ICU	Inglewood	Weekday Post-Event	0.475	Α	0.495	Α	oor.	
100	La Cienega Blvd/		· .	Weekend Pre-Event	0.653	В	0.669	В		
109	La Tijera Blvd	and	terret i ver vier vier ver ver vier vier ver ver	Weekday Pre-Event	0.553	Α	0.570	Α	oor	
		CMA	City of Los	Weekday Post-Event	0.295	Α	0.316	Α		
			Angeles	Weekend Pre-Event	0.481	Α	0.499	Α	000	
	anne e care a reacte			Weekday Pre-Event	0.906	Ε	0.913	E		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.507	Α	0.507	Α		
	Stausoff Ave		County	Weekend Pre-Event	0.754	С	0.760	С	oo.	
	escentino en	aan ka	and the second second second second	Weekday Pre-Event	0.930	Е	0.932	Ε		
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Post-Event	0.624	В	0.644	В		
	Stocker St		County	Weekend Pre-Event	0.873	D	0.876	D		

Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour -	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
100000000000000000000000000000000000000	La Brea Ave/			Weekday Pre-Event	1.064	F	1.071	F		
112		ICU	Los Angeles County	Weekday Post-Event	0.549	А	0.549	Α		
				Weekend Pre-Event	0.807	D	0.814	D		
				Weekday Pre-Event	1.036	F	1.153	F		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.627	В	0.666	В		
	Manchester Bivd			Weekend Pre-Event	0.779	С	0.894	D		
				Weekday Pre-Event	0.931	Е	0.996	E		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	С	***	
	Asii 501-405 NB Off-Ramp			Weekend Pre-Event	0.768	С	0.861	D		
				Weekday Pre-Event			N/A	N/A		
115	Century Blvd/ West Structure	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	129.8	F	60.5	E
	Driveway			Weekend Pre-Event			N/A	N/A	N/A	N/A
	Prairie Ave/West Structure Driveway		Inglewood	Weekday Pre-Event	Does Not Exist		109.2	F	36.4	D
116		ructure HCM		Weekday Post-Event			N/A	N/A	N/A	N/A
				Weekend Pre-Event			51.2	D	35.7	D

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.

Intersections analyzed using HČM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

SOURCE: Fehr & Peers, 2019.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results are presented for freeway operations in Tables 3.14-65, 3.14-68, 3.14-71, 3.14-74, and 3.14-77 and for freeway ramp queuing in Tables 3.14-66, 3.14-69, 3.14-72, 3.14-75, and 3.14-78. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on a number of the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 1 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-29(a)

Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard)

Mitigation Measure 3.14-29(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-29(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-29(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-29(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-29(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 off-ramp at South Prairie Avenue, the maximum vehicle queue would be reduced from 9,175 feet (without mitigation) to 7,700 feet with mitigation, which is less than the applicable 8,720-foot storage. Thus, storage would be adequate with mitigation.
- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,247 feet (without mitigation) to 3,585 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in small decreases in the maximum queue at the I-405 northbound and southbound off-ramps at West Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of West Century Boulevard) would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce two of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating this impact to less-than-significant. However, the maximum queue at the I-405 northbound off-ramp onto West Century Boulevard and at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard) would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impacts are considered to be significant and unavoidable.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit. (Significant and Unavoidable)

The project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant**.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District¹⁹ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations.

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium will increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. This impact is considered to be **less than significant**.

To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the current plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

Mitigation Measure 3.14-30(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (Transportation Demand Management Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Level of Significance After Mitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

1.

City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

Mitigation Measure 3.14-30(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: This measure would reduce the impact to less than significant.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access. (Less than Significant with Mitigation)

As documented in **Impact 3.14-28**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access with concurrent major events at the major venues in the vicinity of the Project Site and Centinela Hospital is considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-31

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Impact 3.14-32: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium. (Less than Significant)

Temporary construction impacts of the Proposed Project on traffic, access, bus stops, and on-street parking were identified in **Impact 3.14-15**. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**. These impacts would be similar during major events at The Forum and/or the NFL Stadium.

Mitigation Measure 3.14-32

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Cumulative Project Impacts and Mitigation Measures with Other Concurrent Events

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Cumulative conditions. (Significant and Unavoidable)

As presented in Tables 3.14-81, 3.14-84, 3.14-87, 3.14-90, and 3.14-93, and based on the significance criteria, significant impacts were identified at intersections during Major Events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium.. Figures 3.14-33, 3.14-34, and 3.14-35 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. Figures 3.14-36 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. Figures 3.14-37 and 3.14-38 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-39 and 3.14-40 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. Figure 3.14-41 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

Figure 3.14-33 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekday pre-event peak hour

Figure 3.14-34 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekday post-event peak hour

Figure 3.14-35 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekend pre-event peak hour

Figure 3.14-36 Impacted Intersections: Cumulative (With Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

Figure 3.14-37 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-38 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

Figure 3.14-39 Impacted Intersections: Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

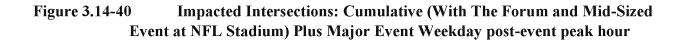


Figure 3.14-41 Impacted Intersections: Cumulative (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

These impacts are considered significant.

Mitigation Measure 3.14-33(a)

Implement Mitigation Measures 3.14-18(a) through 3.14-18(r)

Mitigation Measure 3.24-33(a) requires implementation of all mitigation measures required to mitigate impacts of a major event at the Proposed Project Arena under Adjusted Baseline conditions.

