

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE LACMA BUILDING FOR THE PERMANENT
COLLECTION PROJECT

State Clearinghouse No. 2016081014

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LACMA BUILDING FOR THE PERMANENT COLLECTION

I. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the LACMA Building for the Permanent Collection (State Clearinghouse No. 2016081014), which was certified by the Los Angeles County Board of Supervisors in April 2019 (Certified EIR). The Certified EIR, as referred to herein, comprises the Draft EIR and Final EIR. This Addendum analyzes proposed modifications to the LACMA Building for the Permanent Collection Project, as described and evaluated in the Certified EIR (Approved Project).

Provided below are an overview of the CEQA regulations regarding the preparation of an addendum, a description of the modifications to the Approved Project, which (as modified) is referred to herein as the Modified Project, and a comparative analysis of the impacts of the Modified Project with those set forth in the Certified EIR.

II. CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

Section 15162 and 15163 of the CEQA Guidelines requires the preparation of a Subsequent or Supplemental EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of

new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that *unless* one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, below), the Modified Project would not result in any new

significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Furthermore, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, nor is there new information of substantial importance, that would result in a new or substantially more severe significant impact. Therefore the modifications resulting from the Modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162 and 15163.

III. Project Description

A. Project Location

The LACMA Campus is located at 5905 Wilshire Boulevard within a portion of the approximately 23-acre Hancock Park (referred to as LACMA East) and on the approximately 8-acre adjacent parcel to the west (referred to as LACMA West). The LACMA Campus is specifically located north of Wilshire Boulevard, south of 6th Street, and east of Fairfax Avenue in the Wilshire community of the City of Los Angeles known as the Miracle Mile, a cultural, commercial, and residential center established during the early 1920s along Wilshire Boulevard.¹

The LACMA Campus is comprised of LACMA East and LACMA West, which are located to the east and west of the vacated Ogden Drive, respectively. LACMA East is situated in Hancock Park, which is bounded by 6th Street to the north, Curson Avenue to the east, Wilshire Boulevard to the south, and the vacated Ogden Drive and LACMA West to the west. LACMA West is bounded by 6th Street to the north, the vacated Ogden Drive and Hancock Park on the east, Wilshire Boulevard to the south, and Fairfax Avenue on the west.

¹ *The area referred to as the Miracle Mile extends along Wilshire Boulevard between Highland and Fairfax avenues to the east and west and includes neighborhoods extending north and south of Wilshire Boulevard. Within this area, the City of Los Angeles has designated the Miracle Mile Community Design Overlay (CDO, Ordinance No. 176,331, effective January 16, 2005), which comprises commercially zoned parcels lining Wilshire Boulevard between Sycamore and Fairfax avenues to the east and west. At the Project Site, the Spaulding Lot and Ogden Lot are both located within the boundary of this CDO; however, LACMA East is not located within the CDO boundary. The City has also designated the Miracle Mile North HPOZ (Ordinance No. 165,793, effective May 27, 1990), which comprises residentially zoned parcels bounded by Beverly Boulevard and 3rd Street to the north and south and La Brea Avenue and Pan Pacific Park to the east and west. No portion of the Project Site is located within the Miracle Mile North HPOZ boundary. The City has also designated the Miracle Mile HPOZ (Ordinance No. 184903, approved May 2, 2017). The boundaries of the Miracle Mile HPOZ are Wilshire Boulevard to the north, San Vicente Boulevard to the south, La Brea Avenue to the east, and Orange Grove Avenue to the west. No portion of the Project Site is located within the proposed Miracle Mile HPOZ boundary.*

The proposed Museum Building would be located within LACMA East and would extend to the south across Wilshire Boulevard to an area located on the Spaulding Lot south of Wilshire Boulevard and east of Spaulding Avenue, which previously was a surface parking area. The Project Site also includes an area immediately west of the Resnick Pavilion on LACMA West for the installation of cooling towers. In addition, the Ogden Parking Structure would be constructed on the Ogden Lot, which is comprised of three contiguous parcels at 715–731 S. Ogden Drive, located southwest of the intersection of Wilshire Boulevard and Ogden Drive. The areas to be improved within LACMA East, the Spaulding Lot, the Ogden Lot, and a small portion of LACMA West associated with the cooling towers are collectively referred to as the Project Site. The Project Site comprises approximately 8.8 acres, including approximately 5.7 acres within LACMA East, approximately 2.01 acres within the Spaulding Lot, approximately 0.4 acre within the Ogden Lot, and 0.02 acre within a small portion of LACMA West associated with the cooling towers. The remaining area of the Project Site comprises the elevated portion that spans Wilshire Boulevard and the Project frontage along the right-of-way.

B. Approved Project

The Approved Project consists of the following:

- Demolition of four existing museum buildings on LACMA East collectively comprising approximately 392,871 gross square feet;
- Demolition of the surface parking lot on the Spaulding Lot;
- Construction of the Museum Building, an approximately 347,500-gross-square-foot building located on LACMA East and the Spaulding Lot, with a portion of the Museum Building spanning Wilshire Boulevard between LACMA East and the Spaulding Lot; and
- Construction of an approximately 55-foot-tall, 260-space Ogden Parking Structure located on the Ogden Lot with up to five above-grade parking levels and up to two below-grade levels. The Ogden Parking Structure would primarily be a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building, occupying approximately 5 percent of the floor plate area and bringing the maximum building height to 65 feet. It would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level.

The proposed 347,500-gross-square-foot Museum Building, which would include approximately up to 70,000 square feet in two basements, would replace four existing buildings within LACMA East (Ahmanson, Hammer, Bing, and Art of the Americas buildings that together comprise approximately 392,871 square feet) and would span across Wilshire Boulevard from LACMA East to the Spaulding Lot. The Museum Building would result in an overall reduction of approximately 45,371 gross square feet from the existing buildings

on LACMA East. With the removal of the Bing Center, the Project would also result in a reduction in the maximum theater size from over 700 seats to approximately 300 seats within the Project Site. In addition, as part of the Project, the new Ogden Parking Structure would provide 260 parking spaces.

The new Museum Building would include galleries, study centers, space for conservation treatments, museum support operations, education studios, a theater, restaurants, and retail uses. The new Museum Building would include seven semi-transparent Pavilions that would support an elevated, continuous, transparent main exhibition level. The Pavilions would house parts of LACMA's collections, libraries, education studios, conservation treatment spaces, restaurants, retail spaces, and theater, enabling access to cultural programming both during the day and into the evening. Creative interiors and art display in the Pavilions would also allow them to become key elements of the landscape. The Pavilions would include ground floor levels and some Pavilions would also include mezzanine levels located below the main exhibition level. On the LACMA East portion of the Museum Building, four Pavilions would be connected by a basement. The Pavilion on the Spaulding Lot portion of the Museum Building, which would contain a theater, would include a basement as well. Each Pavilion would also have a gallery on the main exhibition level. The façade of the Pavilions at ground level would be comprised of concrete structural cores which would be partially enveloped by glass façades. The glass portion of these Pavilions would allow for views of art and retail and other program space from the outside while the concrete cores would house light and sound sensitive programming.

The Museum Building's main exhibition level would be elevated approximately 19 feet to 31 feet above ground level. The main exhibition level would be surrounded by a continuous "meander" gallery along the outer edge of the main exhibition level that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA's collection of sculptural and other, less light-sensitive works. The façade of the main exhibition level would include floor to ceiling glass that could be screened with interior curtains and protected from direct sunlight by generous overhangs from the roof above.

In general, the new Museum Building roof would have a height of approximately 50 to 60 feet above-grade. The underside portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately 19 feet above the street level on the east end and approximately 23 feet above the street level on the west end. The heights of the portion of the Museum Building spanning Wilshire Boulevard would increase from the east to west as the ground slopes downward from the east to the west. In addition, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. Accordingly, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be

approximately 50 feet above the street surface on the east end and approximately 60 feet above the street surface on the west end. The roof of the portion of the Museum Building spanning Wilshire Boulevard would be level with the rest of the Museum Building.

The Approved Project would also include two small freestanding ticket booths, one in the southwest corner of LACMA East and one in northwest corner of the Spaulding Lot. The proposed ticket booths would replace the existing ticket booths and each would be approximately 800 square feet in size. In addition, pedestrian gates would be provided along the Project Site perimeter, including along the southern portion of LACMA East and along the northern and northwestern portions of the Spaulding Lot.

The Ogden Parking Structure, a new 260-space parking structure on the Ogden Lot, would replace the parking spaces currently on the Spaulding Lot. The new parking structure would be located southwest of the intersection of Wilshire Boulevard and Ogden Drive on three contiguous parcels at 715–731 S. Ogden Drive. The new parking structure would include up to five above-grade parking levels and up to two below-grade parking levels. The Ogden Parking Structure is primarily a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building which occupies approximately 5 percent of the floor plate area and brings the maximum building height to 65 feet. The Ogden Parking Structure would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level. Access to the new parking structure would be provided from Ogden Drive. The hours of operation for the Ogden Parking Structure would be the same as the current hours of operation for the Pritzker Parking Garage and the Spaulding Lot.

The Museum Building would incorporate LEED features achieving Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards (Los Angeles County Code, Title 31—Green Building Standards Code) and the Ogden Parking Structure would be designed to meet the City's Green Building Code.

With regard to construction activities and schedule, construction of the Approved Project could be completed over a 51-month period. This includes overlap of various construction phases. The four-month duration when the demolition, grading/shoring/excavation, and piles/foundation/superstructure phases overlap represents the worst-case scenario due to the number of haul trucks and construction workers anticipated on-site on a given day. All other phases of construction would result in reduced impacts.

C. Existing Site Conditions

Construction of the Approved Project is underway, and the buildings previously located within the Project Site have been removed. In addition, the most intensive construction activities described above, including demolition, grading, and most of the

excavation and shoring activities have been completed. Overall, existing site conditions are that of a construction site with various construction-related equipment and materials on-site.

D. Proposed Modifications

With construction of the Approved Project already underway, modifications to the construction assumptions² provided in the Certified EIR regarding construction of the portion of the building over Wilshire Boulevard are proposed. Specifically, construction of the portion of the building spanning Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 12-month period. It is anticipated that the falsework structure would now be required for an 18-month period. Additionally, the proposed modification to the construction plan for the falsework structure now includes additional time for installation/removal of ground improvements and erection/removal of the falsework structure, which would extend the period of lane closures on Wilshire Boulevard. The refinements to the construction schedule, equipment, and worker assumptions related to the construction activities over Wilshire Boulevard would not affect the overall construction of the Project or the worst-case day conditions analysis in the Certified EIR, as detailed above since the change in duration related to the installation and removal of the falsework structure would be within that peak construction scenario analyzed in the Certified EIR. Also, once the falsework structure is in place, all travel lanes on Wilshire Boulevard would be open to traffic such that the overall duration of the falsework itself would not affect traffic operations on Wilshire Boulevard. The installation and removal of the temporary falsework structure spanning Wilshire Boulevard includes the following phases:

- Phase 1—Installation of Ground Improvements spanning Wilshire Boulevard at the north sidewalk, south sidewalk, and median;
- Phase 2—Erection of Falsework occurring in two segments, with one segment over the westbound lanes of Wilshire Boulevard and one segment over the eastbound lanes of Wilshire Boulevard;
- Phase 3—Removal of Falsework occurring in two segments, with one segment over the westbound lanes of Wilshire Boulevard and one segment over the eastbound lanes of Wilshire Boulevard; and
- Phase 4—Removal of Ground Improvements spanning Wilshire Boulevard at the north sidewalk, south sidewalk, and median.

² County of Los Angeles. *Final Environmental Impact Report for the LACMA Building for the Permanent Collection, Revised Appendix C.1, Construction Assumptions. March 2019.*

The falsework structure would be comprised of steel elements spanning Wilshire Boulevard, with temporary intermediate supports bearing upon foundations within the sidewalks and median along Wilshire Boulevard. Installation and removal of ground improvements for the foundations would occur in three phases to limit the impact to traffic operations along Wilshire Boulevard. Each phase would occur over a period of approximately one month during permitted weekday and Saturday construction hours to limit impacts to traffic operations. During installation of the ground improvements on the north side of Wilshire Boulevard, pedestrians would be routed to the sidewalk on the south side of Wilshire Boulevard and one westbound travel lane would remain open (with all eastbound lanes open). During installation of the ground improvements within the median, one travel lane in each of the eastbound and westbound directions along Wilshire Boulevard, as well as the westbound left-turn lane at Spaulding Avenue, would be closed (with at least one lane in each direction open). During installation of ground improvements on the south side of Wilshire Boulevard, pedestrians would be routed to the sidewalk on the north side of the street and one eastbound travel lane would remain open (with all westbound lanes open). Once installation of each phase of the ground improvements is complete, the foundations would be excavated and installed. Following the completion of each phase of ground improvement installation, K-Rail would be moved to the existing curb line with lanes restriped and opened and pedestrian facilities reestablished. The ground improvements would be removed in the same sequence as the installation and would require the same lane closures.

Following the ground improvements, the falsework structure would be installed in two segments, with each segment requiring the closure of either the westbound lanes or eastbound lanes on Wilshire Boulevard between Spaulding Avenue and Stanley Avenue. Each segment would be installed over a period of approximately two weeks during the week and possibly on Saturday within the permitted hours of construction. During this time, traffic would be rerouted to either side of the roadway, such that one travel lane would be provided in each direction. The lane closures would only occur during the four-week installation of the falsework structure, and would not occur when the falsework structure is in place. Removal of the falsework structure would occur in the same sequencing as the falsework structure installation and would require the same lane closures.

The Modified Project also proposes to expand the size of the cooling tower pad area from approximately 20 feet by 50 feet to a 36-foot by 50-foot pad area. As illustrated in Figure 1 on page 9, the location of the cooling towers would remain immediately west of the Resnick Pavilion on LACMA West, which is located internal to the Project Site, away from streets and building entrances, as discussed in the Certified EIR. The cooling tower pad would be surrounded by a block wall enclosure approximately 13-14 feet tall. The enclosure walls screen the cooling towers from view and lessen the impact of the noise they generate. Overall, the general location, the number of cooling towers, the capacity of the cooling towers, and the length of the cooling tower pad area would remain consistent with the Certified EIR.

