ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

LA28 Games Route Network (GRN) (07-50320)

Resolution SHOPP-P-2526-06B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on May 14, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the LA28 Games Route Network (GRN) (07-50320), the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: LA28 Games Route Network (GRN) (07-50320)

Resolution: SHOPP-P-2526-06B

(to be completed by CTC)

Michael Zwissler — 03/16/2026 — Date

Michael Zwissler

Project Manager

Project Applicant

Sergio Carvajal Jr (Mar 16, 2026 14:39:23 PDT) — 03/16/2026 — Date

David Yan

Chief, Office of Program Management

Implementing Agency

03/30/2026 — Date

for Gloria Roberts

District Director

California Department of Transportation

Cory Binns (Apr 27, 2026 14:58:36 PDT) — 04/27/2026 — Date

FOR Dina El-Tawansy

Director

California Department of Transportation

for — 05/20/2026 — Date

Tanisha Taylor

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	04/09/26 02:51:43 PM

District	EA	Project ID	PPNO	Project Manager
07	50320	0724000249	6345	ZWISSLER, MICHAEL

County	Route	Begin Postmile	End Postmile	Implementing Agency	
LA	Var			PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

LA28 Games Route Network (GRN)

Location/Description

In Los Angeles, Orange, and San Diego Counties on various routes and locations. Install Active Traffic Management (ATM) systems and additional Closed Caption Television (CCTV) cameras for LA28 Games Route Network (GRN). This is a Job-Order-Contract (JOC) project.

Legislative Districts

Assembly:	41, 42, 44, 46, 48, 49, 51, 52, 53, 54, 55, 56, 57, 61, 62, 64, 65, 66, 67, 69, 70	**Senate:**	20, 22, 24, 25, 26, 27, 28, 30, 33, 35, 36	**Congressional:**	28, 29, 30, 31, 32, 34, 35, 36, 37, 38, 42, 43, 44, 45, 47

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Operational Improvements	0	0	2476		2476	Daily Person Hours of Delay
Programmed Condition	Operational Improvements	2476	0	0	0	2476	Daily Person Hours of Delay

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	01/16/26	
Right of Way Certification Milestone		02/22/27
Ready to List for Advertisement Milestone		02/22/27
Begin Construction Milestone (Approve Contract)		02/22/27

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	25/26	1,018					1,018
PS&E	25/26	17,517					17,517
RW Support	25/26	100					100
Const Support	26/27	14,476					14,476
RW Capital	26/27	422					422
Const Capital	26/27	129,331					129,331
Total		162,864					162,864

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: Kelly Lamare
Acting Deputy District Director
Program/Project Management
District 7

Date: March 16, 2026

File: 07-503201
07-LA-VAR
PID: 0724000249

From: MICHAEL ZWISSLER
Project Manager
District 7

Subject: **SB1 BASELINE AGREEMENT CLARIFICATION MEMORANDUM**

This memorandum is written to accompany the SB-1 Baseline Agreement for this Operational Improvements project on Various Routes in Los Angeles, Orange, and San Diego County. The purpose of this memorandum is to update the project milestones in the Project Report (PR):

- The project milestones are updated as shown in the PPR and PRSM as follows:
  - M410 Planned 2/22/2027 (PPR/PRSM)
  - M460 Planned 2/22/2027 (PPR/PRSM)
  - M500 Planned 2/22/2027 (PPR/PRSM)

If you have any questions, please contact me at (213) 269-1122.

Michael Zwissler

3/16/2026

07-LA-2, 5, 10, 57, 101, 110, 134, 164, 210, 405; ORA 5, 57, 91, 405; SD 5
EA 07-50320 – EFIS 0724000249 – PPNO 6345 AMT ID 25694
Mobility/Operational Improvements – 201.310
January 2026

Project Report

For Project Approval

On Routes LA-2, 5, 10, 57, 101, 105, 110, 134, 164, 210, 405; ORA-5, 57, 91, 405; SD-5

Between Various Locations

And Various Post Miles

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

Dan Murdoch, District Division Chief, Right of Way

APPROVAL RECOMMENDED:

for Manny T. Marcos, Project Manager Principal Transportation Engineer

APPROVAL RECOMMENDED:

Rafael Molina, Deputy District Director
Transportation Safety and Operations

PROJECT APPROVED:

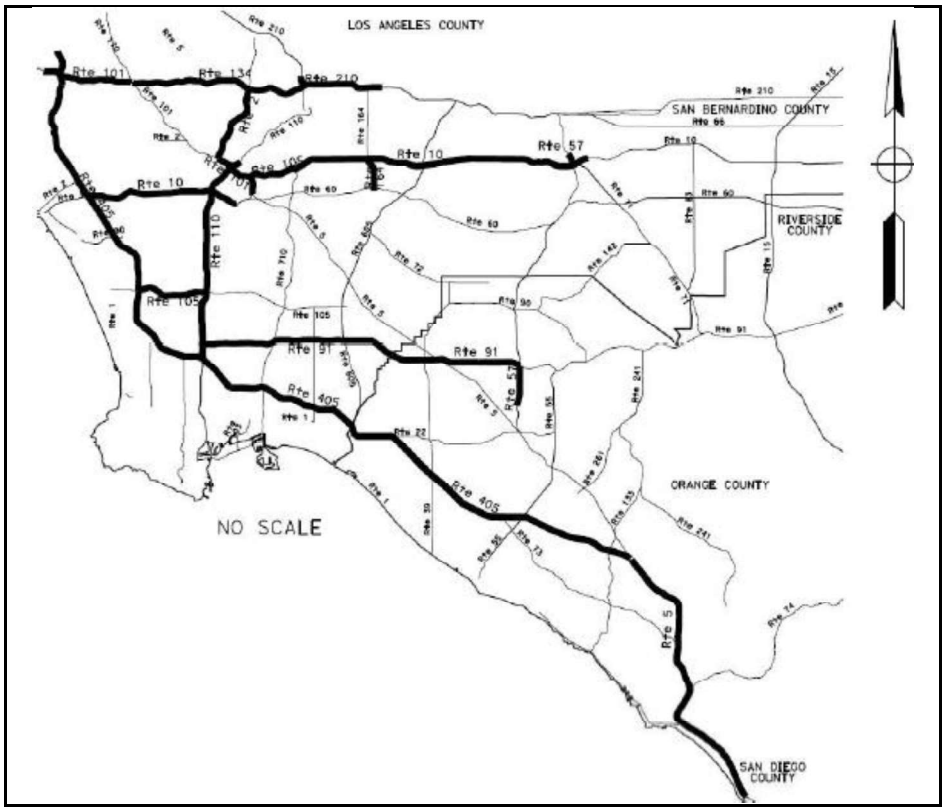
Gloria Roberts (Jan 16, 2026 16:24:33 PST)

Gloria Roberts, District Director

01/16/2026

Date

Vicinity Map



On 07-LA SR-2 from Glendale Blvd to SR-134, PM 12.7-18.8,
On 07-LA I-10 from I-605 to Fairplex Dr., PM 21.838-43.66,
On 07-LA I-10 from I-405 to Downtown LA, PM5.492-16.976,
On 07-LA I-10 Busway from Downtown LA to I605, PM 16.975-21.838,
On 07-LA SR-57 from I-10 to Via Verde, PM 7.716-8.653,
On 07-LA SR-91 from I-110 to LA County line, PM 6.352-20.717,
On 07-LA US-101 from SR-2 to I-10 PM 2.838-0,
On 07-LA US-101 from Hayvenhurst to I-405 PM18.624-17.096,
On 07-LA US-101 from I-405 to SR-134 PM 17.096-11.812,
On 07-LA I-105 from I-405 to I-110 PM 2.112-7.342,
On 07-LA I-110 from Stadium Way to I-405 PM 24.535-8.818,
On 07-LA SR-134 from US-101 to I-210 PM 0-13.327,
On 07-LA SR-164 from I-10 to Shooting Park Venue Ent PM 5.605-3.116,
On 07-LA I-210 from Mountain to N. Baldwin Ave. PM 24.144-30.619,
On 07-LA I-405 from Victory Blvd. to LA County line PM 41.378-0,
On 12-ORG I-5 from I-405 to SD County Line PM 21.059-0,
On 12-ORG SR-57 from Katella Ave to SR-91 PM 12.5-15.6,
On 12-ORG SR-91 from LA County Line to SR-57 PM R0-6.1,
On 12-ORG I-405 from LA County Line to I-5 PM 24.165-0,
On 11-SD I-5 from ORG County Line to Basilone Road PM 72.361-71.379

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Jennifer Nguyen

REGISTERED CIVIL ENGINEER

11/19/2025

DATE

Table of Contents

Contents

1. INTRODUCTION

Project Description:

This Project Report (PR) proposes to permanently install State Highway Operation and Protection (SHOPP) eligible Operational Improvements and Active Transportation Management Systems (ATMS) on various routes and postmiles throughout the project limits. The proposed scope includes:

- Install 11 Overhead (OH) Sign Structures (Gantries).
- Install 256 Closed Circuit Television (CCTV) Camera Systems.
- Install 12 Dynamic Message Sign (DMS).
- Install 69 Lane Management Signs (LMS).
- Install 24 Variable Advisory Speed Signs (VASS).

Additionally, this project proposes to temporarily install a Games Route Network (GRN). This scope consists of a system of dedicated travel lanes designed to ensure reliable, secure, and timely transportation for key Olympic and Paralympic participants—including athletes, coaches, officials, and broadcasters, between competition and non-competition locations. Developed to support the demanding logistics of the Games, the GRN helps minimize delays, reduce traffic related risks, and maintain the smooth flow of operations during a period of exceptionally high visitor volume and citywide activity.