Mitigation Measure 3.14-33(b)

Implement Mitigation Measure 3.14-28(b) (Additional TCO placement and temporary lane changes at select intersections)

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on Table 3.14-99 for Scenario 1 (with The Forum).

The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 71 significant intersection impacts, the above mitigation measures would cause 16 to become **less-than-significant**. No intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 60 percent without mitigation 65 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 52 significant intersection impacts, the above mitigation measures would cause 14 to become **less-than-significant**. Two intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 61 percent without mitigation to 70 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 58 significant intersection impacts, the above mitigation measures would cause eight to become **less-than-significant**. These mitigation measures would cause one additional intersection to become new secondary, significantly impacted location. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 72 percent without mitigation to 78 percent with the recommended mitigation measures in place.

Mitigation measure testing did not consider the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered significant and unavoidable.

3. Environmental Impacts, Settings, and Mitigation 3.14 Transportation and Circulation	ation Measures	
Inglewood Basketball and Entertainment Center	[PAGE]	ESA / 171236

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
			our isunction		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
			***************************************	Weekday Pre-Event	1.189	F	1 343	F			
1	La Cienega Blvd/ Florence Ave	IC U	Inglewood	Weekday Post-Event	0.739	C	0.771	C			
				Weekend Pre-Event	1.065	F	1.220	F			
				Weekday Pre-Event	0.833	D	0.848	D			
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.520	Α	0.592	A			
				Weekend Pre-Event	0.748	C	0.757	C			
				Weekday Pre-Event	27.7	C	9.6	A	39.2	D	
3	Hillcrest Blvd/ Florence Ave	НСМ	Inglewood	Weekday Post-Event	4.7	A	4.9	A	4.9	A	
				Weekend Pre-Event	6.9	Α	7.5	A	8.6	A	
	Centinela Ave/ Florence Ave			Weekday Pre-Event	36.9	D	88.3	F	112.1	F	
4		HCM	Inglewood	Weekday Post-Event	19.4	В	21.1	С	22.3	С	
				Weekend Pre-Event	20.0	C	22.4	С	26.5	С	
	Prairie Ave/ Florence Ave	ray navar yan wan yan yan yan yan yan yan yan yan yan y	Inglewood	Weekday Pre-Event	97.9	F	87.8	F	102.4	F	
5		НСМ		Weekday Post-Event	24.4	С	30.6	С	31.5	C	
				Weekend Pre-Event	30.7	C	89.1	F	88.5	F	
	e de la comita de l	ICU	Inglewood	Weekday Pre-Event	1.104	F	1.163	F			
				Weekday Post-Event	0.810	D	0.893	D			
_	West Blvd/			Weekend Pre-Event	0.982	E	1.041	F			
6	Florence Ave		City of Los Angeles	Weekday Pre-Event	0.971	Е	1.033	F			
		CMA		Weekday Post-Event	0.658	В	0.746	С			
				Weekend Pre-Event	0.841	D	0.901	Ε			
				Weekday Pre-Event	117.2	F	106.2	F	123.4	F	
7	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	4.1	A	92.5	F	44.3	D	
	Grace Ave		C	Weekend Pre-Event	3.6	A	173.0	F	103.6	Г	
*********		ornaria na marita na	aca i cale ca i ca	Weekday Pre-Event	117.9	F	110.1	F	125.7	F	
8	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	5.3	A	156.5	F	99.1	F	
	East Carondelet Way			Weekend Pre-Event	5.3	A	130.2	F	100.9	F	
er e ra e ra e ra		taun taun uattuut vartuut tunt vartuut vartuut vartuut vartuur t	war ver ver ver ver ver ver ver ver	Weekday Pre-Event	94.5	F	81.5	F	106.6	F	
9	Prairie Ave/	НСМ	Inglewood	Weekday Post-Event	7.5	A	119.2	F	91.8	F	
	E Regent Street		Č.	Weekend Pre-Event	10.6	В	87.4	F	55.7	E	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Intersection Methodolo	Methodology ^{1,2}	Jurisdiction ¹	tion ¹ Peak Hour —	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
		, and the same of	V 442 444 444 444 444 444 444 444 444 44	1 0001110	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
***************************************	T. (3' TN 1/	***************************************	***************************************	Weekday Pre-Event	1.296	F	1.389	F				
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.721	С	0.782	С	**			
	Wallehoster Dive			Weekend Pre-Event	0.943	Е	1.019	F				
				Weekday Pre-Event	1.186	F	1.306	F	1.214	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.694	В	0.914	E	0.914	E		
	Wallenester Dive			Weekend Pre-Event	0.936	Е	1.056	F	0.971	E		
				Weekday Pre-Event	78.2	Е	89.1	F	91.5	F		
12	Hillcrest Blvd/ Manchester Blvd	LIC'NA	Inglewood	Weekday Post-Event	10.8	В	95.2	F	94.4	F		
	Manchester BIVG			Weekend Pre-Event	80.2	F	97.0	F	78.2	Е		
	Spruce Ave/ Manchester Blvd		Inglewood	Weekday Pre-Event	46.4	D	38.5	D	35.4	D		
13		HCM		Weekday Post-Event	8.3	A	104.8	F	97.3	F		
				Weekend Pre-Event	51.2	D	44.9	D	33.5	С		
	Prairie Ave/ Manchester Blvd		Inglewood	Weekday Pre-Event	190.4	F	171.7	F	192.6	F		
14		HCM		Weekday Post-Event	62.2	Е	124.1	Г	162.3	F		
				Weekend Pre-Event	134.8	F	214.5	F	170.9	F		
	Kareem Ct/ Manchester Blvd	НСМ	Inglewood	Weekday Pre-Event	56.2	Е	60.8	Е	62.7	E		
15				Weekday Post-Event	13.4	В	81.9	F	62.2	E		
	Manchester Bivd			Weekend Pre-Event	54.4	D	81.2	F	62.6	E		
ia charcharthart				Weekday Pre-Event	1.638	F	1.710	F	1.478	F		
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.577	F	2.014	F	1.890	F		
	Manchester Bivd			Weekend Pre-Event	1.447	F	1.517	F	1.378	F		
	enderen era	era era era arra era era era era era era	acare care care care care care care care	Weekday Pre-Event	0.614	В	0.679	В	S			
17	La Brea Ave/ Hillcrest Blvd	IC U	Inglewood	Weekday Post-Event	0.295	A	0.444	A				
	Hillcrest Blvd			Weekend Pre-Event	0.440	A	0.502	A	···			
				Weekday Pre-Event	0.571	Α	0.637	В				
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.384	A	0.554	A				
	ALTERNATION AND LOS LOS VICE A S.T. V			Weekend Pre-Event	0.493	A	0.556	A				
	Prairie Ave/			Weekday Pre-Event	43.5	D	38.5	D	110.7	F		
19	Kelso St/	HCM	Inglewood	Weekday Post-Event	61.6	Е	130.3	F	98.1	F		
	Pincay Dr			Weekend Pre-Event	21.9	C	86.8	F	98.2	F		