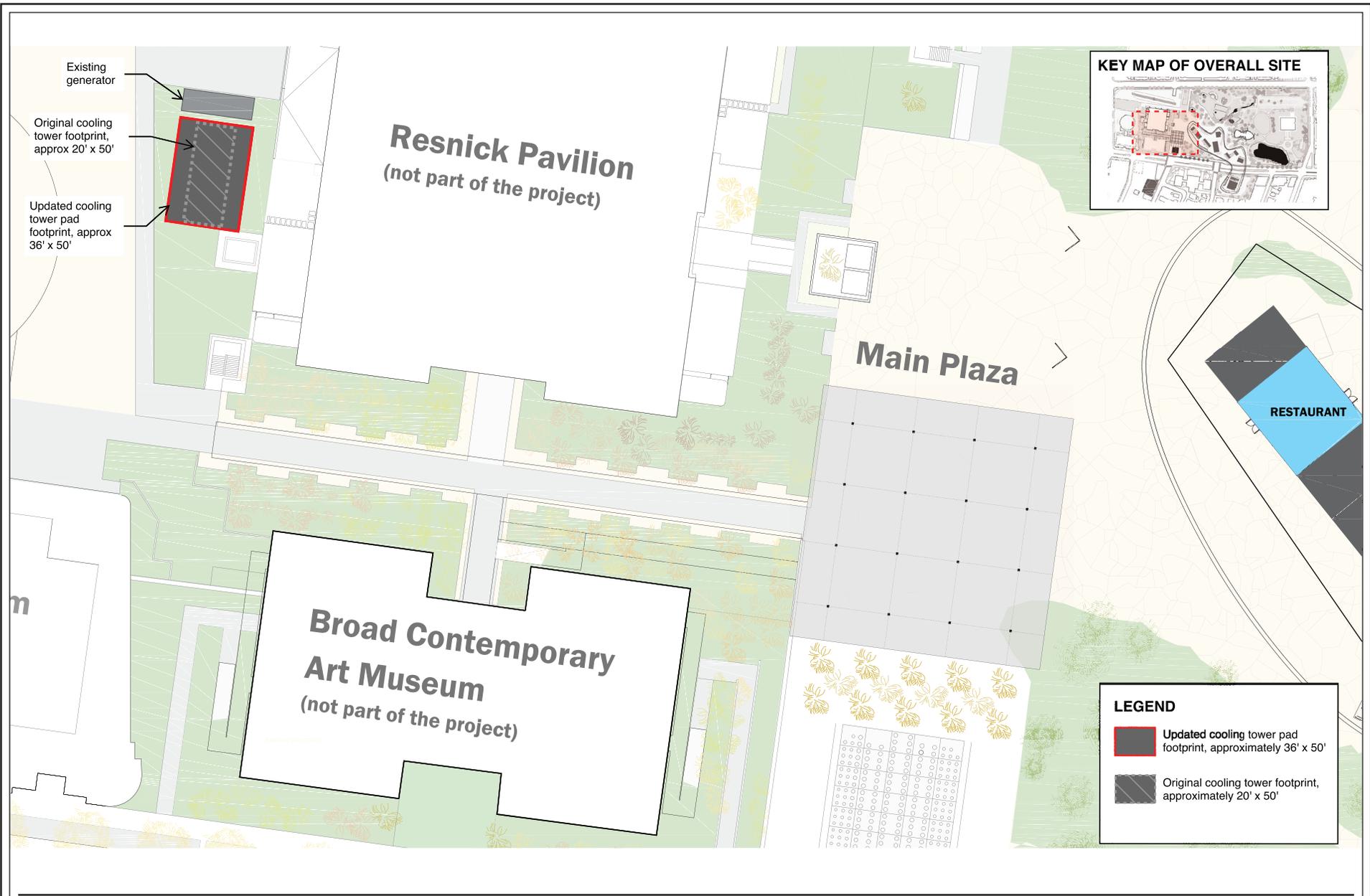


Figure 1
Cooling Tower Pad Diagram

The additional width was needed for the cooling tower pad area to meet standard design practices for cooling towers. Specifically, sufficient space between the ends of the cooling towers and the enclosure walls must be available to allow free air flow into the ends of the cooling towers. Without this space, the cooling towers will not draw air sufficiently and will not function properly. While the width of the cooling tower pad area is increased compared to that contemplated in the Draft EIR, the expanded area would continue to be within the overall construction area where excavation was already contemplated for utility lines. As such, no additional excavation or soil export would result from the expanded cooling tower pad area as these activities were already contemplated to occur related to utility installation. Accordingly, the refinements to the cooling tower pad area would not affect the overall construction of the Project or the worst-case day conditions analysis in the Certified EIR, since these activities would be within the peak construction scenario analyzed in the Certified EIR. Additionally, it is noted that the soils in the area of the cooling tower pad were previously disturbed during construction of the Pritzker Garage and Resnick Pavilion. With regard to operation, the cooling tower capacity considered in the Certified EIR to service the proposed Museum Building also would not change as the size of the proposed Museum Building would remain as was evaluated in the Certified EIR. Accordingly, the capacity of the cooling towers has not changed beyond that which was analyzed in the Certified EIR.

A change in the color of the Museum Building is also proposed as part of the Modified Project. Specifically, based on conceptual diagrams, the Certified EIR identified a “tan, warm, earthy” color scheme for the Museum Building. LACMA is now considering a natural light gray concrete color for the Museum Building as this proposed hue would be more consistent with the surrounding buildings on both ends of Hancock Park and the LACMA campus itself. Additionally, as the concrete in the interior would be the same color as the exterior, the natural light gray color is a better backdrop for the art that will be displayed. Renderings illustrating the proposed color are provided in Revised Figure IV.A-13 on page 11, which was included as Figure IV.A-13 in the Draft EIR and Revised Figure IV.A-13 in the Final EIR.

The proposed modifications described above, together with the Approved Project, are collectively referred to herein as the Modified Project.



Photo 1: Rendering of the Proposed Museum Building Looking North along Wilshire Boulevard



Photo 2: Rendering of the Proposed Museum Building Extending over Wilshire Boulevard Looking West down Wilshire Boulevard



Photo 3: Rendering of the Proposed Museum Building at Dusk Looking Northwest Towards the Urban Light



Revised Figure IV.A-13
Conceptual Renderings
Museum Building

IV. Analysis of Proposed Modifications

With regard to the potential impacts associated with the proposed modifications regarding the installation and removal of the falsework structure during construction, the color of the Museum Building, and the cooling tower pad area, the environmental topics primarily affected by the proposed modifications would be related to aesthetics, air quality, greenhouse gas emissions, land use, noise, and transportation. Other topics considered in the Certified EIR (agriculture and forest resources; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology, water quality, and groundwater; mineral resources; population and housing; public services; recreation; tribal cultural resources; and utilities and service systems) would generally not be affected by the proposed modifications as the installation and removal of the falsework structure, the modified color, and the expanded cooling tower pad area would not result in a material increase in any of the impacts previously identified in the Certified EIR for these environmental topics. In particular, as it relates to cultural resources and tribal cultural resources, the expanded cooling tower pad area would occur on soils that were previously disturbed during construction of the Pritzker Garage and Resnick Pavilion. In addition, the expanded pad area would continue to be within the overall construction area where grading and excavation was already contemplated. As such, no additional grading, excavation, or soil export would result from the expanded cooling tower pad area as these activities were already contemplated to occur related to utility installation.

A. Aesthetics

The Approved Project's potential impacts regarding aesthetics were analyzed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR. The methodology and thresholds of significance for the analysis of aesthetic impacts are described on pages IV.A-43 through IV.A-48 of the Draft EIR. As determined in the Certified EIR, Approved Project impacts regarding aesthetics (construction and operation), views, light/glare (construction and operation), and shading would be less than significant. Based on the proposed modifications discussed above, views nor shading impacts would be affected by the proposed modifications since the proposed modifications would not modify the location, massing, or height of the Museum Building and cooling towers and, as such, would not alter views or shading effects of the building or cooling towers as identified in the Certified EIR. In addition, light and glare sources would not increase since the same construction materials would continue to be used for the falsework structure and the modified color would not include any new sources of light or glare.

With regard to construction-related aesthetics impacts associated with the proposed modifications, the visual appearance of the Project Site would continue to be altered similar to the Approved Project as the proposed modifications would not include the removal of any additional existing structures or construction in other areas of the Project Site not

previously contemplated. The appearance of the Project Site during construction would continue to be that of a typical construction site in an urban area. Overall, as with the Project, construction activities would not substantially alter or degrade the existing visual character of the Project Site, or generate substantial long-term contrast with the visual character of the surrounding area. Construction-related impacts associated with the proposed modifications would continue to be less than significant, and such impacts would be within the envelope of impacts set forth in the Certified EIR.

Regarding operational impacts related to aesthetics, the proposed modifications would not involve a change in the location, scale, massing, height, or overall design of the Museum Building. In addition, all new landscaping previously considered in the Certified EIR would continue to be implemented. While there would be a change in the color of the Museum Building from tan to light gray, as illustrated in the renderings provided in Revised Figure IV.A-13 on page 11, the light gray color scheme would complement the building's surroundings and other buildings in the vicinity of the Project Site such as the new gray globe theater of the Academy Museum of Motion Pictures at the corner of Wilshire Boulevard and Fairfax Avenue, which features glass and gray concrete features, as well as the Natural History Museum, in addition to the gray color of Urban Lights in the Museum façade on Wilshire Boulevard, the gray concrete of the Levitated Mass and the light gray used on metal elements on the museum's BCAM and Resnick buildings. Gray is a common element of the buildings in the surrounding vicinity. In addition, while the size of the cooling tower pad area would be expanded, the location of this area would remain as evaluated in the Certified EIR. Specifically, consistent with the Certified EIR, the cooling tower area would continue to be located immediately west of the Resnick Pavilion on LACMA West, internal to the Project Site and away from streets and building entrances. Overall, as with the Project, the Modified Project would not substantially alter or degrade the existing visual character of the Project Site, or generate substantial long-term contrast with the visual character of the surrounding area. The Museum Building would continue to reflect a design that is compatible with the general scale and character of the existing LACMA Campus and surrounding area. The proposed modifications also would not involve the removal of any existing valued features or elements that contribute positively to the visual character of the surrounding area. Therefore, operational impacts regarding aesthetics would continue to be less than significant, and such impacts would be within the envelope of impacts set forth in the Certified EIR.

The proposed modification related to the color of the Museum Building also would not conflict with the applicable County and City regulations addressed in the Certified EIR for aesthetics, including the County of Los Angeles 2035 General Plan (County General Plan), the Los Angeles County Code, the City of Los Angeles General Plan (City General Plan), the Wilshire Community Plan, the Citywide Design Guidelines, the City of Los Angeles Walkability Checklist (Walkability Checklist), the Miracle Mile Community Design Overlay (Miracle Mile CDO) District, and the Los Angeles Municipal Code (LAMC). In particular, the Modified Project would continue to support the County's policies and goals

that encourage land uses and developments to complement and be compatible with the natural environment and landscape as well as consider the built environment of the surrounding area and location in the design and scale of new buildings while promoting architecturally distinctive buildings at prominent locations. The Modified Project would also continue to be consistent with Guideline 5 of the Miracle Mile Community Design Overlay (CDO) to select building materials to reduce building mass, create visual interest, and complement the existing historic resources of the Miracle Mile. Specifically, the location, scale, massing, height, and overall design of the Museum Building would remain as evaluated in the Certified EIR, and the proposed gray color scheme of the building would continue to complement the building's surroundings and other buildings in the vicinity of the Project Site such as the nearby Academy Museum of Motion Pictures at the corner of Wilshire Boulevard and Fairfax Avenue, which features glass and concrete features, as well as the Natural History Museum, in addition to the gray Urban Light on the LACMA façade on Wilshire Boulevard, the gray concrete of the Levitated Mass and the gray elements of the BCAM and Resnick buildings. The gray scheme is a common element of the aesthetics of the building's surroundings. Similarly, the Modified Project would continue to be consistent with Guideline 8 and Standard 8a of the Miracle Mile CDO, which call for the use of a color palette which complements adjacent buildings and promotes the Art Deco identity of the Miracle Mile and limits the use of bright or intense colors in large areas. The proposed color would be consistent with the adjacent buildings and would not be bright such that the building would reflect an inconsistent architectural design or element in the area. In summary, the Modified Project would similarly be consistent with the applicable County and City regulations addressed in the Certified EIR for aesthetics.

B. Air Quality

The Approved Project's potential air quality impacts were evaluated in Section IV.B, Air Quality, of the Draft EIR. The methodology and thresholds of significance for the analysis of air quality impacts are described on pages IV.B-25 through IV.B-34 of the Draft EIR. As concluded in the Certified EIR, the Approved Project's construction-related air quality impacts would be significant and unavoidable for regional emissions and less than significant for localized emissions and toxic air contaminants. The Approved Project's operational air quality impacts would be less than significant.

As discussed above, construction of the portion of the building spanning Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 12-month period. It is anticipated that the falsework structure would now be required for an 18-month period. In addition, during installation and removal of the falsework structure, the period of lane closures on Wilshire Boulevard would be extended. However, once the falsework structure installation is complete all through travel lanes on Wilshire Boulevard would be reopened; thus, the duration for required falsework would not affect the traffic operations along Wilshire Boulevard. As the installation and removal of ground improvements for the temporary

falsework structure would take longer than previously contemplated, lane closures on Wilshire Boulevard during the installation and removal of the falsework structure would occur for longer periods than previously anticipated. The Certified EIR evaluated air quality impacts associated with traffic circulation based on a worst-case scenario of one lane of travel on Wilshire Boulevard in each direction during the most intense period of construction. As discussed above, the four-month duration when the demolition, grading/shoring/excavation, and piles/foundation/superstructure phases overlap represents the worst-case scenario for the Approved Project construction due to the number of haul trucks and construction workers anticipated on-site on a given day. All other phases of construction, including the falsework structure, would result in less impacts.

As provided in the Certified EIR, the construction analyses included therein are based on “peak” or “worst-case” construction activities, meaning that the Certified EIR considers the maximum construction-related activities that could be occurring on any given day based on the permitted construction hours as well as the Project Site boundaries. For example, a maximum number of construction equipment, construction trucks, construction workers, and construction activities could occur on any given day within the permitted hours of construction and within the construction site boundaries. As such, as explained below, while the duration related to installation and removal of the falsework structure would be extended and the cooling tower pad area expanded, the maximum number of construction equipment, grading, construction trucks, and construction worker trips, or construction hours of operation would not increase above that which was already evaluated for the peak construction day within the Certified EIR. Accordingly, the intensity of construction activities during peak construction days would remain as that evaluated in the Certified EIR.

For purposes of evaluating a project’s potential air quality impacts, the worst-case scenario or peak construction activity day is considered since this would represent the period when the greatest air emissions are generated. Therefore, while the duration of the falsework structure installation and removal would be extended and the cooling tower pad area would be expanded, the peak construction activities occurring during the peak construction period, which is what is used to measure air quality impacts, would not change since the same construction equipment would continue to be used throughout the day at the same levels contemplated in the Certified EIR. As such, refinements to the installation and removal of the falsework structure and the size of the cooling tower pad area would not create new or increased air quality impacts beyond those set forth in the Certified EIR; and construction-related impacts from the Modified Project would be within the envelope of impacts set forth in the Certified EIR.

C. Greenhouse Gas Emissions

The Approved Project's potential impacts associated with greenhouse gas (GHG) emissions were evaluated in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR. The methodology and thresholds of significance for the analysis of impacts due to GHG are described on pages IV.E-34 through IV.E-40 of the Draft EIR. As determined in the Certified EIR, the Approved Project's impacts regarding GHG emissions would be less than significant.

As noted in the Certified EIR, there are no local, regional, or statewide significance thresholds to measure GHG impacts for a mixed-use project. Rather, compliance with GHG emissions reduction plans render a less-than-significant GHG emissions impact. Notwithstanding, with regard to construction-related GHG emissions associated with the changes to the installation and removal of the falsework structure and the expanded cooling tower pad area, the same construction equipment would continue to be used at the same daily levels anticipated in the Certified EIR.

As discussed above, the construction analyses included in the Certified EIR are based on "peak" or "worst-case" construction activities, meaning that the Certified EIR considers the maximum construction-related activities that could be occurring on any given day based on the permitted construction hours as well as the Project Site boundaries. For example, a maximum number of construction equipment, construction trucks, construction workers, and construction activities could occur on any given day within the permitted hours of construction and within the construction site boundaries. As such, as explained below, while the duration related to installation and removal of the falsework structure would be extended and the cooling tower pad area expanded, the maximum number of construction equipment, grading, construction trucks, and construction worker trips, or construction hours of operation would not increase above that which was already evaluated for the peak construction day within the Certified EIR. Accordingly, the intensity of construction activities during peak construction days would remain as that evaluated in the Certified EIR.

The analysis of GHG emissions provided in the Certified EIR considers the maximum or peak usage of construction equipment and construction-related trips for all construction days over the construction duration. Construction activities such as the falsework structure and those related to installation of the cooling tower pad area were considered within these construction activities identified in the Certified EIR. As such, while the duration of the installation and removal of the falsework structure would be extended and the cooling tower pad area would be expanded, peak construction activity was conservatively considered for all construction days in the Certified EIR and thus would remain unchanged. The overall duration of construction would also be maintained, and buildout of the Project would continue to occur over a 51-month period. As such, extending

the duration of the falsework structure installation and removal and expanding the cooling tower pad area would not create new GHG emissions impacts beyond those set forth in the Certified EIR, and construction-related GHG emissions impacts from the Modified Project would be within the envelope of impacts set forth in the Certified EIR. Additionally, since the building area and capacity of the cooling towers would be unchanged from what was analyzed in the Certified EIR, the operational GHG emissions evaluated in the Certified EIR would remain the same. The Modified Project would not include any other modifications related to the design of the building, and the Modified Project would continue to be consistent with the applicable GHG reduction plans and policies.

D. Land Use

The Approved Project's potential land use impacts were evaluated in Section IV.H, Land Use, of the Draft EIR. The methodology and thresholds of significance for the analysis of land use impacts are described on pages IV.H-23 through IV.H-26 of the Draft EIR. As determined in the Certified EIR, the Approved Project's land use impacts regarding consistency with applicable land use plans and land use compatibility would be less than significant.

(1) Consistency with Applicable Land Use Plans

As previously described, the Modified Project would be developed within the same Project Site as the Approved Project and with the same uses. The only design change would be to the color scheme of the Museum Building which was previously anticipated to be of a tan color and is now proposed to be a gray color. As such, the plans, policies, and programs applicable to the Approved Project would also apply to the Modified Project.

With regard to local plans and applicable policies, compared to the Approved Project, the Modified Project also would not conflict with any applicable land use plan, policy, or regulation. Specifically, like the Approved Project, the Modified Project would not conflict with the following policies set forth in the County General Plan:

- **Policy LU 6.2:** Encourage land uses and developments that are compatible with the natural environment and landscape.
- **Goal LU 7:** Compatible land uses that complement neighborhood character and the natural environment.
- **Policy LU 10.3:** Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, color, detailing, or ornament.

- **Policy LU 11.2:** Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficiency roofing materials to reduce the urban heat island effect.

Under the Modified Project, the Museum Building would continue to be constructed within a site historically used for such uses. The design of the Museum Building would also continue to respect the built environment and surrounding area, including its location within Hancock Park and the Miracle Mile. Additionally, while there would be a change in the color of the Museum Building from tan to light gray, both colors represent an “earthy color scheme,” as described in the Certified EIR, and the Museum Building would continue to create cohesion with the existing buildings within the LACMA Campus and the surrounding Miracle Mile such as the new gray globe theater of the Academy Museum of Motion Pictures at the corner of Wilshire Boulevard and Fairfax Avenue, which features glass and gray concrete features, as well as the Natural History Museum, in addition to the gray color of Urban Lights in the Museum façade on Wilshire Boulevard, the gray concrete of the Levitated Mass and the light gray used on metal elements on the museum’s BCAM and Resnick buildings. Gray is a common element of the buildings in the surrounding vicinity. In addition, tree species selected would continue to be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would also continue to be used. Furthermore, the urban heat island effect memorandum prepared by BuroHappold Engineering and included as Appendix FEIR-5 of the Final EIR reviewed the impacts of a building design that included a gray or sandstone finish. As concluded in the urban heat island effect memorandum, under all scenarios, the project has a positive impact on heat island effects.

Similarly, the Modified Project would continue to support the applicable goals, objectives, and policies of the City of Los Angeles General Plan Framework Element identified in the Certified EIR such as Policy 3.2.3 to provide for the siting and design of new development that maintains the prevailing scale and character of the City’s stable residential neighborhoods and enhances the character of commercial and industrial districts as the overall design of the Museum Building would remain with the Modified Project.

Furthermore, as previously discussed above under Aesthetics, while the Modified Project would slightly change the color scheme of the Museum Building, the building would continue to be compatible with and complementary to the building’s natural surroundings and other buildings in the vicinity of the Project Site. As such, the Modified Project would continue to support the following goals of the Miracle Mile CDO:

- **Goal 1:** To promote development that preserves and enhances the physical appearance of the corridor and contributes to the District's unique historical context.
- **Goal 2:** To encourage development that adds to a pedestrian friendly retail environment and contributes to the safety and comfort of both pedestrian and automobile traffic.
- **Goal 3:** To provide direction in site planning and insure a high degree of design quality in development of the Miracle Mile through the use of Design Guidelines and Standards.
- **Goal 4:** To preserve architecturally significant buildings in the Miracle Mile by providing direction of the responsible rehabilitation of these developments.

Overall, as with the Approved Project, the Modified Project would continue to be generally consistent with applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. As such, Modified Project impacts related to land use consistency would continue to be less than significant, and such impacts would be within the envelope of impacts set forth in the Certified EIR.

(2) Land Use Compatibility

As described above, the proposed modifications include changes in the installation and removal of the falsework structure during construction and a change in the color scheme of the Museum Building from tan to gray. All other design elements of the building, including size, scale, massing, and height would remain. As such, the design of the Museum Building would continue to reflect a design that is compatible with and complementary to the various buildings along the Miracle Mile, which has historically been distinguished as a center of innovative architectural expression. Overall, as with the Approved Project, the Modified Project would continue to be compatible with surrounding land uses and zones and would not substantially or adversely change the existing land use relationships between the Project Site and existing and approved offsite uses. Thus, as with the Approved Project, the Modified Project would be compatible with surrounding uses, and potential impacts regarding land use compatibility would continue to be less than significant. Such impacts would be within the envelope of impacts set forth in the Certified EIR.

E. Noise

The Approved Project's potential noise and vibration impacts were evaluated in Section IV.I, Noise, of the Draft EIR. In addition, the Final EIR included additional noise analysis regarding the falsework structure. The methodology and thresholds of significance for the analysis of noise impacts are described on pages IV.I-21 through IV.I-

25 of the Draft EIR. As concluded in the Final EIR, noise impacts regarding the construction of the falsework structure would be less than significant with implementation of mitigation.

As described in the Certified EIR, noise impacts from construction activities occurring within the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. As discussed above, construction of the portion of the building spanning Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 12-month period. It is anticipated that the falsework structure would now be required for an 18-month period. In addition, during installation and removal of the falsework structure, the period of lane closures on Wilshire Boulevard would be extended. However, once the falsework structure installation is complete all through travel lanes on Wilshire Boulevard would be reopened; thus, the duration for required falsework would not affect the traffic operations along Wilshire Boulevard. Additionally, the total duration of project construction is still anticipated to occur over a 51-month construction schedule, which was assumed in the Certified EIR. As the installation and removal of ground improvements for the temporary falsework structure would take longer than previously contemplated, lane closures on Wilshire Boulevard during the installation and removal of the falsework structure would occur for longer periods than previously anticipated.

As discussed above, the construction analyses included in the Certified EIR are based on “peak” or “worst-case” construction activities, meaning that the Certified EIR considers the maximum construction-related activities that could be occurring on any given day based on the permitted construction hours as well as the Project Site boundaries. For example, a maximum number of construction equipment, construction trucks, construction workers, and construction activities could occur on any given day within the permitted hours of construction and within the construction site boundaries. As such, as explained below, while the duration related to installation and removal of the falsework structure would be extended and the cooling tower pad area would be expanded, the maximum number of construction equipment, grading, construction trucks, and construction worker trips, or construction hours of operation would not increase above that which was already evaluated for the peak construction day within the Certified EIR. Accordingly, the intensity of construction activities during peak construction days would remain as that evaluated in the Certified EIR.

The Certified EIR evaluated impacts from off-site noise sources, including mobile sources, during the most intense period of construction. Like with the air quality impact discussed above, for purposes of evaluating a project’s potential noise impacts, the worst-case scenario or peak construction activity day is considered since this would represent the period when the greatest noise and vibration are generated. Therefore, while the duration

of the falsework structure would be extended and the cooling tower pad area would be expanded, the peak activity associated with this component, which is what is used to measure the impact, would not change since the same construction equipment would be used throughout the day at the same levels contemplated in the Certified EIR. As such, extending the duration of the falsework installation and removal and expanding the cooling tower pad area would not create new or increased noise or vibration impacts beyond those set forth in the Certified EIR and construction-related impacts from the Modified Project would be within the envelope of impacts set forth in the Certified EIR.

F. Transportation

The Approved Project's potential transportation impacts, including impacts associated with the installation of the temporary falsework structure, were evaluated in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. The methodology and thresholds of significance for the analysis of transportation impacts are described on pages IV.K-31 through IV.K-45 of the Draft EIR. As concluded in the Certified EIR, construction-related transportation impacts would be significant and unavoidable. The Approved Project's operational transportation impacts were determined to be less than significant.

An analysis of the potential traffic impacts associated with the proposed modifications regarding the falsework structure was conducted by Gibson Transportation Consulting, Inc. As discussed in the Transportation Analysis Memorandum dated August 2021 and included in Appendix A of this Addendum, the lane closures during installation and removal of the ground improvements and falsework structure reflect the worst-case traffic conditions along Wilshire Boulevard and were evaluated under weekday morning, midday, and afternoon, as well as Saturday midday, peak hours.

As detailed in the Final EIR, the installation and removal of the temporary falsework structure over Wilshire Boulevard would require lane closures that would result in the removal of the westbound left-turn lane at the intersection of Spaulding Avenue & Wilshire Boulevard. Wilshire Boulevard would be reduced to two travel lanes, one in each direction, between Fairfax Avenue and Curson Avenue at various times during the installation and removal of ground improvements and the falsework structure. As concluded in the Certified EIR, temporary significant and unavoidable traffic impacts would occur at the following four study intersections under Existing with EIR Construction Conditions:

- Intersection 8: Fairfax Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 9: Ogden Drive & Wilshire Boulevard (morning and afternoon peak hours)

- Intersection 10: Spaulding Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 11: Curson Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)

Construction of the portion of the building spanning Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 12-month period. It is anticipated that the falsework structure would now be required for an 18-month period. Additionally, the construction plan for the falsework structure now includes additional time for installation and removal of ground improvements and the falsework structure, which would extend the period of lane closures on Wilshire Boulevard. The cooling tower pad area is also proposed to be expanded. While the duration of the falsework structure would be extended and the cooling tower pad area would be expanded, the same construction activities related to the falsework structure would continue to occur. In particular, the proposed falsework structure would continue to require temporary lane closures along Wilshire Boulevard during the installation and removal of ground improvements and during the installation and removal of the falsework structure. Also, as contemplated in the Certified EIR, once the falsework structure is in place, all travel lanes on Wilshire Boulevard will be open to traffic such that the duration of the falsework structure itself will not affect traffic operations on Wilshire Boulevard. Consistent with the Final EIR, under a worst-case scenario, Wilshire Boulevard would continue to provide two travel lanes, one in each direction, between Fairfax Avenue and Curson Avenue during the installation and removal of the falsework structure. Temporary traffic controls would also continue to be provided as part of the Modified Project to direct traffic around any closures, as required in the Construction Management Plan. As provided in the Transportation Analysis Memorandum, temporary significant and unavoidable traffic impacts would continue to be anticipated at the following four intersections, consistent with the Certified EIR:

- Intersection 8: Fairfax Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 9: Ogden Drive & Wilshire Boulevard (morning and afternoon peak hours)
- Intersection 10: Spaulding Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 11: Curson Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)

In summary, based on a comparison of the construction-related traffic impacts of the Approved Project and the Modified Project, the proposed refinements related to the

construction activities during installation and removal of the falsework structure and the expanded cooling tower pad area would result in the same temporary traffic impacts at the same four study intersections identified in the Certified EIR and would not result in any new or more severe traffic impacts as compared to those identified in the Certified EIR. Therefore, construction-related impacts of the Modified Project would be within the envelope of impacts set forth in the Certified EIR.

IV. Addendum Conclusion

As demonstrated by the discussion above, impacts associated with the Modified Project would be within the scope and envelope of impacts addressed in the Certified EIR. No substantial changes would occur with respect to the circumstances under which the Project is undertaken that will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts. In addition, the applicable mitigation measures included as part of the Certified EIR would continue to be implemented under the Modified Project. As all of the impacts of the Modified Project would be within the scope and envelope of impacts analyzed in the Certified EIR, none of the conditions described in PRC Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Certified EIR. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified EIR. As such, the preparation of an addendum that amends the Project Description in the Certified EIR to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, 15164.

Appendices



Appendix A



Transportation Analysis Memorandum



MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., and Emily Wong, P.E.

DATE: August 23, 2021

RE: Transportation Analysis for the
Permanent Collection Project Los Angeles County Museum of Art
Los Angeles, California

Ref: J1399

Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a review of recent refinements to the plans for construction activities over Wilshire Boulevard for the Los Angeles County Museum of Art (LACMA) Building for the Permanent Collection Project (Project) in Hancock Park in the Miracle Mile community of the City of Los Angeles (City). This memorandum summarizes the findings of our review.

PROJECT BACKGROUND

GTC previously prepared *Traffic Study for the Building for the Permanent Collection of the Los Angeles County Museum of Art Project* (Revised September 2017) (Traffic Study), which included the analysis of the proposed LACMA Building for the Permanent Collection (Museum Building) located in LACMA East and the property on the southwest corner of Wilshire Boulevard & Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard.

The Project also included the construction of a new parking facility (Ogden Parking Structure) on the west side of Ogden Drive, just south of the intersection with Wilshire Boulevard. The Ogden Parking Structure would replace the 260 spaces that would be removed from the existing Spaulding Lot with development of the Project.

The Traffic Study was reviewed and approved by the Los Angeles Department of Transportation in *Transportation Study Assessment for the Proposed Museum Project at 5905 Wilshire Boulevard* (May 16, 2017). GTC also prepared *Parking Analysis for the Building for the Permanent Collection of the Los Angeles County Museum of Art* (May 17, 2017) for inclusion in the Draft Environmental Impact Report (EIR) and *Transportation Analysis for the Refined Building for the Permanent Collection Project* (August 2018) (Refined Project Memorandum) that analyzed the design changes made to the Museum Building and refinements made to the construction assumptions, specifically the anticipated construction schedule and the number of daily construction workers on-site, for inclusion in the Final EIR, which was certified and approved by the Los Angeles County Board of Supervisors in April 2019 (collectively referred to herein as the Final EIR).