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection Methodology ^{1,2} Jur	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
		, and the same of	our isurction	T CHILLIAN	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	T.	00000000000000000000000000000000000000		Weekday Pre-Event	14.9	В	13.6	В	14.2	В
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	9.3	A	7.6	A	8.0	A
	Thicay Di			Weekend Pre-Event	11.7	В	11.5	В	11.6	В
		era vera vera vera era vera vera era vera era vera v		Weekday Pre-Event	78.7	Е	155.2	F	130.9	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.3	В	35.7	D	21.4	C
	Arbor vitae St			Weekend Pre-Event	32.6	C	137.3	F	103.4	F
				Weekday Pre-Event	123.2	F	136.4	F	192.8	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.2	В	49.8	D	19.4	В
				Weekend Pre-Event	119.8	F	164.7	F	142.2	F
	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event	66.5	E	140.9	F	144.3	F
23				Weekday Post-Event	21.2	C	133.1	F	52.7	D
				Weekend Pre-Event	32.8	C	152.2	F	75.6	Е
	Myrtle Ave/ Arbor Vitae St		Inglewood	Weekday Pre-Event	66.1	Е	75.6	Е	93.7	F
24		HCM		Weekday Post-Event	9.0	Α	257.9	F	142.8	F
				Weekend Pre-Event	37.3	D	116.2	F	72.2	E
arra rea rea coa	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	153.7	F	160.6	F	90.3	F
25				Weekday Post-Event	90.9	F	217.2	F	204.1	F
	Arbor Vitae St			Weekend Pre-Event	79.4	Е	97.1	F	100.6	F
			anne cae ne cae ne cae ne cae ne cae ne cae	Weekday Pre-Event	17.4	В	86.4	F	15.6	В
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	Α	9.2	A	* 10.0	В
	Hardy St			Weekend Pre-Event	14.1	В	15.1	В	17.5	В
	erandera,	es es residencia se		Weekday Pre-Event	10.1	В	17.5	В	9.2	A
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	A	11.0	В	6.8	A
	Hardy St			Weekend Pre-Event	9.6	A	9.4	A	9.4	A
				Weekday Pre-Event	53.6	D	61.3	E	33.5	С
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	143.0	F	254.4	F	234.2	F
				Weekend Pre-Event	23.6	C	26.6	С	75.4	E
				Weekday Pre-Event	17.7	В	106.8	ľ	68.4	E
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F	82.5	F
	Hardy St	*****		Weekend Pre-Event	9.6	A	55.6	Γ	111.7	F
				Johong Tie Byont	J.U				* * * * * * * * * * * * * * * * * * * *	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
"			our isurction	T VAIL TIVE	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
		######################################		Weekday Pre-Event	0.595	A	0.608	В	000000000000000000000000000000000000000	***************************************	
		IC U	Inglewood	Weekday Post-Event	0.341	A	0.402	A			
30	Van Ness Ave/ Hardy St/			Weekend Pre-Event	0.503	A	0.507	A			
30	96 th St			Weekday Pre-Event	0.428	A	0.442	A			
		CMA	City of Los Angeles	Weekday Post-Event	0.157	A	0.221	A			
			Migeles	Weekend Pre-Event	0.330	A	0.334	A	**		
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	43.7	D	225.0	F	165.9	F	
31	SB 405 On/Off Ramps (n/o	HCM	City of Los	Weekday Post-Event	49.3	D	82.2	F	31.1	C	
	Century)		Angeles/ Caltrans	Weekend Pre-Event	27.1	С	88.2	F	61.8	E	
	Prairie Ave/ 97 th St	arran na may n		Weekday Pre-Event	91.1	F	62.5	Е	24.7	C	
32		НСМ	Inglewood	Weekday Post-Event	29.0	С	99.2	F	49.4	D	
				Weekend Pre-Event	13.2	В	12.2	В	39.3	D	
	Concourse Way/ Century Blvd		City of Los Angeles	Weekday Pre-Event	28.4	С	179.8	F	171.2	F	
33		HCM		Weekday Post-Event	9.9	A	88.5	F	55.6	E	
	Collary Biva			Weekend Pre-Event	15.0	В	17.4	В	26.8	С	
		НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	76.5	Е	249.1	F	199.0	F	
34	La Cienega Blvd/ Century Blvd			Weekday Post-Event	49.1	D	135.5	F	124.1	F	
	Contary Diva			Weekend Pre-Event	33.5	С	118.0	F	112.7	F	
				Weekday Pre-Event	100.5	F	183.6	F	233.0	F	
35	NB 405 On/Off Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	28.0	C	32.0	C	27.8	С	
	Contary Diva		Cantails	Weekend Pre-Event	17.1	В	124.9	F	171.9	F	
				Weekday Pre-Event	37.3	D	62.4	E	47.2	D	
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	111.0	F	126.8	F	110.6	F	
	Contary Dive			Weekend Pre-Event	15.5	В	29.4	C	31.6	С	
	Inglewood Ave/ Century Blvd			Weekday Pre-Event	130.1	F	203.1	F	169.3	F	
37		HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F	83.3	F	
	Commany Divo			Weekend Pre-Event	35.7	D	127.0	F	138.0	F	
			and the state of t	Weekday Pre-Event	167.2	F	194.9	F	179.2	F	
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	8.3	A	95.8	F	27.7	C	
	•			Weekend Pre-Event	10.8	В	144.5	F	153.2	F	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
			Junstitution	1 VMI IIVM	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
	G 111			Weekday Pre-Event	81.1	F	113.8	F	79.6	Е	
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	В	108.7	F	23.6	С	
	Contary Divu			Weekend Pre-Event	10.7	В	73.0	E	71.0	E	
	Hawthorne Blvd/	vthorne Blvd/		Weekday Pre-Event	85.6	F	136.8	F	120.5	F	
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F	63.0	E	
	Century Blvd		,	Weekend Pre-Event	52.5	D	104.3	F	109.5	F	
				Weekday Pre-Event	66.8	Е	96.2	F	72.0	E	
41	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.3	A	97.5	F	13.4	В	
	Century Blvd			Weekend Pre-Event	7.7	A	14.3	В	46.8	D	
	Freeman Ave/ Century Blvd		Inglewood	Weekday Pre-Event	23.7	C	39.1	D	28.7	C	
42		HCM		Weekday Post-Event	9.3	A	119.0	F	22.6	С	
				Weekend Pre-Event	9.5	A	11.4	В	20.0	В	
				Weekday Pre-Event	124.7	F	169.6	F	166.4	F	
43	Prairie Ave/ Century Blvd	НСМ	Inglewood	Weekday Post-Event	96.4	F	188.8	F	151.0	F	
	Contary Divu			Weekend Pre-Event	71.0	Е	94.4	F	129.7	F	
		НСМ	Inglewood	Weekday Pre-Event	59.0	Е	117.5	F	92.5	F	
44	Doty Ave/ Century Blvd			Weekday Post-Event	16.4	В	147.7	F	141.1	F	
	Century Bivu			Weekend Pre-Event	49.4	D	82,1	F	108.6	F	
				Weekday Pre-Event	71.3	Е	109.2	F	86.1	F	