CONSTRUCTION REFINEMENTS

The Final EIR included the analysis of temporary traffic impacts related to the construction of the Project based on preliminary construction assumptions. The construction analysis included in the Final EIR anticipated a 51-month construction schedule, with the potential for overlapping construction stages, and evaluated the worst-case day scenario, which represented the maximum construction activities on a given day (e.g., number of construction trucks or workers). The Final EIR anticipated that several construction stages may overlap during various periods of construction, which would result in a worst-case day scenario representing the maximum construction activities on a given day (i.e., the highest number of construction work and truck trips combined). The following scenarios of overlapping construction stages were considered when determining which would represent the worst-case day scenario for analysis purposes:

- Demolition and Grading/Shoring/Excavation: 140 haul trucks and 100 construction workers (75 construction worker vehicles)
- Demolition, Grading/Shoring/Excavation, and Piles/Foundation/Superstructure: 200 haul trucks and 830 construction workers (622 construction worker vehicles)
- Piles/Foundation/Superstructure and Building Envelope/Interior Construction: 147 delivery/concrete/haul trucks and 800 construction workers (600 construction worker vehicles)
- Piles/Foundation/Superstructure, Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup: 147 delivery/concrete/haul trucks and 800 construction workers (600 construction worker vehicles)
- Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup: 52 delivery/concrete/haul trucks and 500 construction workers (375 construction worker vehicles)
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure Demolition/Grading/Shoring/Excavation: 120 delivery/haul trucks and 60 construction workers (45 construction worker vehicles)
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Structure: 53 delivery/haul trucks and 70 construction workers (52 construction worker vehicles)

As detailed above and described in the Final EIR, the worst-case day would occur during the overlap of the demolition, grading/shoring/excavation, and piles/foundation/superstructure stages due to the number of haul trucks and construction workers anticipated on-site on a given day. During this time, a maximum of 105 haul trucks and 95 delivery trucks per day would be generated to and from the Project Site, for a total of 200 daily trucks. Thus, a total of 400 daily truck trips (200 inbound, 200 outbound) were forecast to occur during this time, with approximately 50 trips per hour (25 inbound, 25 outbound) uniformly over a typical eight-hour workday. Applying a passenger car equivalency (PCE) factor of 2.0, this equated to approximately 800 PCE trips (400 inbound, 400 outbound), with 100 PCE trips per hour (50 inbound, 50 outbound). In addition, it was anticipated that a maximum of 830 construction workers per day would be on-site, which equated to approximately 622 daily vehicles to and from the Project Site, applying consistent transit usage and carpooling assumptions.

The Project has been under construction and has completed the most intensive construction activities detailed above, including the demolition, grading, and most of the excavation and shoring activities. Since many of the construction activities related to the demolition, excavation, and grading stages, which generated the highest number of construction truck trips, have already been completed, the worst-case day conditions analysis in the Final EIR still represents the maximum construction activities on a given day. Furthermore, the Project would continue to implement the Construction Management Plan to limit all haul truck activity and construction worker trips to and from the Project site to occur outside of the commuter morning and afternoon peak hours.

Since construction has commenced, refinements have been made to the construction schedule, construction equipment and worker assumptions, and worksite traffic control plans related to the construction over Wilshire Boulevard. The refinements to the construction schedule, equipment, and worker assumptions related to the construction activities over Wilshire Boulevard would not affect the overall construction of the Project or the worst-case day conditions analysis in the Final EIR, as detailed above.

The potential temporary traffic impacts resulting from the refinements to the worksite traffic control plans during the installation and removal of the falsework system above Wilshire Boulevard were further analyzed below. The detailed worksite traffic control plans are provided in Attachment A.

Construction over Wilshire Boulevard

The construction refinements only involve the installation and removal of the temporary falsework structure spanning Wilshire Boulevard and includes the following phases:

- Phase 1 – Installation of Ground Improvements spanning Wilshire Boulevard at the north sidewalk, south sidewalk, and median
- Phase 2 – Erection of Falsework occurring in two segments, with one segment over the westbound lanes of Wilshire Boulevard and one segment over the eastbound lanes of Wilshire Boulevard
- Phase 3 – Removal of Falsework occurring in two segments, with one segment over the westbound lanes of Wilshire Boulevard and one segment over the eastbound lanes of Wilshire Boulevard
- Phase 4 – Removal of Ground Improvements spanning Wilshire Boulevard at the north sidewalk, south sidewalk, and median

Construction over Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 12-month period. Based on recent Project refinements, it is anticipated that falsework would be required for an 18-month period. As further detailed below, all through travel lanes on Wilshire Boulevard would be reopened once falsework installation is complete. Thus, the duration for required falsework would not affect the traffic operations along Wilshire Boulevard.

The falsework structure would be comprised of steel elements spanning Wilshire Boulevard, with temporary intermediate supports bearing upon foundations within the sidewalks and median along Wilshire Boulevard. The Final EIR evaluated the worst-case traffic operating conditions during the complete installation of the falsework system. Since the certification of the Final EIR, the following clarifications have been made to the construction activities related to the falsework system over Wilshire Boulevard. It should be noted that the worst-case traffic operating conditions under the refined construction activities assumptions detailed below are consistent with and within the assumptions for maximum construction activities as analyzed in the Final EIR.

Installation and removal of ground improvements for the foundations would occur in three phases to limit the impact to traffic operations along Wilshire Boulevard. Each phase would occur over a period of approximately five weeks during permitted weekday and Saturday construction hours to limit impacts to traffic operations. As further detailed in Attachment A, during installation of the ground improvements on the north side of Wilshire Boulevard, pedestrians would be routed to the sidewalk on the south side of Wilshire Boulevard and one westbound travel lane would remain open (with all eastbound lanes open). During installation of the ground improvements within the median, one travel lane in each of the eastbound and westbound directions along Wilshire Boulevard, as well as the westbound left-turn lane at Spaulding Avenue, would be closed (with at least one lane in each direction open). During installation of ground improvements on the south side of Wilshire Boulevard, pedestrians would be routed to the sidewalk on the north side of the street and one eastbound travel lane would remain open (with all westbound lanes open). Once installation of each phase of the ground improvements is complete, the foundations would be excavated and installed. Following the completion of each phase of ground improvement installation, K-Rail would be moved to the existing curb line with lanes restriped and opened and pedestrian facilities reestablished. The ground improvements would be removed in the same sequence as the installation and would require the same lane closures.

Following the ground improvements, the falsework system would be installed in two segments, with each segment requiring the closure of either the westbound lanes or eastbound lanes on Wilshire Boulevard between Spaulding Avenue and Stanley Avenue. Each segment would be installed over a period of approximately two weeks during the week and possibly on Saturday within the permitted hours of construction. During this time, traffic would be rerouted to either side of the roadway, so that one travel lane would be provided in each direction, as further detailed in Attachment A. The lane closures would only occur during the four-week installation of the falsework system, and would not occur when the falsework system is in place. Removal of the falsework system would occur in the same sequencing as the falsework system installation and would require the same lane closures.

CONSTRUCTION TRAFFIC IMPACT ANALYSIS

The lane closures during installation and removal of the ground improvements and falsework system reflect the worst-case traffic conditions along Wilshire Boulevard and were evaluated under weekday morning, midday, and afternoon, as well as Saturday midday, peak hours.

Final EIR

As detailed in the Final EIR, the erection and removal of the temporary falsework system over Wilshire Boulevard would require lane closures that would result in the removal of the westbound left-turn lane at the intersection of Spaulding Avenue & Wilshire Boulevard. Furthermore, Wilshire Boulevard would be reduced to two travel lanes, one in each direction, between Fairfax Avenue and Curson Avenue at various times during the installation and removal of ground improvements and the falsework. The impacts associated with the lane closures under Existing Conditions as identified in the EIR are shown in Table 1. As shown, the construction plans analyzed in the EIR would result in temporary significant and unavoidable traffic impacts at the following four study intersections under Existing with EIR Construction Conditions:

- Intersection 8. Fairfax Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 9. Ogden Drive & Wilshire Boulevard (morning and afternoon peak hours)
- Intersection 10. Spaulding Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 11. Curson Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)

Refined Project Construction Analysis

As described above, the refined Project construction plans would continue to require temporary lane closures along Wilshire Boulevard during the installation and removal of ground improvements and during the erection and removal of the falsework system. Under a worst-case scenario, Wilshire Boulevard was analyzed to provide two travel lanes, one in each direction, between Fairfax Avenue and Curson Avenue. Temporary traffic controls would be provided to direct traffic around any closures, as required in the Construction Management Plan. The impacts associated with the lane closures for the refined Project construction plan under Existing Conditions are shown in Table 1. As shown in Table 1, temporary significant and unavoidable traffic impacts would continue to be anticipated at the following four intersections under Existing with Refined Construction Conditions:

- Intersection 8. Fairfax Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 9. Ogden Drive & Wilshire Boulevard (morning and afternoon peak hours)
- Intersection 10. Spaulding Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 11. Curson Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)

As detailed in Table 1, the impacts associated with falsework system installation and removal would remain consistent with the assumptions in the Traffic Study and Refined Project Memo. Furthermore, as detailed in Table 1, the refinements to the worksite traffic control plan would not worsen the temporary incremental impacts previously identified in the Final EIR. The temporary significant impacts would not remain once the Project is operational. Detailed level of service worksheets are provided in Attachment B.

Construction Management Plan

Construction activities for the Project are currently underway, and a Construction Management Plan has been implemented to reduce the temporary construction-related impacts associated with access and transit, formalize how construction would be carried out, and identify specific actions that would be required to reduce effects on the surrounding community, such as street closure information, a detour plan, haul routes, temporary parking removals, and a staging plan. The Construction Management Plan is based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project site, such as scheduling construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible. Furthermore, nearly all trips generated by construction workers would be restricted to hours outside of the commuter peak hours as part of the Construction Management Plan. The Construction Management Plan would continue to be implemented through the construction activities over Wilshire Boulevard. Construction worker parking will continue to be provided within on-site facilities, as well as off-site facilities within walking distance of the Project Site, will continue to be prohibited along the adjacent residential streets.

In addition, LACMA will continue to proactively coordinate with the Los Angeles County Metropolitan Transportation Authority (Metro) to ensure that the construction, as well as operation, of the Project would not disrupt the operation and maintenance activities of the nearby Metro Purple Line Extension or the structure and systems integrity of the Metro Purple Line subway tunnels. LACMA will also coordinate with other nearby development projects to minimize further cumulative construction impacts along the adjacent transportation network.

The Construction Management Plan contains performance criteria that ensure elements would be implemented to reduce impacts, and the Mitigation Monitoring Program ensures elements would be applied by the City with quarterly reporting and compliance certification report requirements. The approved Construction Management Plan will be amended to reflect the refinements in construction and submitted to the City for review and approval.

SUMMARY

Refinements to the construction traffic control plans for the falsework installation would require the temporary removal of travel lanes along Wilshire Boulevard that would result in one travel lane in each direction between Fairfax Avenue and Curson Avenue, consistent with the assumptions of the Final EIR. Based on a comparison of construction traffic analyses, the refinements made to the falsework system construction activities would result in the same temporary traffic impacts at four study intersections and would not result in any new or more severe traffic impacts as compared to those identified in the Final EIR. Therefore, the traffic conclusions would remain consistent with the Traffic Study and Final EIR. The Construction Management Plan would

continue to provide strategies to effectively manage and reduce effects on the surrounding community during construction activities.

**TABLE 1
EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Existing		Existing with EIR Construction				Existing with Refined Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue & 3rd Street	AM	0.916	E	0.916	E	0.000	NO	0.916	E	0.000	NO
		MD	0.816	D	0.816	D	0.000	NO	0.816	D	0.000	NO
		PM	0.899	D	0.899	D	0.000	NO	0.899	D	0.000	NO
		Sat	0.829	D	0.829	D	0.000	NO	0.829	D	0.000	NO
2.	Fairfax Avenue & 6th Street	AM	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO
		MD	0.628	B	0.628	B	0.000	NO	0.628	B	0.000	NO
		PM	0.708	C	0.708	C	0.000	NO	0.708	C	0.000	NO
		Sat	0.585	A	0.585	A	0.000	NO	0.585	A	0.000	NO
3.	LACMA Driveway/Ogden Drive & 6th Street	AM	0.394	A	0.394	A	0.000	NO	0.394	A	0.000	NO
		MD	0.209	A	0.209	A	0.000	NO	0.209	A	0.000	NO
		PM	0.291	A	0.291	A	0.000	NO	0.291	A	0.000	NO
		Sat	0.265	A	0.265	A	0.000	NO	0.265	A	0.000	NO
4.	Curson Avenue & 6th St	AM	0.528	A	0.528	A	0.000	NO	0.528	A	0.000	NO
		MD	0.239	A	0.239	A	0.000	NO	0.239	A	0.000	NO
		PM	0.347	A	0.347	A	0.000	NO	0.347	A	0.000	NO
		Sat	0.254	A	0.254	A	0.000	NO	0.254	A	0.000	NO
5.	Hauser Boulevard & 6th Street	AM	0.666	B	0.666	B	0.000	NO	0.666	B	0.000	NO
		MD	0.448	A	0.448	A	0.000	NO	0.448	A	0.000	NO
		PM	0.657	B	0.657	B	0.000	NO	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO	0.557	A	0.000	NO
6.	Cochran Avenue & 6th Street	AM	0.638	B	0.638	B	0.000	NO	0.638	B	0.000	NO
		MD	0.414	A	0.414	A	0.000	NO	0.414	A	0.000	NO
		PM	0.501	A	0.501	A	0.000	NO	0.501	A	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO	0.453	A	0.000	NO
7.	La Brea Avenue & 6th Street	AM	0.685	B	0.685	B	0.000	NO	0.685	B	0.000	NO
		MD	0.736	C	0.736	C	0.000	NO	0.736	C	0.000	NO
		PM	0.648	B	0.648	B	0.000	NO	0.648	B	0.000	NO
		Sat	0.783	C	0.783	C	0.000	NO	0.783	C	0.000	NO
8.	Fairfax Avenue & Wilshire Boulevard	AM	1.125	F	1.824	F	0.699	YES	1.824	F	0.699	YES
		MD	0.798	C	1.265	F	0.467	YES	1.265	F	0.467	YES
		PM	0.892	D	1.397	F	0.505	YES	1.397	F	0.505	YES
		Sat	0.714	C	1.173	F	0.459	YES	1.173	F	0.459	YES
9.	Ogden Drive & Wilshire Boulevard	AM	0.335	A	0.736	C	0.401	YES	0.736	C	0.401	YES
		MD	0.207	A	0.481	A	0.274	NO	0.481	A	0.274	NO
		PM	0.350	A	0.759	C	0.409	YES	0.759	C	0.409	YES
		Sat	0.209	A	0.491	A	0.282	NO	0.491	A	0.282	NO
10.	Spaulding Avenue & Wilshire Boulevard	AM	0.324	A	0.777	C	0.453	YES	0.777	C	0.453	YES
		MD	0.345	A	0.757	C	0.412	YES	0.757	C	0.412	YES
		PM	0.368	A	0.749	C	0.381	YES	0.749	C	0.381	YES
		Sat	0.329	A	0.707	C	0.378	YES	0.707	C	0.378	YES
11.	Curson Avenue & Wilshire Boulevard	AM	0.777	C	0.800	C	0.023	NO	0.800	C	0.023	NO
		MD	0.494	A	0.881	D	0.387	YES	0.881	D	0.387	YES
		PM	0.641	B	1.177	F	0.536	YES	1.177	F	0.536	YES
		Sat	0.457	A	0.749	C	0.292	YES	0.749	C	0.292	YES
12.	Hauser Boulevard & Wilshire Boulevard	AM	0.745	C	0.745	C	0.000	NO	0.745	C	0.000	NO
		MD	0.602	B	0.602	B	0.000	NO	0.602	B	0.000	NO
		PM	0.735	C	0.735	C	0.000	NO	0.735	C	0.000	NO
		Sat	0.708	C	0.708	C	0.000	NO	0.708	C	0.000	NO
13.	Cochran Avenue & Wilshire Boulevard	AM	0.617	B	0.617	B	0.000	NO	0.617	B	0.000	NO
		MD	0.404	A	0.404	A	0.000	NO	0.404	A	0.000	NO
		PM	0.661	B	0.661	B	0.000	NO	0.661	B	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO	0.453	A	0.000	NO
14.	La Brea Avenue & Wilshire Boulevard	AM	0.997	E	0.997	E	0.000	NO	0.997	E	0.000	NO
		MD	0.683	B	0.683	B	0.000	NO	0.683	B	0.000	NO
		PM	0.901	E	0.901	E	0.000	NO	0.901	E	0.000	NO
		Sat	1.006	F	1.006	F	0.000	NO	1.006	F	0.000	NO
15.	Fairfax Avenue & 8th Street	AM	0.389	A	0.389	A	0.000	NO	0.389	A	0.000	NO
		MD	0.356	A	0.356	A	0.000	NO	0.356	A	0.000	NO
		PM	0.530	A	0.530	A	0.000	NO	0.530	A	0.000	NO
		Sat	0.377	A	0.377	A	0.000	NO	0.377	A	0.000	NO

TABLE 1 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with EIR Construction				Existing with Refined Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue & 8th Street	AM	0.728	C	0.728	C	0.000	NO	0.728	C	0.000	NO
		MD	0.187	A	0.187	A	0.000	NO	0.187	A	0.000	NO
		PM	0.703	C	0.703	C	0.000	NO	0.703	C	0.000	NO
		Sat	0.177	A	0.177	A	0.000	NO	0.177	A	0.000	NO
17.	Hauser Boulevard & 8th Street	AM	0.863	D	0.863	D	0.000	NO	0.863	D	0.000	NO
		MD	0.449	A	0.449	A	0.000	NO	0.449	A	0.000	NO
		PM	0.828	D	0.828	D	0.000	NO	0.828	D	0.000	NO
		Sat	0.467	A	0.467	A	0.000	NO	0.467	A	0.000	NO
18.	Cochran Avenue & 8th Street	AM	0.529	A	0.529	A	0.000	NO	0.529	A	0.000	NO
		MD	0.248	A	0.248	A	0.000	NO	0.248	A	0.000	NO
		PM	0.671	B	0.671	B	0.000	NO	0.671	B	0.000	NO
		Sat	0.233	A	0.233	A	0.000	NO	0.233	A	0.000	NO
19.	La Brea Avenue & 8th Street	AM	0.615	B	0.615	B	0.000	NO	0.615	B	0.000	NO
		MD	0.391	A	0.391	A	0.000	NO	0.391	A	0.000	NO
		PM	0.715	C	0.715	C	0.000	NO	0.715	C	0.000	NO
		Sat	0.412	A	0.412	A	0.000	NO	0.412	A	0.000	NO
20.	Fairfax Avenue & San Vicente Boulevard	AM	0.688	B	0.688	B	0.000	NO	0.688	B	0.000	NO
		MD	0.475	A	0.475	A	0.000	NO	0.475	A	0.000	NO
		PM	0.510	A	0.510	A	0.000	NO	0.510	A	0.000	NO
		Sat	0.440	A	0.440	A	0.000	NO	0.440	A	0.000	NO
21.	Fairfax Avenue & Olympic Boulevard	AM	0.832	D	0.832	D	0.000	NO	0.832	D	0.000	NO
		MD	0.577	A	0.577	A	0.000	NO	0.577	A	0.000	NO
		PM	0.781	C	0.781	C	0.000	NO	0.781	C	0.000	NO
		Sat	0.522	A	0.522	A	0.000	NO	0.522	A	0.000	NO
22.	San Vicente Boulevard & Olympic Boulevard	AM	0.664	B	0.664	B	0.000	NO	0.664	B	0.000	NO
		MD	0.334	A	0.334	A	0.000	NO	0.334	A	0.000	NO
		PM	0.663	B	0.663	B	0.000	NO	0.663	B	0.000	NO
		Sat	0.280	A	0.280	A	0.000	NO	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

- AM Peak Period: 7 AM - 10 AM
- MD Peak Period: 12 PM - 2 PM
- PM Peak Period: 3 PM - 6 PM
- Sat Peak Period: 12 PM - 2 PM

Attachment A
Construction Traffic Control Plan



Construction over Wilshire Blvd

The construction over Wilshire Blvd. will require a temporary falsework structure spanning the boulevard. The falsework will be similar in construction, appearance and function of falsework utilized for the construction of cast-in-place concrete highway and railroad bridges. The design of the falsework will be performed by a Professional Engineer working under the direction of Atkinson Construction. Clark Construction and AECOM have already begun, and will continue coordination with the nearby Metro construction project to ensure the two projects can operate simultaneously with one another.

The load of the building during construction will be transferred through the falsework to the ground, bearing upon temporary foundations. Ground improvements will be installed beneath the temporary foundations at the North sidewalk, South sidewalk, and median in order to control settlement and protect public utilities. The ground improvements, and temporary foundation, will be installed in phases, in order to mitigate impacts to the traffic along the boulevard. The design of the ground improvements will be performed by a professional engineer employed by Keller; the design of the temporary foundation will be performed by a Professional Engineer working under the direction of Atkinson Construction.

Traffic and pedestrian control will be maintained and comply with the approved Environmental Impact Report.

Installation of Ground Improvements TCP PHASE 1, 2, 3

The installation of the ground improvements will be performed in phases, to mitigate impacts to traffic along the boulevard. Each phase (Phase 1, 2, and 3) will take five (5) weeks to complete and, will be installed during the week and possibly on Saturdays within the permitted hours of construction.

PHASE 1A

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 4 weeks

The ground improvements at this location will consist of vibrated aggregate piers, with a temporary foundation constructed on top to support the temporary falsework structure. The ground improvements and foundation will be installed between the existing construction fence and the curb/gutter. In order to deliver construction materials and haul off spoils resultant of the demolition and excavation work, additional area adjacent to the construction zone will be required to cycle vehicles through with minimal impact to the traffic flow.

During the installation of the North side ground improvements, pedestrians will be routed to the South sidewalk, and one lane of Westbound traffic will remain open. Once the installation of ground improvements is complete, the temporary foundation will be constructed



PHASE 1B

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 1 week

Upon completion, the temporary K-rail that will be in place to protect the work area will be relocated to establish an edge-of-traveled-way (i.e. the outside edge of the roadway designated for normal vehicular travel) that is in line with the existing curb line. The traffic lanes and the pedestrian walkway will be re-established and opened to public traffic. The K-rail will remain in place until after the temporary falsework is removed. Reference Phase 6 Diagram below for final K-Rail orientation.

PHASE 2A

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 4 weeks

The ground improvements at this location will consist of vibrated aggregate piers, with a temporary foundation constructed on top to support the temporary falsework structure. The ground improvements and foundation will be installed between the existing curbs/gutters in the median. In order to deliver construction materials and haul off spoils, additional area adjacent to the construction zone will be required to cycle vehicles through with minimal impact to the traffic flow.

During the installation of the median ground improvements, a single lane closure will be installed on both the eastbound and westbound traffic lanes, including the closure of the westbound left turn lane from Wilshire Blvd. to Spaulding Ave. At this time, there will be two (2) open drive lanes in each direction. Once the installation of ground improvements is complete, the temporary foundation will be constructed.



PHASE 2B

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 1 week

Upon completion, the temporary K-rail that will be in place to protect the work area will be relocated to establish an edge-of-traveled-way that is in line with the existing curb line, with the exception of the West end. At this location, the K-rail will extend out to protect the future falsework, as shown below. The K-rail will remain in place until after the temporary falsework is removed. Reference Phase 6 Diagram below for final K-Rail orientation.

PHASE 3A

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 4 weeks

The ground improvements at this location will consist of soil mix columns, with a temporary foundation constructed on top to support the temporary falsework structure. The ground improvements and foundation will be installed between the existing construction fence and the curb/gutter. In order to deliver construction materials and haul off spoils, additional area adjacent to the construction zone will be required to cycle vehicles through with minimal impact to the traffic flow.

During the construction of the ground improvements and the temporary foundations, the bus stop located at the intersection of Spaulding and Wilshire will need to be relocated in order to avoid impacts to the bus service.

During the installation of the South side ground improvements, pedestrians will be routed to the North sidewalk, and one lane of Eastbound traffic will remain open. Once the installation of ground improvements is complete, the temporary foundation will be constructed.



PHASE 3B

Work hours: 7:00am - 5:00pm Monday-Friday

Duration: 1 week

Upon completion, the temporary K-rail that will be in place to protect the work area will be relocated to establish an edge-of-traveled-way that is in line with the existing curb line. The traffic lanes and the pedestrian walkway will be re-established and opened to public traffic. The K-rail will remain in place until after the temporary falsework is removed. Reference Phase 6 Diagram below for final K-Rail orientation.

Erection of Falsework and Long-Term PHASES 4, 5, 6

The erection of the falsework system will require use of the two nearest tower cranes and mobile assist cranes and forklifts on the South side. The falsework system over Wilshire will be installed in two stages; one stage will be over the Westbound lanes of Wilshire Blvd and one stage over the Eastbound lanes of Wilshire Blvd.

Each segment will be installed during the week and possibly on Saturday within the permitted hours of construction, for up to two weeks. Overall, the falsework erection process will take 4 weeks to complete, and once erected, will be in place for approximately 18 months.

PHASE 4

Work hours: 7:00am - 9:00pm Monday-Friday and 8:00am - 5:00pm Saturday

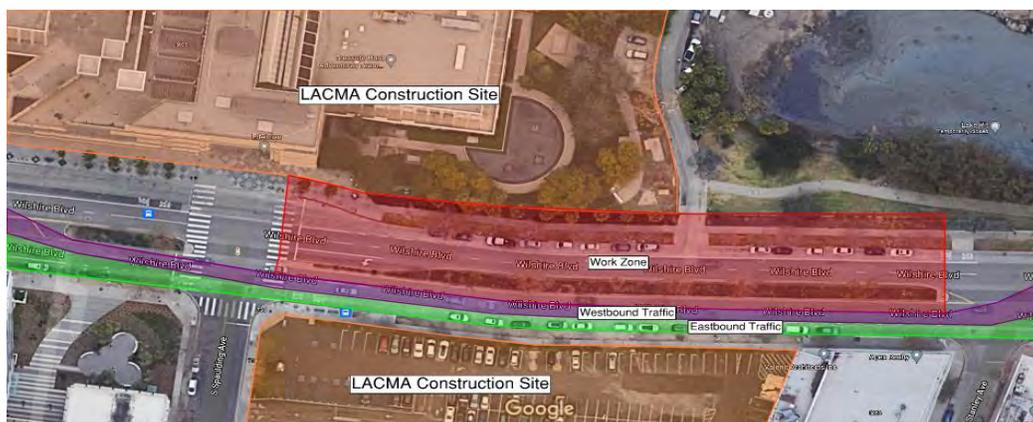
Duration: 2 weeks

When erection of the falsework over the westbound lanes is in progress, all westbound traffic will be detoured onto the eastbound lanes, occupying one lane. Eastbound traffic will remain in the eastbound direction, also occupying one lane. The transition of westbound traffic to the eastbound lanes will occur between Curson Ave and Stanley Ave and transition back to the westbound lanes at Ogden Ave.

The standard work hours of 7:00am - 5:00pm are anticipated to be utilized for this work. As the traffic control will be set up and removed on a daily basis, the work hours are required to allow a full, productive, shift of bridge work. The full, productive, shift will allow the work in this area to be limited to two weeks.

Should after-hours work be required due to schedule constraints or unforeseen conditions, work may continue to 9:00pm.

The traffic control will be set up and taken down daily, allowing normal flow of traffic outside of work hours. The bus zone located at Curson and Wilshire will need to be relocated during this work, to avoid impacts to the bus service.



PHASE 5

Work hours: 7:00am - 9:00pm Monday-Friday and 8:00am - 5:00pm Saturday

Duration: 2 weeks

Alternatively, when erection of the falsework over the eastbound lanes is in progress, all eastbound traffic will be detoured onto the westbound lanes, occupying one lane. Westbound traffic will remain in the westbound direction, also occupying one lane. The transition of eastbound traffic to the westbound lanes will occur between Ogden Drive and Spaulding Ave and transition back to the eastbound lanes at Stanley Ave.

The standard work hours of 7:00am - 5:00pm are anticipated to be utilized for this work. As the traffic control will be set up and removed on a daily basis the work hours are required to allow a full, productive, shift of bridge work. The full, productive, shift will allow the work in this area to be limited to two weeks.

Should after-hours work be required due to schedule constraints or unforeseen conditions, work may continue to 9:00pm.

The traffic control will be set up and taken down daily, allowing normal flow of traffic outside of work hours. The bus zone located at Curson and Wilshire will need to be relocated during this work, to avoid impacts to the bus service.



PHASE 6

The falsework shall remain in place for approximately 18 months. The westbound left-turn lane from Wilshire to Spaulding will remain open, although it will be impacted by the K-rail for the median falsework.



Removal of Falsework

The falsework system will be removed in the same sequencing as the installation: two (2) weeks over the westbound direction, and two (2) weeks over the eastbound direction. The same lane closures will be required during this phase, and removal will also occur during the week and possibly on Saturdays within the permitted hours of construction.

Removal of Ground Improvements

Following the removal of falsework, the ground improvements will be removed in the same sequencing as the installation: five (5) weeks each for the north side, south side, and median, for a total duration of fifteen (15) weeks. The same lane closures will be required during this phase and removal will also occur during the week and possibly on Saturdays within the permitted hours of construction.