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.1	В	135.5	F	141.1	F	
	Century Bivu			Weekend Pre-Event	33.2	C	75.4	E	93.5	F	
				Weekday Pre-Event	91.7	F	1193	F	99.8	F	
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.8	В	107.2	F	126.2	F	
	Century Biva			Weekend Pre-Event	30.7	С	105.3	F	120.4	F	
				Weekday Pre-Event	78.7	Е	118.8	F	97.2	F	
47	11th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	81.5	F	98.1	F	
				Weekend Pre-Event	42.1	D	87.3	F	144.1	F	
				Weekday Pre-Event	133.8	F	220.4	F	207.1	F	
48	Crenshaw Blvd	HCM	Inglewood	Weekday Post-Event	68.0	Е	93.8	F	125.3	Γ	
	Century Blvd		-	Weekend Pre-Event	89.8	F	192.3	F	232.5	F	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Jurisdiction ¹ Peak Hour		ve (with um) No ect		ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
"		incinotolog,	Jurisulction	I WAR II WA	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
***************************************	7.1L			Weekday Pre-Event	30.9	C	144.5	F	146.3	F	
49	5 th Ave/ Century Blvd	НСМ	Inglewood	Weekday Post-Event	12.7	В	17.9	В	23.9	С	
	Contary Diva			Weekend Pre-Event	14.5	В	148.0	F	153.5	F	
			Inglewood/	Weekday Pre-Event	0.845	D	0.957	E			
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.844	D			
50	Van Ness Ave/		County	Weekend Pre-Event	0.745	C	0.869	D			
50	Century Blvd		er virkurt var virt var virt virt virt virt virt vir	Weekday Pre-Event	0.695	В	0.813	D			
		CMA	City of Los Angeles	Weekday Post-Event	0.435	A	0.693	В			
			Aligeles	Weekend Pre-Event	0.589	A	0.719	C			
	Gramercy PI/ Century Blvd			Weekday Pre-Event	0.460	Α	0.575	A			
		ICU	Los Angeles County	Weekday Post-Event	0.437	A	0.645	В			
				Weekend Pre-Event	0.437	A	0.543	A			
51				Weekday Pre-Event	0.284	A	0.407	A			
		CMA	City of Los Angeles	Weekday Post-Event	0.259	Α	0.481	A			
				Weekend Pre-Event	0.259	A	0.371	A			
		eur authern ein ann ann ann ann ann ann airt	omen van van van van van van van van van va	Weekday Pre-Event	0.916	Е	1.120	F			
52	Western Ave/	CMA	City of Los	Weekday Post-Event	0.642	В	0.965	E			
	Century Blvd		Angeles	Weekend Pre-Event	0.788	C	0.991	Е			
			Inglewood/ Los Angeles	Weekday Pre-Event	26.1	C	147.8	F	123.8	F	
53	La Cienega Blvd/	HCM	County/	Weekday Post-Event	12.2	В	12.4	В	13.0	В	
	SB 405 On/Off Ramps (s/o Century)	110111	Caltrans/City of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D	48.6	D	
				Weekday Pre-Event	104.5	F	182.6	F	61.4	F	
54	Prairie Ave/102 nd St	HCM^3	Inglewood	Weekday Post-Event	15.5	В	***	F	***	F	
				Weekend Pre-Event	78.5	Е	69.2	F	25.1	D	
				Weekday Pre-Event	6.9	A	7.7	A	26.9	D	
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	A	9.4	A	50.7	F	
				Weekend Pre-Event	7.1	A	7.9	A	8.1	A	
 	77.1 A (1000d G)	HCM (unsig.)		Weekday Pre-Event	16.7	C	58.9	F	200.2	F	
56	Yukon Ave/102 nd St	` ',	Inglewood	Weekday Post-Event	8.6	A	***	F	***	F	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
"			Junistiction	T VAIN TION	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekend Pre-Event	13.5	В	21.0	С	123.0	F	
			Los Angeles	Weekday Pre-Event	18.8	В	121.0	F	99.7	F	
57	La Cienega Blvd/ 104 th St	HCM	County/City of Los	Weekday Post-Event	7.3	A	7.1	A	7.3	A	
	104" St		Angeles	Weekend Pre-Event	5.4	A	25.3	С	38.6	D	
				Weekday Pre-Event	21.5	C	27.1	C	49.6	D	
58	Inglewood Ave/ 104 th St	HCM	Los Angeles	Weekday Post-Event	8.1	A	9.3	A	9.7	A	
	104" St		County	Weekend Pre-Event	15.1	В	14.7	В	20.6	С	
			Inglewood/	Weekday Pre-Event	25.9	С	91.9	F	118.7	F	
59	Hawthorne Blvd/ 104 th St	НСМ	Los Angeles	Weekday Post-Event	16.3	В	101.2	F	20.3	С	
			County	Weekend Pre-Event	23.8	С	82.9	F	78.1	E	
			useum van van van van van van van van van va	Weekday Pre-Event	190.4	F	232.7	F	136.8	F	
60	Prairie Ave/104 th St	HCM	Inglewood	Weekday Post-Event	13.0	В	***	F	256.8	F	
				Weekend Pre-Event	147.6	F	160.6	F	122.4	F	
	Doty Ave/104 th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	76.8	F	140.7	F	75.9	F	
61				Weekday Post-Event	6.9	A	108.8	F	7.7	A	
				Weekend Pre-Event	7.7	A	10.2	В	8.7	A	
				Weekday Pre-Event	24.1	C	45.5	D	25.6	C	
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Post-Event	9.3	A	12.5	В	14.9	В	
				Weekend Pre-Event	13.6	В	21.3	С	35.2	D	
	6 1 51 1/			Weekday Pre-Event	105.2	F	132.0	F	148.9	F	
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Post-Event	13.5	В	25.0	C	27.0	C	
	10. 50			Weekend Pre-Event	58.8	Е	140.2	F	169.1	F	
	\$7 \$1 A/		Inglewood/	Weekday Pre-Event	0.544	A	0.562	A			
64	Van Ness Ave/ 104 th St	ICU	Los Angeles	Weekday Post-Event	0.308	A	0.334	A			
	10. 50		County	Weekend Pre-Event	0.447	A	0.460	A			
	Horreth ome a Dherd/		I as Amasle	Weekday Pre-Event	0.749	C	0.769	С			
65	Hawthorne Blvd/ Lennox Blvd	IC U	Los Angeles County	Weekday Post-Event	0.494	A	0.686	В			
				Weekend Pre-Event	0.660	В	0.676	В			
	European Avrol		Los Angeles	Weekday Pre-Event	12.4	В	211.8	F	161.8	F	
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	7.4	A	120.4	F	33.5	С	
				Weekend Pre-Event	10.7	В	178.1	F	7.0	A	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour -	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
		-			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	47.0	D	80.3	F	66.5	E
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	67.6	Е	201.4	F	213.4	F
	Lennox Bivu			Weekend Pre-Event	38.0	D	56.8	E	29.1	C
				Weekday Pre-Event	128.8	F	166.7	F	89.8	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	19.4	В	82.8	F	57.1	E
				Weekend Pre-Event	109.3	F	118.3	F	78.7	Е
				Weekday Pre-Event	10.7	В	12.4	В	11.6	В
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.9	A	9.3	A	9.3	A
				Weekend Pre-Event	9.6	A	11.8	В	11.8	В
	Crenshaw Blvd/109 th St			Weekday Pre-Event	0.584	A	0.750	C		
70		ICU	Inglewood	Weekday Post-Event	0.445	A	0.630	В		
				Weekend Pre-Event	0.507	A	0.675	В		
			Hawthorne/L os Angeles County	Weekday Pre-Event	0.752	C	0.811	D		
71	Hawthorne Blvd/111 th St	ICU		Weekday Post-Event	0.426	A	0.599	A		
				Weekend Pre-Event	0.622	В	0.699	В	v.	
	Prairie Ave/111 th St	НСМ	Inglewood	Weekday Pre-Event	88.5	F	112.5	F	71.8	Е
72				Weekday Post-Event	116.0	F	91.5	F	133.6	F
				Weekend Pre-Event	77.7	Е	80.3	F	91.1	F
			***********************	Weekday Pre-Event	9.9	A	9.5	A	24.4	С
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.7	A	8.0	A	7.6	A
				Weekend Pre-Event	9.2	A	9.4	A	9.0	A
	ende en	rasar san	acare care care care care care care care	Weekday Pre-Event	0.748	C	0.860	D		
74	Hawthorne Blvd/ WB 105 Off Ramp	IC U	Hawthorne	Weekday Post-Event	0.488	Α	0.661	В	o.	
	WB 103 Off Ramp			Weekend Pre-Event	0.634	В	0.745	C		
				Weekday Pre-Event	209.9	F	250.0	F	328.0	F
75	Prairie Ave/112 th St/105 On Ramps	НСМ	Inglewood/ Caltrans	Weekday Post-Event	56.3	Е	59.0	Е	57.5	Е
			Cantairs	Weekend Pre-Event	161.8	F	201.7	F	283.7	Г
				Weekday Pre-Event	0.844	D	0.848	D		
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.453	A	0.485	A		
	. ,			Weekend Pre-Event	0.660	В	0.664	В	×.	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour				ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
			our suction	T WHI IIVM	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
	Freeman Ave/	***************************************	- 4	Weekday Pre-Event	70.0	Е	117.7	F	112.9	F	
77	EB 105 On Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	69.6	Е	72.7	Е	113.7	F	
	Imperial Hwy		Canrans	Weekend Pre-Event	19.2	В	20.3	C	31.9	C	
				Weekday Pre-Event	167.9	F	243.0	F	168.9	F	
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	58.3	Е	78.5	E	76.0	E	
			Tawnome	Weekend Pre-Event	48.5	D	76.8	E	86.1	F	
				Weekday Pre-Event	102.7	F	188.3	F	177.8	F	
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	11.5	В	68.1	E	66.0	E	
			Trawmorne .	Weekend Pre-Event	14.5	В	97.1	F	77.2	E	
				Weekday Pre-Event	76.6	Е	169.9	F	168.3	F	
80	Yukon Ave/Imperial Hwy	НСМ	Inglewood	Weekday Post-Event	7.5	A	17.2	В	10.2	В	
				Weekend Pre-Event	10.1	В	27.6	С	49.8	D	
	Crenshaw Blvd/Imperial Hwy		Inglewood	Weekday Pre-Event	0.994	Е	1.144	F			
81		ICU		Weekday Post-Event	0.622	В	0.880	D	•		
				Weekend Pre-Event	0.916	Е	1.067	F			
		HCM	Hawthorne	Weekday Pre-Event	48.7	D	225.0	F	33.8	C	
82	Prairie Ave/118th St			Weekday Post-Event	9.9	A	11.6	В	12.3	В	
				Weekend Pre-Event	17.6	В	18.5	В	17.9	В	
				Weekday Pre-Event	0.896	D	1.062	F	1.054	F	
83	Crenshaw Blvd/WB 105 Off Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.732	С	0.920	E	0.869	D	
	116 11		Cannans	Weekend Pre-Event	0.878	D	1.050	F	1.040	F	
	and the tree tree tree tree tree tree tree	reconstruction construction construction construction construction construction construction construction cons	acar car car car car car car car car	Weekday Pre-Event	53.2	D	83.6	F	51.8	D	
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.3	В	18.8	В	17.4	В	
				Weekend Pre-Event	25.4	C	24.1	С	25.8	\mathbf{C}	
				Weekday Pre-Event	0.787	C	0.833	D			
85	EB 105 On/Off Ramp/120 th St	ICU	Hawthorne	Weekday Post-Event	0.761	C	0.991	Е			
				Weekend Pre-Event	0.882	D	0.929	E			
				Weekday Pre-Event	0.831	D	0.954	E	0.903	E	
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Post-Event	0.897	D	1.341	F	0.773	С	
				Weekend Pre-Event	0.876	D	1.000	E	0.950	E	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
,,		, and the second	Juristiction	I Can II Can	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
		***************************************		Weekday Pre-Event	0.440	A	0.451	A	<u> </u>	***************************************	
		ICU	Los Angeles County	Weekday Post-Event	0.310	A	0.329	A			
87	La Ciana de Diad/Laura de Diad		County	Weekend Pre-Event	0.372	A	0.375	A			
87	La Cienega Blvd/Lennox Blvd	The state of the s		Weekday Pre-Event	0.262	A	0.274	A			
		CMA	City of Los Angeles	Weekday Post-Event	0.119	A	0.139	A			
			Migeles	Weekend Pre-Event	0.188	A	0.191	A			
				Weekday Pre-Event	0.841	D	0.855	D			
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.464	A	0.513	A			
			County	Weekend Pre-Event	0.704	C	0.717	C			
	Hollywood Park Casino Driveway/ Century Blvd	y/ HCM	Inglewood	Weekday Pre-Event	37.3	D	108.4	F	86.1	F	
89				Weekday Post-Event	12.0	В	143.4	F	158.6	F	
				Weekend Pre-Event	20.2	С	67.7	E	85.8	F	
	Prairie Ave/Buckthorn Street		Inglewood	Weekday Pre-Event	30.9	C	21.4	C	24.4	C	
90		HCM		Weekday Post-Event	177.1	F	190.6	F	214.6	F	
				Weekend Pre-Event	17.7	В	34.7	C	44.3	D	
	Normandie Ave/Century Ave	IC U	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F			
91				Weekday Post-Event	0.784	C	1.071	F			
			County	Weekend Pre-Event	0.932	Е	1.102	F			
			rana araw na araw na araw na araw na araw	Weekday Pre-Event	0.872	D	0.970	E			
		ICU	Los Angeles County	Weekday Post-Event	0.650	В	0.842	D			
92	Vermont Ave/Century Ave		County	Weekend Pre-Event	0.801	D	0.901	E			
92	vermont Ave/Century Ave		G:	Weekday Pre-Event	0.797	C	0.911	E			
		CMA	City of Los Angeles	Weekday Post-Event	0.539	A	0.762	C			
			Migolos	Weekend Pre-Event	0.714	C	0.831	D			
				Weekday Pre-Event	0.585	A	0.653	В			
93	Hoover St/Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.383	A	0.561	A			
			7 Higolos	Weekend Pre-Event	0.537	A	0.619	В			
				Weekday Pre-Event	0.791	C	0.865	D			
94	Figueroa St/Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.496	A	0.658	В			
			/ Higotos	Weekend Pre-Event	0.706	C	0.793	C			