Attachment B

***Refined Construction Analysis
LOS Worksheets***

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 3rd Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	70	1	70	71	1	71
	↶↷ Left-Through		0			0	
	↷ Through	778	2	389	774	2	387
	↷↶ Through-Right		0			0	
	↷ Right	87	1	0	81	1	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
SOUTHBOUND	↷ Left	122	1	122	204	1	204
	↷↶ Left-Through		0			0	
	↷ Through	1104	1	606	904	1	532
	↷↶ Through-Right		1			1	
	↷ Right	107	0	107	160	0	160
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
EASTBOUND	↶ Left	113	1	113	219	1	219
	↶↷ Left-Through		0			0	
	↶ Through	534	1	284	1147	1	607
	↶↷ Through-Right		1			1	
	↶ Right	33	0	33	66	0	66
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	192	1	192	164	1	164
	↷↶ Left-Through		0			0	
	↷ Through	1215	2	608	799	2	400
	↷↶ Through-Right		0			0	
	↷ Right	133	1	11	162	1	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 676			<i>North-South:</i> 603
				<i>East-West:</i> 721			<i>East-West:</i> 771
				<i>SUM:</i> 1397			<i>SUM:</i> 1374
VOLUME/CAPACITY (V/C) RATIO:				1.016			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.899
LEVEL OF SERVICE (LOS):				E			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	27	1	27
	Left-Through		0			0	
	Through	799	2	400	953	2	477
	Through-Right		0			0	
	Right	72	1	72	250	1	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	197	1	197	153	1	153
	Left-Through		0			0	
	Through	1241	1	652	1159	1	601
	Through-Right		1			1	
	Right	62	0	62	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	21	1	21
	Left-Through		0			0	
	Through	261	0	278	426	0	446
	Through-Right		1			1	
	Right	17	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	182	137	2	75
	Left-Through		0			0	
	Through	489	1	489	397	1	397
	Through-Right		0			0	
	Right	541	1	443	217	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		689	<i>North-South:</i>		630
		<i>East-West:</i>		506	<i>East-West:</i>		521
		<i>SUM:</i>		1195	<i>SUM:</i>		1151
VOLUME/CAPACITY (V/C) RATIO:				0.839			0.808
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.708
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: LACMA
North-South Street: Odgen Drive/Project Dr **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	52	0	52
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	0	11	80	0	132
	Left-Through-Right		0			0	
Left-Right		1			1		
SOUTHBOUND	Left	19	0	19	2	0	2
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	0	53	14	0	16
	Left-Through-Right		0			0	
Left-Right		1			1		
EASTBOUND	Left	4	1	4	13	1	13
	Left-Through		0			0	
	Through	479	1	245	850	1	436
	Through-Right		1			1	
	Right	11	0	11	22	0	22
	Left-Through-Right		0			0	
Left-Right		0			0		
WESTBOUND	Left	32	1	32	17	1	17
	Left-Through		0			0	
	Through	1351	1	684	785	1	402
	Through-Right		1			1	
	Right	16	0	16	18	0	18
	Left-Through-Right		0			0	
Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 53			<i>North-South:</i> 134
				<i>East-West:</i> 688			<i>East-West:</i> 453
				<i>SUM:</i> 741			<i>SUM:</i> 587
VOLUME/CAPACITY (V/C) RATIO:				0.494			0.391
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.394			0.291
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



VS #:
4

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
		<i>EB</i> -- 0	<i>WB</i> -- 0		<i>EB</i> -- 0	<i>WB</i> -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	89	1	89	69	1	69
	↶↷ Left-Through		0			0	
	↷ Through	36	0	93	75	0	194
	↷↶ Through-Right		1			1	
	↷ Right	57	0	0	119	0	0
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
SOUTHBOUND	↷ Left	104	1	104	35	1	35
	↷↷ Left-Through		0			0	
	↷ Through	114	0	182	42	0	76
	↷↶ Through-Right		1			1	
	↷ Right	68	0	0	34	0	0
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
EASTBOUND	↶ Left	35	1	35	37	1	37
	↶↷ Left-Through		0			0	
	↷ Through	397	1	238	704	1	372
	↷↶ Through-Right		1			1	
	↷ Right	78	0	78	40	0	40
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
WESTBOUND	↶ Left	173	1	173	69	1	69
	↶↷ Left-Through		0			0	
	↷ Through	1232	1	636	495	1	276
	↷↶ Through-Right		1			1	
	↷ Right	40	0	40	56	0	56
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 271 <i>East-West:</i> 671 <i>SUM:</i> 942			<i>North-South:</i> 229 <i>East-West:</i> 441 <i>SUM:</i> 670
VOLUME/CAPACITY (V/C) RATIO:				0.628			0.447
V/C LESS ATSA/ATCS ADJUSTMENT:				0.528			0.347
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



VS #:
5

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	42	1	42
	Left-Through		0			0	
	Through	341	0	370	489	0	525
	Through-Right		1			1	
	Right	29	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	47	1	47
	Left-Through		0			0	
	Through	431	1	431	415	1	415
	Through-Right		0			0	
	Right	187	1	187	71	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	33	0	0
	Left-Through		0			0	
	Through	540	1	293	1074	1	563
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	0	5	0	0
	Left-Through		0			0	
	Through	1249	1	644	627	1	343
	Through-Right		1			1	
	Right	38	0	38	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 505			<i>North-South:</i> 572
				<i>East-West:</i> 644			<i>East-West:</i> 563
				<i>SUM:</i> 1149			<i>SUM:</i> 1135
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.657
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	34	0	34	31	0	31
	↶↷ Left-Through		0			0	
	↷ Through	196	0	257	263	0	347
	↷↶ Through-Right		0			0	
	↷ Right	27	0	0	53	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	19	0	19	10	0	10
	↷↷ Left-Through		0			0	
	↷ Through	185	0	357	154	0	199
	↷↶ Through-Right		0			0	
	↷ Right	153	0	0	35	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	2	0	0	128	0	0
	↶↷ Left-Through		0			0	
	↷ Through	689	1	367	1015	1	544
	↷↶ Through-Right		1			1	
	↷ Right	44	0	44	73	0	73
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	5	0	0	35	0	0
	↷↷ Left-Through		0			0	
	↷ Through	1404	1	716	751	1	398
	↷↶ Through-Right		1			1	
	↷ Right	28	0	28	44	0	44
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 391			<i>North-South:</i> 357		
		<i>East-West:</i> 716			<i>East-West:</i> 544		
		<i>SUM:</i> 1107			<i>SUM:</i> 901		
VOLUME/CAPACITY (V/C) RATIO:		0.738			0.601		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.638			0.501		
LEVEL OF SERVICE (LOS):		B			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	62	1	62	70	1	70
	↶↷ Left-Through		0			0	
	↷ Through	1430	2	482	1550	2	535
	↷↶ Through-Right		1			1	
	↷ Right	17	0	17	56	0	56
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	87	1	87	69	1	69
	↷↷ Left-Through		0			0	
	↷ Through	1554	2	566	1411	2	495
	↷↶ Through-Right		1			1	
	↷ Right	145	0	145	74	0	74
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	5	0	0	4	0	0
	↶↷ Left-Through		0			0	
	↶ Through	621	1	377	977	1	518
	↶↷ Through-Right		1			1	
	↶ Right	133	0	133	59	0	59
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	1	0	0	0	0	0
	↷↷ Left-Through		0			0	
	↷ Through	1058	1	550	696	1	390
	↷↶ Through-Right		1			1	
	↷ Right	41	0	41	84	0	84
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 628			<i>North-South:</i> 604
				<i>East-West:</i> 550			<i>East-West:</i> 518
				<i>SUM:</i> 1178			<i>SUM:</i> 1122
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.748
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.648
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	249	1	249	85	1	85
	↶↷ Left-Through		0			0	
	↷ Through	739	1	409	789	1	417
	↷↶ Through-Right		1			1	
	↷ Right	79	0	79	44	0	44
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
SOUTHBOUND	↷ Left	145	1	145	196	1	196
	↷↷ Left-Through		0			0	
	↷↷ Through	1086	2	543	951	2	476
	↷↷ Through-Right		0			0	
	↷↷ Right	356	1	253	175	1	0
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
EASTBOUND	↶ Left	103	1	103	266	1	266
	↶↷ Left-Through		0			0	
	↷ Through	842	2	421	1355	2	678
	↷↶ Through-Right		0			0	
	↷ Right	56	1	0	88	1	46
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
WESTBOUND	↷ Left	93	0	93	73	0	73
	↷↷ Left-Through		0			0	
	↷↷ Through	1577	0	1750	966	0	1180
	↷↷ Through-Right		0			0	
	↷↷ Right	80	0	0	141	0	0
	↷↷ Left-Through-Right		1			1	
↷↷ Left-Right		0			0		
CRITICAL VOLUMES		<i>North-South:</i> 792			<i>North-South:</i> 613		
		<i>East-West:</i> 1853			<i>East-West:</i> 1446		
		<i>SUM:</i> 2645			<i>SUM:</i> 2059		
VOLUME/CAPACITY (V/C) RATIO:		1.924			1.497		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.824			1.397		
LEVEL OF SERVICE (LOS):		F			F		

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LACMA
North-South Street: Ogden Drive **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	34	55	0	55
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	0	83	38	0	93
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	588	0	658	1108	0	1168
	Through-Right		1			1	
	Right	70	0	0	60	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	28	0	28
	Left-Through		1			1	
	Through	1137	0	1171	788	0	816
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		83	<i>North-South:</i>		93
		<i>East-West:</i>		1171	<i>East-West:</i>		1196
		<i>SUM:</i>		1254	<i>SUM:</i>		1289
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.736			0.759
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



VS #:
10

PROJECT TITLE: LACMA
North-South Street: Spaulding Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	21	0	21	40	0	40
	↶↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↷↶ Right	21	0	42	79	0	119
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		1			1	
SOUTHBOUND	↷ Left	0	0	0	0	0	0
	↷↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↷↶ Right	0	0	0	0	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	0	0	0	0	0	0
	↶↷ Left-Through		0			0	
	→ Through	603	0	638	1102	0	1122
	↷ Through-Right		1			1	
	↷↶ Right	35	0	0	20	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↶ Left	86	0	86	32	0	32
	↶↷ Left-Through		1			1	
	→ Through	1187	0	1273	803	0	835
	↷ Through-Right		0			0	
	↷↶ Right	0	0	0	0	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 42			<i>North-South:</i> 119		
		<i>East-West:</i> 1273			<i>East-West:</i> 1154		
		<i>SUM:</i> 1315			<i>SUM:</i> 1273		
VOLUME/CAPACITY (V/C) RATIO:		0.877			0.849		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.777			0.749		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	4	0	4	53	0	53
	↶↷ Left-Through		0			0	
	→ Through	521	0	559	188	0	344
	↷ Through-Right		0			0	
	→ Right	34	0	0	103	0	0
	↷↶ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	4	0	4	85	0	85
	↷↶ Left-Through		0			0	
	→ Through	934	0	1017	225	0	384
	↷ Through-Right		0			0	
	→ Right	79	0	0	74	0	0
	↷↶ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
EASTBOUND	↶ Left	18	0	18	125	0	125
	↶↷ Left-Through		0			0	
	→ Through	242	0	283	1268	0	1438
	↷ Through-Right		0			0	
	→ Right	23	0	0	45	0	0
	↷↶ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
WESTBOUND	↶ Left	46	1	46	41	1	41
	↶↷ Left-Through		0			0	
	→ Through	554	2	277	991	2	496
	↷ Through-Right		0			0	
	→ Right	16	1	16	8	1	8
	↷↶ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 1021			<i>North-South:</i> 437		
		<i>East-West:</i> 329			<i>East-West:</i> 1479		
		<i>SUM:</i> 1350			<i>SUM:</i> 1916		
VOLUME/CAPACITY (V/C) RATIO:		0.900			1.277		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.800			1.177		
LEVEL OF SERVICE (LOS):		C			F		

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> --	<i>SB</i> --		<i>NB</i> --	<i>SB</i> --	
		<i>EB</i> --	<i>WB</i> --		<i>EB</i> --	<i>WB</i> --	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	89	1	89	48	1	48
	↶↷ Left-Through		0			0	
	↷ Through	345	1	345	496	1	496
	↷↶ Through-Right		0			0	
	↷ Right	65	1	19	177	1	134
	↷↶↷ Left-Through-Right		0			0	
↷↶↷ Left-Right		0			0		
SOUTHBOUND	↷ Left	40	1	40	49	1	49
	↷↶ Left-Through		0			0	
	↷ Through	397	0	484	433	0	463
	↷↶ Through-Right		1			1	
	↷ Right	87	0	0	30	0	0
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
EASTBOUND	↶ Left	42	1	42	71	1	71
	↶↷ Left-Through		0			0	
	↶ Through	762	2	381	1239	2	620
	↶↷ Through-Right		0			0	
	↶ Right	53	1	9	154	1	130
	↶↷ Left-Through-Right		0			0	
↶↷ Left-Right		0			0		
WESTBOUND	↷ Left	92	1	92	87	1	87
	↷↶ Left-Through		0			0	
	↷ Through	1303	2	652	939	2	470
	↷↶ Through-Right		0			0	
	↷ Right	44	1	24	64	1	40
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 573 <i>East-West:</i> 694 <i>SUM:</i> 1267			<i>North-South:</i> 545 <i>East-West:</i> 707 <i>SUM:</i> 1252
VOLUME/CAPACITY (V/C) RATIO:				0.845			0.835
V/C LESS ATSA/ATCS ADJUSTMENT:				0.745			0.735
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	52	0	52	38	0	38
	↶↷ Left-Through		0			0	
	↷ Through	244	0	360	228	0	320
	↷↶ Through-Right		0			0	
	↷ Right	64	0	0	54	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	35	0	35	43	0	43
	↷↷ Left-Through		0			0	
	↷ Through	164	0	265	287	0	448
	↷↶ Through-Right		0			0	
	↷ Right	66	0	0	118	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	21	1	21	68	1	68
	↶↷ Left-Through		0			0	
	↷ Through	775	2	388	1227	2	614
	↷↶ Through-Right		0			0	
	↷ Right	24	1	24	31	1	31
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	25	1	25	42	1	42
	↷↷ Left-Through		0			0	
	↷ Through	1317	2	659	1031	2	516
	↷↶ Through-Right		0			0	
	↷ Right	65	1	65	83	1	83
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 395			<i>North-South:</i> 486		
		<i>East-West:</i> 680			<i>East-West:</i> 656		
		<i>SUM:</i> 1075			<i>SUM:</i> 1142		
VOLUME/CAPACITY (V/C) RATIO:		0.717			0.761		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.617			0.661		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0		<i>EB</i> -- 0	<i>WB</i> -- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	125	1	125	126	1	126
	↶↷ Left-Through		0			0	
	↷ Through	1267	2	459	1394	2	491
	↷↶ Through-Right		1			1	
	↷ Right	110	0	110	80	0	80
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	79	1	79	124	1	124
	↷↷ Left-Through		0			0	
	↷ Through	1431	2	553	1212	2	445
	↷↶ Through-Right		1			1	
	↷ Right	227	0	227	123	0	123
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	102	1	102	168	1	168
	↶↷ Left-Through		0			0	
	↶ Through	967	2	484	1055	2	528
	↶↷ Through-Right		0			0	
	↶ Right	98	1	36	88	1	25
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	210	1	210	233	1	233
	↷↷ Left-Through		0			0	
	↷ Through	1455	2	728	846	2	423
	↷↶ Through-Right		0			0	
	↷ Right	79	1	40	125	1	63
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 678			<i>North-South:</i> 615
				<i>East-West:</i> 830			<i>East-West:</i> 761
				<i>SUM:</i> 1508			<i>SUM:</i> 1376
VOLUME/CAPACITY (V/C) RATIO:				1.097			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.997			0.901
LEVEL OF SERVICE (LOS):				E			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?		<i>NB --</i> 0	<i>SB --</i> 0	0	<i>NB --</i> 0	<i>SB --</i> 0	0
Override Capacity		<i>EB --</i> 0	<i>WB --</i> 0	0	<i>EB --</i> 0	<i>WB --</i> 0	0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	878	1	495	827	1	443
	Through-Right		1			1	
	Right	112	0	112	59	0	59
	Left-Through-Right		0			0	
SOUTHBOUND	Left	68	1	68	263	1	263
	Left-Through		0			0	
	Through	1025	2	513	960	2	480
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	8	0	11	114	0	118
	Through-Right		0			0	
	Right	2	0	0	2	0	0
	Left-Through-Right		1			1	
WESTBOUND	Left	129	1	123	111	1	74
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	89	110	1	0
	Left-Through-Right		0			0	
			1			1	
CRITICAL VOLUMES				<i>North-South:</i> 563			<i>North-South:</i> 706
				<i>East-West:</i> 134			<i>East-West:</i> 192
				<i>SUM:</i> 697			<i>SUM:</i> 898
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.630
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.530
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0		<i>EB</i> -- 0	<i>WB</i> -- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	0	91	21	0	21
	Left-Through		0			0	
	Through	282	0	484	125	0	179
	Through-Right		0			0	
	Right	111	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	111	0	111
	Left-Through		0			0	
	Through	137	0	214	262	0	407
	Through-Right		0			0	
	Right	58	0	0	34	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	20	1	20
	Left-Through		0			0	
	Through	207	0	250	543	0	712
	Through-Right		1			1	
	Right	43	0	0	169	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	64	1	64
	Left-Through		0			0	
	Through	600	0	702	153	0	191
	Through-Right		1			1	
	Right	102	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 503			<i>North-South:</i> 428
				<i>East-West:</i> 739			<i>East-West:</i> 776
				<i>SUM:</i> 1242			<i>SUM:</i> 1204
VOLUME/CAPACITY (V/C) RATIO:				0.828			0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.703
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