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Intersection Methodology ^{1,2} Jur	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
"		intersection victiouology. Jurisu	our issuection	I Can II Can	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
AAAMAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA		90000000000000000000000000000000000000		Weekday Pre-Event	0.524	A	0.638	В	90000000000000000000000000000000000000	000000000000000000000000000000000000000	
95	Grand Ave/110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.372	A	0.494	A			
	Century Ave		Aligeles	Weekend Pre-Event	0.449	A	0.563	A			
	Olive St/110 NB On Ramp/			Weekday Pre-Event	0.545	A	0.574	A			
96	Olive St/110 NB On Ramp/ Century Ave	CMA	City of Los	Weekday Post-Event	0.395	A	0.562	A			
	Century Ave		Angeles	Weekend Pre-Event	0.525	A	0.553	A			
		e travar vara vara vara vara vara vara va	Inglewood	Weekday Pre-Event	1.392	F	1.536	F			
	Van Ness Ave/Manchester Blvd	ICU		Weekday Post-Event	1.141	F	1.406	F			
0.5				Weekend Pre-Event	1.198	F	1.340	F			
97		CMA	City of Los Angeles	Weekday Pre-Event	1.279	F	1.433	F			
				Weekday Post-Event	1.010	F	1.293	F			
			Aligeles	Weekend Pre-Event	1.070	F	1.222	F			
			City of Los Angeles	Weekday Pre-Event	1.341	F	1.508	F			
98	Western Ave/Manchester Blvd	CMA		Weekday Post-Event	1.143	F	1.409	F			
				Weekend Pre-Event	1.159	F	1.323	F			
er a rea rea rea				Weekday Pre-Event	0.891	D	0.983	E			
99	Normandie Ave/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.759	С	0.896	D	*		
			Angeles	Weekend Pre-Event	0.739	C	0.823	D	v.		
			nena ena ena ena ena ena ena ena ena ena	Weekday Pre-Event	1.003	F	1.096	F			
100	Vermont Ave/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.852	D	1.002	F			
			Angeles	Weekend Pre-Event	0.768	С	0.859	D	ă.		
	enderen era	entre con transcription and transcription and transcription and transcription and transcription and transcript	and the same and the same and the same and the same	Weekday Pre-Event	0.870	D	0.955	F			
101	Hoover St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.752	С	0.889	D	8		
			Angeles	Weekend Pre-Event	0.727	C	0.810	D			
				Weekday Pre-Event	1.037	F	1.131	F			
102	Figueroa St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	1.039	F	1.190	T			
	-		Angeles	Weekend Pre-Event	0.858	D	0.949	E			
				Weekday Pre-Event	0.839	D	0.982	E			
103	110 SB On/Off Ramps/	CMA	City of Los	Weekday Post-Event	0.908	Е	1.027	F			
	Manchester Blvd		Angeles	Weekend Pre-Event	0.596	A	0.745	C	*		

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour —	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
			Jurisurction	I WAR II WA	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
***************************************				Weekday Pre-Event	0.657	В	0.661	В				
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.819	D	1.151	F				
	Manchester Bive		Aligoios	Weekend Pre-Event	0.634	В	0.639	В				
			Inglewood	Weekday Pre-Event	1.156	F	1.300	F				
105	Crenshaw Blvd/Pincay Dr	ICU		Weekday Post-Event	0.991	Е	1.098	F				
				Weekend Pre-Event	0.922	Е	1.057	F				
			~	Weekday Pre-Event	0.912	Е	0.940	E				
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.621	В	0.697	В				
				Weekend Pre-Event	0.796	C	0.816	D				
	La Brea Ave/Centinela Ave			Weekday Pre-Event	0.960	Е	0.972	E	0.950	E		
107		ICU	Inglewood	Weekday Post-Event	0.525	A	0.573	A	0.573	A		
				Weekend Pre-Event	0.810	D	0.824	D	0.824	D		
	La Cienega Blvd/Centinela Ave			Weekday Pre-Event	1.041	F	1.080	F	0.982	E		
		ICU CMA	City of Los Angeles	Weekday Post-Event	0.674	В	0.684	В	0.650	В		
100				Weekend Pre-Event	1.042	F	1.082	F	1.004	F		
108				Weekday Pre-Event	0.995	Е	1.040	F	0.925	Е		
				Weekday Post-Event	0.569	A	0.579	A	0.539	A		
				Weekend Pre-Event	0.996	Е	1.043	F	0.951	Е		
			a recola real real cola real real real real real re	Weekday Pre-Event	0.755	С	0.771	С				
		IC U	Inglewood	Weekday Post-Event	0.491	A	0.511	A				
100	I C' DI 1/I T'' DI 1			Weekend Pre-Event	0.691	В	0.707	С				
109	La Cienega Blvd/La Tijera Blvd			Weekday Pre-Event	0.587	A	0.603	В				
		CMA	City of Los Angeles	Weekday Post-Event	0.313	A	0.334	A				
			Aligeles	Weekend Pre-Event	0.521	A	0.538	A				
				Weekday Pre-Event	0.928	Е	0.935	Е				
110	La Brea Ave/Slauson Ave	ICU	Los Angeles	Weekday Post-Event	0.518	A	0.518	A				
			County	Weekend Pre-Event	0.771	C	0.778	С				
				Weekday Pre-Event	0.975	Е	0.977	E				
111	La Cienega Blvd/Stocker St	ICU	Los Angeles	Weekday Post-Event	0.651	В	0.671	В				
	-		County	Weekend Pre-Event	0.934	Е	0.937	E				