VS #:
17

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	265	1	265	33	1	33
	↶↷ Left-Through		0			0	
	↷ Through	548	0	578	462	0	576
	↷↶ Through-Right		1			1	
	↷ Right	30	0	0	114	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	13	1	13	110	1	110
	↷↷ Left-Through		0			0	
	↷ Through	417	0	487	552	0	605
	↷↶ Through-Right		1			1	
	↷ Right	70	0	0	53	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	36	1	36	48	1	48
	↶↷ Left-Through		0			0	
	↷ Through	170	0	209	552	0	643
	↷↶ Through-Right		1			1	
	↷ Right	39	0	0	91	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	79	1	79	63	1	63
	↷↷ Left-Through		0			0	
	↷ Through	600	0	656	159	0	191
	↷↶ Through-Right		1			1	
	↷ Right	56	0	0	32	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 752			<i>North-South:</i> 686
				<i>East-West:</i> 692			<i>East-West:</i> 706
				<i>SUM:</i> 1444			<i>SUM:</i> 1392
VOLUME/CAPACITY (V/C) RATIO:				0.963			0.928
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.828
LEVEL OF SERVICE (LOS):				D			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	64	0	64	36	0	36
	↶↷ Left-Through		0			0	
	↷ Through	228	0	329	213	0	285
	↷↶ Through-Right		0			0	
	↷ Right	37	0	0	36	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
SOUTHBOUND	↷ Left	16	0	16	42	0	42
	↷↶ Left-Through		0			0	
	↷ Through	170	0	256	256	0	337
	↷↶ Through-Right		0			0	
	↷ Right	70	0	0	39	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
EASTBOUND	↶ Left	23	0	23	43	0	43
	↶↷ Left-Through		0			0	
	↶ Through	242	0	275	674	0	745
	↶↷ Through-Right		0			0	
	↶ Right	10	0	0	28	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	43	0	43	38	0	38
	↷↶ Left-Through		0			0	
	↷ Through	496	0	576	172	0	246
	↷↶ Through-Right		0			0	
	↷ Right	37	0	0	36	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 345			<i>North-South:</i> 373
				<i>East-West:</i> 599			<i>East-West:</i> 783
				<i>SUM:</i> 944			<i>SUM:</i> 1156
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.771
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.671
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	67	1	67
	Left-Through		0			0	
	Through	1256	2	428	1234	2	427
	Through-Right		1			1	
	Right	27	0	27	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	25	1	25
	Left-Through		0			0	
	Through	1194	2	421	1223	2	429
	Through-Right		1			1	
	Right	70	0	70	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	0	96	173	0	173
	Left-Through		0			0	
	Through	101	0	302	343	0	670
	Through-Right		0			0	
	Right	105	0	0	154	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	62	0	62	56	0	56
	Left-Through		0			0	
	Through	335	0	434	102	0	188
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 542			<i>North-South:</i> 496
				<i>East-West:</i> 530			<i>East-West:</i> 726
				<i>SUM:</i> 1072			<i>SUM:</i> 1222
VOLUME/CAPACITY (V/C) RATIO:				0.715			0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.715
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** San Vicente Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	844	2	422	664	2	332
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	82	1	82	101	1	101
	Left-Through		0			0	
	Through	1020	1	543	1065	1	550
	Through-Right		1			1	
	Right	66	0	66	34	0	34
	Left-Through-Right		0			0	
EASTBOUND	Left	26	1	26	26	1	26
	Left-Through		0			0	
	Through	623	4	156	993	4	248
	Through-Right		0			0	
	Right	67	1	67	68	1	68
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1541	2	554	701	2	293
	Through-Right		1			1	
	Right	122	0	122	179	0	179
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 543			<i>North-South:</i> 550
				<i>East-West:</i> 580			<i>East-West:</i> 319
				<i>SUM:</i> 1123			<i>SUM:</i> 869
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.610
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.510
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** Olympic Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
Override Capacity					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	79	1	79	25	1	25
	↶↷ Left-Through		0			0	
	↷ Through	720	1	384	547	1	297
	↷↶ Through-Right		1			1	
	↷ Right	48	0	48	47	0	47
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	0	0	0	2	0	0
	↷↷ Left-Through		0			0	
	↷ Through	862	1	604	865	1	547
	↷↶ Through-Right		1			1	
	↷ Right	345	0	345	229	0	229
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	78	1	78	98	1	98
	↶↷ Left-Through		0			0	
	↷ Through	1425	2	481	1891	2	633
	↷↶ Through-Right		1			1	
	↷ Right	19	0	19	8	0	8
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	59	1	59	50	1	50
	↷↷ Left-Through		0			0	
	↷ Through	1701	3	567	1134	3	378
	↷↶ Through-Right		0			0	
	↷ Right	5	0	0	12	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 683			<i>North-South:</i> 572		
		<i>East-West:</i> 645			<i>East-West:</i> 683		
		<i>SUM:</i> 1328			<i>SUM:</i> 1255		
VOLUME/CAPACITY (V/C) RATIO:		0.932			0.881		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.832			0.781		
LEVEL OF SERVICE (LOS):		D			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 3rd Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity					2		
Override Capacity					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	67	1	67	84	1	84
	↶↷ Left-Through		0			0	
	↷ Through	823	2	412	743	2	372
	↷↶ Through-Right		0			0	
	↷ Right	107	1	20	145	1	41
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
SOUTHBOUND	↷ Left	212	1	212	213	1	213
	↷↷ Left-Through		0			0	
	↷ Through	922	1	558	896	1	555
	↷↶ Through-Right		1			1	
	↷ Right	193	0	193	214	0	214
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
EASTBOUND	↷ Left	184	1	184	220	1	220
	↷↷ Left-Through		0			0	
	↷ Through	841	1	459	763	1	431
	↷↶ Through-Right		1			1	
	↷ Right	76	0	76	99	0	99
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
WESTBOUND	↷ Left	175	1	175	208	1	208
	↷↷ Left-Through		0			0	
	↷ Through	700	2	350	709	2	355
	↷↶ Through-Right		0			0	
	↷ Right	201	1	0	302	1	89
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
CRITICAL VOLUMES		<i>North-South:</i> 625			<i>North-South:</i> 639		
		<i>East-West:</i> 634			<i>East-West:</i> 639		
		<i>SUM:</i> 1259			<i>SUM:</i> 1278		
VOLUME/CAPACITY (V/C) RATIO:		0.916			0.929		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.816			0.829		
LEVEL OF SERVICE (LOS):		D			D		

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	26	1	26
	Left-Through		0			0	
	Through	929	2	465	1002	2	501
	Through-Right		0			0	
	Right	104	1	104	132	1	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	1	147	118	1	118
	Left-Through		0			0	
	Through	1169	1	600	1067	1	551
	Through-Right		1			1	
	Right	30	0	30	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	38	1	38
	Left-Through		0			0	
	Through	318	0	345	230	0	252
	Through-Right		1			1	
	Right	27	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	2	69	191	2	105
	Left-Through		0			0	
	Through	296	1	296	269	1	269
	Through-Right		0			0	
	Right	157	1	84	162	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 623			<i>North-South:</i> 619		
		<i>East-West:</i> 414			<i>East-West:</i> 357		
		<i>SUM:</i> 1037			<i>SUM:</i> 976		
VOLUME/CAPACITY (V/C) RATIO:		0.728			0.685		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.628			0.585		
LEVEL OF SERVICE (LOS):		B			A		

Level of Service Worksheet (Circular 212 Method)



VS #:
3

PROJECT TITLE: LACMA
North-South Street: Odgen Drive/Project Dr **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> --	<i>SB</i> --		<i>NB</i> --	<i>SB</i> --	
		<i>EB</i> --	<i>WB</i> --		<i>EB</i> --	<i>WB</i> --	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	45	0	45	55	0	55
	↶↷ Left-Through		0			0	
	↷ Through	0	0	0	0	0	0
	↷↶ Through-Right		0			0	
	↷ Right	33	0	78	69	0	124
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		1			1	
SOUTHBOUND	↷ Left	9	0	9	14	0	14
	↷↶ Left-Through		0			0	
	↶ Through	0	0	0	0	0	0
	↶↷ Through-Right		0			0	
	↶ Right	17	0	26	18	0	32
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		1			1	
EASTBOUND	↶ Left	15	1	15	18	1	18
	↶↷ Left-Through		0			0	
	↷ Through	625	1	338	581	1	339
	↷↶ Through-Right		1			1	
	↷ Right	51	0	51	97	0	97
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
WESTBOUND	↷ Left	39	1	39	71	1	71
	↷↶ Left-Through		0			0	
	↶ Through	676	1	343	669	1	342
	↶↷ Through-Right		1			1	
	↶ Right	10	0	10	15	0	15
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
CRITICAL VOLUMES							
		<i>North-South:</i>			<i>North-South:</i>		
		<i>East-West:</i>			<i>East-West:</i>		
		<i>SUM:</i>			<i>SUM:</i>		
VOLUME/CAPACITY (V/C) RATIO:		0.309			0.365		
V/C LESS ATSA/ATCS ADJUSTMENT:		0.209			0.265		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



1/S #:
4

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	67	1	67
	Left-Through		0			0	
	Through	42	0	148	74	0	153
	Through-Right		1			1	
	Right	106	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	49	1	49
	Left-Through		0			0	
	Through	45	0	88	56	0	93
	Through-Right		1			1	
	Right	43	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	47	1	47
	Left-Through		0			0	
	Through	438	1	252	400	1	227
	Through-Right		1			1	
	Right	66	0	66	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	81	1	81
	Left-Through		0			0	
	Through	493	1	272	489	1	282
	Through-Right		1			1	
	Right	51	0	51	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		198	<i>North-South:</i>		202
		<i>East-West:</i>		311	<i>East-West:</i>		329
		<i>SUM:</i>		509	<i>SUM:</i>		531
VOLUME/CAPACITY (V/C) RATIO:				0.339			0.354
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.239			0.254
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



VS #:
5

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	44	1	44	80	1	80
	↶↷ Left-Through		0			0	
	↷ Through	317	0	355	534	0	589
	↷↶ Through-Right		1			1	
	↷ Right	38	0	0	55	0	0
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
SOUTHBOUND	↷ Left	30	1	30	42	1	42
	↷↷ Left-Through		0			0	
	↷ Through	372	1	372	360	1	360
	↷↶ Through-Right		0			0	
	↷ Right	104	1	104	72	1	72
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
EASTBOUND	↶ Left	76	0	76	56	0	56
	↶↷ Left-Through		1			1	
	↷ Through	543	0	375	502	0	329
	↷↶ Through-Right		1			1	
	↷ Right	54	0	375	43	0	329
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
WESTBOUND	↷ Left	31	0	31	22	0	22
	↷↷ Left-Through		1			1	
	↷ Through	449	0	274	480	0	298
	↷↶ Through-Right		1			1	
	↷ Right	37	0	274	71	0	298
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
CRITICAL VOLUMES		<i>North-South:</i> 416			<i>North-South:</i> 631		
		<i>East-West:</i> 406			<i>East-West:</i> 354		
		<i>SUM:</i> 822			<i>SUM:</i> 985		
VOLUME/CAPACITY (V/C) RATIO:		0.548			0.657		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.448			0.557		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	21	0	21	30	0	30
	↶↷ Left-Through		0			0	
	↷ Through	112	0	160	168	0	223
	↷↶ Through-Right		0			0	
	↷ Right	27	0	0	25	0	0
	↷↶↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
SOUTHBOUND	↷ Left	7	0	7	8	0	8
	↷↶ Left-Through		0			0	
	↷ Through	119	0	159	93	0	156
	↷↶ Through-Right		0			0	
	↷ Right	33	0	0	55	0	0
	↷↶↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
EASTBOUND	↶ Left	49	0	49	36	0	36
	↶↷ Left-Through		1			1	
	↶ Through	600	0	368	521	0	557
	↶↷ Through-Right		1			0	
	↶ Right	37	0	368	57	1	57
	↶↷↶ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	34	0	34	41	0	41
	↷↶ Left-Through		1			1	
	↷ Through	508	0	542	504	0	545
	↷↶ Through-Right		0			0	
	↷ Right	25	1	25	25	1	25
	↷↶↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 180			<i>North-South:</i> 231		
		<i>East-West:</i> 591			<i>East-West:</i> 598		
		<i>SUM:</i> 771			<i>SUM:</i> 829		
VOLUME/CAPACITY (V/C) RATIO:		0.514			0.553		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.414			0.453		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> --	<i>SB</i> --		<i>NB</i> --	<i>SB</i> --	
		<i>EB</i> --	<i>WB</i> --		<i>EB</i> --	<i>WB</i> --	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	73	1	73
	Left-Through		0			0	
	Through	1245	2	623	1297	2	649
	Through-Right		0			0	
	Right	53	1	53	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	63	1	63
	Left-Through		0			0	
	Through	1151	2	410	1234	2	435
	Through-Right		1			1	
	Right	78	0	78	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	86	114	0	114
	Left-Through		1			1	
	Through	452	0	360	402	0	386
	Through-Right		1			1	
	Right	96	0	360	141	0	386
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	0	37	34	0	34
	Left-Through		1			1	
	Through	428	0	465	464	0	498
	Through-Right		0			0	
	Right	87	1	47	84	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 703 <i>East-West:</i> 551 <i>SUM:</i> 1254			<i>North-South:</i> 712 <i>East-West:</i> 612 <i>SUM:</i> 1324
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.883
V/C LESS ATSA/ATCS ADJUSTMENT:				0.736			0.783
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	153	1	153	96	1	96
	↶↷ Left-Through		0			0	
	↷ Through	730	1	404	759	1	415
	↷↶ Through-Right		1			1	
	↷ Right	77	0	77	70	0	70
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	164	1	164	164	1	164
	↷↷ Left-Through		0			0	
	↷ Through	895	2	448	859	2	430
	↷↶ Through-Right		0			0	
	↷ Right	231	1	14	145	1	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	217	1	217	170	1	170
	↶↷ Left-Through		0			0	
	↷ Through	876	2	438	849	2	425
	↷↶ Through-Right		0			0	
	↷ Right	53	1	0	70	1	22
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	87	0	87	102	0	102
	↷↷ Left-Through		0			0	
	↷ Through	833	0	1059	740	0	1001
	↷↶ Through-Right		0			0	
	↷ Right	139	0	0	159	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 601			<i>North-South:</i> 579		
		<i>East-West:</i> 1276			<i>East-West:</i> 1171		
		<i>SUM:</i> 1877			<i>SUM:</i> 1750		
VOLUME/CAPACITY (V/C) RATIO:		1.365			1.273		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.265			1.173		
LEVEL OF SERVICE (LOS):		F			F		