TABLE 3.14-99
INTERSECTION OPERATIONS — CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹			Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
		⇔v		T CHILLIAN	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
***************************************		***************************************	- · ·	Weekday Pre-Event	1.151	F	1.158	F		***************************************	
112	La Brea Ave/Overhill Drive/ Stocker St	IC U	Los Angeles County	Weekday Post-Event	0.589	A	0.589	A			
			County	Weekend Pre-Event	0.881	D	0.887	D			
	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.045	F	1.162	F			
113				Weekday Post-Event	0.614	В	0.723	C			
				Weekend Pre-Event	0.801	D	0.916	E			
	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F			
114				Weekday Post-Event	0.666	В	0.791	C			
	Ash 301-403 ND On-Ramp			Weekend Pre-Event	0.929	Е	1.023	F			
				Weekday Pre-Event			N / A	N / A			
115	Century Blvd/West Structure	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	96.8	F	52.3	D	
	Driveway			Weekend Pre-Event			N / A	N / A			
			Inglewood	Weekday Pre-Event	Does Not Exist		109.5	F	54.7	D	
116	Prairie Ave/	HCM		Weekday Post-Event			N / A	N / A			
	West Structure Driveway			Weekend Pre-Event			58.7	E	28.9	С	

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.

Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

SOURCE: Fehr & Peers, 2019.

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

^{***} Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Cumulative conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results for freeway operations in Tables 3.14-82, 3.14-85, 3.14-88, 3.14-91, and 3.14-94 and in Tables 3.14-83, 3.14-86, 3.14-89, 3.14-92, and 3.14-95 for freeway ramp queuing. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 6 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 2 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 2 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 to 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to seven off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-34(a)

Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-34(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-34(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-34(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-34(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-34(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,755 feet (without mitigation) to 3,926 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in decreases in the maximum queue at the I-405 northbound and southerly southbound off-ramps at West Century Boulevard and at the I-105 westbound off-ramp to South Prairie Avenue. However, the queues on these ramps would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce one of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating this impact to less-than-significant. However, the maximum queues at the I-405 northbound off-ramp onto West Century Boulevard, at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard), and at the I-105 off-ramp onto South Prairie Avenue would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood,

however, their implementation cannot be guaranteed and the impacts are considered to be significant and unavoidable.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (Significant and Unavoidable)

The Proposed Project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under cumulative conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District²⁰ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations.

Project-related vehicular traffic would not be expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium and cumulative development would increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. This impact is considered to be **less than significant**.

To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of cumulative traffic growth and traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the current plan for

[PAGE]

²⁰ City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

Mitigation Measure 3.14-35(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Level of Significance After Mitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

Mitigation Measure 3.14-35(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: This measure would reduce the impact to less than significant.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access under cumulative conditions. (Less than Significant with Mitigation)

As documented in **Impact 3.14-33**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created under cumulative conditions with cumulative traffic growth (particularly buildout of HPSP Phase 2) would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access is considered **potentially significant**. Because the Proposed Project would be one of three major venues to conduct major

events that would result in large amounts of traffic on the streets in the vicinity of the Project Site and Centinela Hospital, the project contribution would be cumulatively considerable, and, thus, the cumulative impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.14-36

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.

Impact 3.14-37: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions. (Less than Significant with Mitigation)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. As discussed in Impact 3.14-27, the only known related projects in the vicinity of the Proposed Project that could have construction occurring concurrently with the construction of the Proposed Project would be construction of elements of the Hollywood Park Specific Plan Phase 1 that would not be completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 West Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project. Cumulative construction impacts on traffic, access, bus stops, and on-street parking during major events at The Forum and/or the NFL Stadium would therefore be similar to those identified in Impact 3.14-27 for the Proposed Project itself. In that section, construction impacts on traffic were determined to be significant in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be less than significant.

Mitigation Measure 3.14-37

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.