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: LACMA
North-South Street: Ogden Drive **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
		<i>EB</i> -- 0	<i>WB</i> -- 0		<i>EB</i> -- 0	<i>WB</i> -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	78	35	0	61
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	679	0	723	746	0	788
	Through-Right		1			1	
	Right	44	0	0	42	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	22	0	22
	Left-Through		1			1	
	Through	765	0	794	804	0	826
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 78 <i>East-West:</i> 794 <i>SUM:</i> 872			<i>North-South:</i> 61 <i>East-West:</i> 826 <i>SUM:</i> 887
VOLUME/CAPACITY (V/C) RATIO:				0.581			0.591
V/C LESS ATSA/ATCS ADJUSTMENT:				0.481			0.491
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: LACMA
North-South Street: Spaulding Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> --	<i>SB</i> --		<i>NB</i> --	<i>SB</i> --	
		<i>EB</i> --	<i>WB</i> --		<i>EB</i> --	<i>WB</i> --	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	0	75	50	0	75
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	0	1178	998	0	1066
	Through-Right		1			1	
	Right	58	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	0	33	70	0	70
	Left-Through		1			1	
	Through	1045	0	1078	1046	0	1116
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 75 <i>East-West:</i> 1211 <i>SUM:</i> 1286			<i>North-South:</i> 75 <i>East-West:</i> 1136 <i>SUM:</i> 1211
VOLUME/CAPACITY (V/C) RATIO:				0.857			0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.707
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



VS #:
11

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
		<i>EB</i> -- 0	<i>WB</i> -- 0		<i>EB</i> -- 0	<i>WB</i> -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	41	0	41	30	0	30
	↶↷ Left-Through		0			0	
	→ Through	111	0	247	99	0	179
	↷ Through-Right		0			0	
	→ Right	95	0	0	50	0	0
	↶↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	71	0	71	58	0	58
	↷↶ Left-Through		0			0	
	→ Through	85	0	248	73	0	224
	↶ Through-Right		0			0	
	→ Right	92	0	0	93	0	0
	↷↶ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
EASTBOUND	↶ Left	90	0	90	86	0	86
	↶↷ Left-Through		0			0	
	→ Through	1018	0	1127	896	0	998
	↷ Through-Right		0			0	
	→ Right	19	0	0	16	0	0
	↶↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
WESTBOUND	↶ Left	27	1	27	22	1	22
	↶↷ Left-Through		0			0	
	→ Through	966	2	483	990	2	495
	↷ Through-Right		0			0	
	→ Right	10	1	10	31	1	31
	↶↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 318 <i>East-West:</i> 1154 <i>SUM:</i> 1472			<i>North-South:</i> 254 <i>East-West:</i> 1020 <i>SUM:</i> 1274
VOLUME/CAPACITY (V/C) RATIO:				0.981			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.749
LEVEL OF SERVICE (LOS):				D			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	70	1	70
	Left-Through		0			0	
	Through	424	1	424	266	1	266
	Through-Right		0			0	
	Right	116	1	80	76	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	53	154	1	154
	Left-Through		0			0	
	Through	354	0	411	413	0	606
	Through-Right		1			1	
	Right	57	0	0	193	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	69	1	69
	Left-Through		0			0	
	Through	998	2	499	924	2	462
	Through-Right		0			0	
	Right	73	1	38	72	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	74	1	74
	Left-Through		0			0	
	Through	850	2	425	914	2	457
	Through-Right		0			0	
	Right	51	1	25	43	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		481	<i>North-South:</i>		676
		<i>East-West:</i>		572	<i>East-West:</i>		536
		<i>SUM:</i>		1053	<i>SUM:</i>		1212
VOLUME/CAPACITY (V/C) RATIO:				0.702			0.808
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.708
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	58	0	58
	Left-Through		0			0	
	Through	100	0	162	144	0	244
	Through-Right		0			0	
	Right	31	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	24	0	24
	Left-Through		0			0	
	Through	89	0	172	83	0	191
	Through-Right		0			0	
	Right	62	0	0	84	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	46	1	46
	Left-Through		0			0	
	Through	1060	2	530	989	2	495
	Through-Right		0			0	
	Right	17	1	17	29	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	27	1	27
	Left-Through		0			0	
	Through	955	2	478	1030	2	515
	Through-Right		0			0	
	Right	45	1	45	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 203			<i>North-South:</i> 268
				<i>East-West:</i> 553			<i>East-West:</i> 561
				<i>SUM:</i> 756			<i>SUM:</i> 829
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.404			0.453
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	133	1	133	109	1	109
	↶↷ Left-Through		0			0	
	→ Through	1011	2	370	1479	2	538
	↷ Through-Right		1			1	
	↷ Right	100	0	100	134	0	134
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
SOUTHBOUND	↷ Left	97	1	97	106	1	106
	↷↶ Left-Through		0			0	
	→ Through	1075	2	418	1323	2	492
	↶ Through-Right		1			1	
	↶ Right	180	0	180	152	0	152
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
EASTBOUND	↶ Left	147	1	147	180	1	180
	↶↷ Left-Through		0			0	
	→ Through	774	2	387	1217	2	609
	↷ Through-Right		0			0	
	↷ Right	94	1	28	109	1	55
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
WESTBOUND	↷ Left	139	1	139	268	1	268
	↷↶ Left-Through		0			0	
	→ Through	695	2	348	1034	2	517
	↶ Through-Right		0			0	
	↶ Right	147	1	99	142	1	89
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 551			<i>North-South:</i> 644
				<i>East-West:</i> 526			<i>East-West:</i> 877
				<i>SUM:</i> 1077			<i>SUM:</i> 1521
VOLUME/CAPACITY (V/C) RATIO:				0.783			1.106
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.683			1.006
LEVEL OF SERVICE (LOS):				B			F

Level of Service Worksheet (Circular 212 Method)



VS #:
15

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0		0	0	
	Through	863	1	461	979	1	513
	Through-Right		1		1	1	
	Right	59	0	59	46	0	46
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
SOUTHBOUND	Left	108	1	108	93	1	93
	Left-Through		0		0	0	
	Through	974	2	487	944	2	472
	Through-Right		0		0	0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0		0	0	
	Through	11	0	18	7	0	15
	Through-Right		0		0	0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1		1	1	
	Left-Right		0		0	0	
WESTBOUND	Left	71	1	63	67	1	59
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	119	1	9	109	1	13
	Left-Through-Right		0		0	0	
	Left-Right		1		1	1	
CRITICAL VOLUMES		<i>North-South:</i>		569	<i>North-South:</i>		606
		<i>East-West:</i>		81	<i>East-West:</i>		74
		<i>SUM:</i>		650	<i>SUM:</i>		680
VOLUME/CAPACITY (V/C) RATIO:				0.456			0.477
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.377
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
Override Capacity					2		
					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	15	0	15	13	0	13
	↶↷ Left-Through		0			0	
	↷ Through	119	0	160	120	0	152
	↷↶ Through-Right		0			0	
	↷ Right	26	0	0	19	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	40	0	40	32	0	32
	↷↷ Left-Through		0			0	
	↷ Through	123	0	193	78	0	133
	↷↶ Through-Right		0			0	
	↷ Right	30	0	0	23	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	25	1	25	20	1	20
	↶↷ Left-Through		0			0	
	↷ Through	158	0	186	172	0	216
	↷↶ Through-Right		1			1	
	↷ Right	28	0	0	44	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
WESTBOUND	↷ Left	14	1	14	15	1	15
	↷↷ Left-Through		0			0	
	↷ Through	166	0	198	136	0	167
	↷↶ Through-Right		1			1	
	↷ Right	32	0	0	31	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 208			<i>North-South:</i> 184		
		<i>East-West:</i> 223			<i>East-West:</i> 231		
		<i>SUM:</i> 431			<i>SUM:</i> 415		
VOLUME/CAPACITY (V/C) RATIO:		0.287			0.277		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.187			0.177		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



VS #:
17

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	41	1	41	35	1	35
	↶↷ Left-Through		0			0	
	↷ Through	448	0	492	526	0	580
	↷↶ Through-Right		1			1	
	↷ Right	44	0	0	54	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	29	1	29	29	1	29
	↷↷ Left-Through		0			0	
	↷ Through	450	0	525	458	0	488
	↷↶ Through-Right		1			1	
	↷ Right	75	0	0	30	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	37	1	37	35	1	35
	↶↷ Left-Through		0			0	
	↶ Through	170	0	211	137	0	165
	↶↶ Through-Right		1			1	
	↶ Right	41	0	0	28	0	0
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	46	1	46	76	1	76
	↷↷ Left-Through		0			0	
	↷ Through	155	0	196	153	0	198
	↷↶ Through-Right		1			1	
	↷ Right	41	0	0	45	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 566			<i>North-South:</i> 609
				<i>East-West:</i> 257			<i>East-West:</i> 241
				<i>SUM:</i> 823			<i>SUM:</i> 850
VOLUME/CAPACITY (V/C) RATIO:				0.549			0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.467
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	19	0	19
	Left-Through		0			0	
	Through	147	0	182	133	0	174
	Through-Right		0			0	
	Right	16	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	22	25	0	25
	Left-Through		0			0	
	Through	145	0	223	142	0	208
	Through-Right		0			0	
	Right	56	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	23	22	0	22
	Left-Through		0			0	
	Through	215	0	265	200	0	253
	Through-Right		0			0	
	Right	27	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	15	0	15	20	0	20
	Left-Through		0			0	
	Through	133	0	181	142	0	200
	Through-Right		0			0	
	Right	33	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 242			<i>North-South:</i> 227
				<i>East-West:</i> 280			<i>East-West:</i> 273
				<i>SUM:</i> 522			<i>SUM:</i> 500
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.333
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.248			0.233
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↶ Left	34	1	34	73	1	73
	↶↷ Left-Through		0			0	
	↷ Through	1159	2	409	1220	2	415
	↷↶ Through-Right		1			1	
	↷ Right	67	0	67	25	0	25
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
SOUTHBOUND	↷ Left	23	1	23	29	1	29
	↷↷ Left-Through		0			0	
	↷ Through	983	2	346	998	2	358
	↷↶ Through-Right		1			1	
	↷ Right	54	0	54	77	0	77
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
EASTBOUND	↶ Left	55	0	55	47	0	47
	↶↷ Left-Through		0			0	
	↶ Through	85	0	269	74	0	271
	↶↶ Through-Right		0			0	
	↶ Right	129	0	0	150	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
WESTBOUND	↷ Left	36	0	36	53	0	53
	↷↷ Left-Through		0			0	
	↷ Through	101	0	165	69	0	165
	↷↶ Through-Right		0			0	
	↷ Right	28	0	0	43	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i>		432	<i>North-South:</i>		444
		<i>East-West:</i>		305	<i>East-West:</i>		324
		<i>SUM:</i>		737	<i>SUM:</i>		768
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.512
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.391			0.412
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** San Vicente Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> --	<i>SB</i> --	0	<i>NB</i> --	<i>SB</i> --	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> --	<i>WB</i> --	0	<i>EB</i> --	<i>WB</i> --	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	719	2	360	780	2	390
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	103	1	103
	Left-Through		0			0	
	Through	956	1	496	905	1	464
	Through-Right		1			1	
	Right	35	0	35	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	665	4	166	486	4	122
	Through-Right		0			0	
	Right	118	1	118	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	756	2	303	535	2	257
	Through-Right		1			1	
	Right	152	0	152	237	0	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 496			<i>North-South:</i> 493		
		<i>East-West:</i> 323			<i>East-West:</i> 277		
		<i>SUM:</i> 819			<i>SUM:</i> 770		
VOLUME/CAPACITY (V/C) RATIO:		0.575			0.540		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.475			0.440		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** Olympic Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3 0 0 0 2 0			3 0 0 0 2 0
		<i>NB --</i>	<i>SB --</i>		<i>NB --</i>	<i>SB --</i>	
		<i>EB --</i>	<i>WB --</i>		<i>EB --</i>	<i>WB --</i>	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	18	1	18
	Left-Through		0			0	
	Through	581	1	316	555	1	293
	Through-Right		1			1	
	Right	50	0	50	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	1	533	832	1	507
	Through-Right		1			1	
	Right	238	0	238	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	149	1	149
	Left-Through		0			0	
	Through	862	2	299	751	2	258
	Through-Right		1			1	
	Right	35	0	35	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	84	1	84
	Left-Through		0			0	
	Through	744	3	248	636	3	212
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 591 <i>East-West:</i> 374 <i>SUM:</i> 965			<i>North-South:</i> 525 <i>East-West:</i> 361 <i>SUM:</i> 886
VOLUME/CAPACITY (V/C) RATIO:				0.677			0.622
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.522
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: LACMA
North-South Street: San Vicente Boulevard **East-West Street:** Olympic Boulevard
Scenario: Existing Conditions (Year 2016) - Refined Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** July 2021

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0	<i>SB</i> -- 0	0	<i>NB</i> -- 0	<i>SB</i> -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 0	0	<i>EB</i> -- 0	<i>WB</i> -- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	97	1	97
	Left-Through		0			0	
	Through	724	2	242	544	2	184
	Through-Right		1			1	
	Right	3	0	3	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	735	4	184	642	4	161
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	2	0	0
	Left-Through		0			0	
	Through	782	2	302	595	2	241
	Through-Right		1			1	
	Right	123	0	123	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	760	2	326	613	2	283
	Through-Right		1			1	
	Right	218	0	218	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 292			<i>North-South:</i> 258
				<i>East-West:</i> 326			<i>East-West:</i> 283
				<i>SUM:</i> 618			<i>SUM:</i> 541
VOLUME/CAPACITY (V/C) RATIO:				0.434			0.380
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.334			0.280
LEVEL OF SERVICE (LOS):				A			A