The GRN includes the implementation of traffic operations strategies on over 200 centerline-miles of highways throughout District 7, 11, and 12 on highways 2, 5, 10, 57, 91, 101, 105, 110, 134, 164, 210, and 405.

As part of the GRN Scope, a Concept of Operations (ConOps) document will be prepared for this project that includes detailed recommended locations with various traffic control devices and measures to be implemented for this project's duration in coordination with local, regional, and federal partners.

Table 1 – Project Programming Information

Project Limits	LA-07/11/12-LA/SD/ORG-Var	
Number of Alternatives	2 (Build/No-Build)	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$46,508,000.00	$50,461,000.00
Capital Outlay Construction	$185,527,000.00	$195,017,000.00
Capital Outlay Right-of-Way	$354,000.00	$422,000.00
Funding Source	SHOPP/HM	
Funding Year	FY26/27	
Type of Facility	Conventional Highway, Expressway, Freeway, Local	
Number of Structures	11	
SHOPP Project Output	SHOPP Performance Measures: Operations and Safety (See Attachment O & Q)	
Environmental Determination or Document	CEQA (Categorical Exemption and Statutory Exemption [CE and SE])	
Legal Description	In Los Angeles County, Orange County, and San Diego County	
Project Development Category	5	

2. RECOMMENDATION

It is recommended that this Project Report be approved using the preferred alternative and that the project proceeds to PS&E phase. This report was prepared to documentation Level 2.

3. BACKGROUND

Project History

To request programming in the 2024 SHOPP, a Project Initiation Report (PIR) under EA 50320K was approved on August 15, 2025.

Millions of visitors, from around the world, will visit Los Angeles in the Summer of 2028. According to data models prepared by the City of Los Angeles, the Olympic and Paralympic Games are expected to generate approximately 1.2 million peak day spectator trips. This volume is equivalent to hosting seven Super Bowls per day, for over a month (with an anticipated two Super Bowls per day for the Paralympic Games). The GRN is being developed by this project to ensure reliable and timely transportation during Olympic and Paralympic.

Table 2 – GRN Route Locations in the following Caltrans Districts and routes

District	State Highway Route (SR) (Tentative)	Post Mile Limits (Tentative)		From - to
7	405	0	41.378	Victory to Orange County Line
7	110	8.818	24.535	Stadium Way - I405
7	105	2.112	7.342	I405 - I110
7	10	21.838	43.66	I605 – Fairplex Dr
7	10S	16.976	21.838	Downtown – I605
7	57	7.716	8.653	I10 – Via Verde (Frank Bonelli Park)
7	91	6.352	20.717	I110 – County Line
7	101	0	2.838	SR2/Alvarado St – I10
7	134	0	13.327	U101 – I210
7	2	12.776	18.839	SR134 – Glendale Blvd (@US101)
7	210	24.144	24.756	Mountain - SR134
7	210	24.756	30.629	SR134-N. Baldwin (Wayfinding)
7	10	5.492	16.976	I405 - Downtown
7	101	17.096	18.624	Havenhurst - I405
7	101	11.812	17.096	I405 - SR134
7	164	3.116	5.605	I10 – Shooting Park
12	405	0	24.165	LA County Line - I5 (Wayfinding)
12	57	12.531	15.6	SR91 – Katella Ave
12	91	0	6.124	County Line – SR57
12	5	0	21.059	I405 - SD County Line (Wayfinding)
11	5	71.379	72.379	OC County Line - Basilone Road (Wayfinding)

Caltrans has requested the Federal Highway Administration Headquarters to review and approve a National Manual on Uniform Traffic Control Devices (MUTCD) 11th edition, experimental request for the use of light blue color as a background color for use on the "LA 2028" white, or black, color legend word message, as a unique identifier to draw attention to the traffic sign plaques, traffic sign panels and pavement markings. This will aid recognition and quicker comprehension of the dedicated lanes on the GRN roadways to facilitate travel during LA 2028 games. Please refer to Attachment R.

In coordination with the experiment and in collaboration with local municipalities, Caltrans has also prepared a request for a supplement to the CA MUTCD 2014 edition to the California Traffic Control Devices Committee (CTCDC). This supplement provides specific guidance for the temporary modification of existing traffic control devices to allow identification of priority lanes for the Games and is still under review by FHWA.

The project is anticipated to begin construction in December 2026, with both permanent and temporary features completed by December 2027. The temporary features will then be removed by JOC contractors beginning in September 2028, with a target CCA milestone date of April 2, 2029 (M600).

Existing Facility Condition Section

Caltrans is committed to implementing a GRN to provide efficient and reliable transportation for the Games vehicles. This network will include dedicated lanes for Games stakeholders. Refer to the table below regarding the type of lane conversion based on existing facilities and their lane configuration on each route of GRN.

Table 3 – Existing Facility

District	State Highway Route (Tentative)	Post Mile Limits (Tentative)		Type of Conversion Each Direction
7	405	0	41.378	HOV 1-Lane
7	110	8.818	24.535	HOT 2-Lane
7	105	2.112	7.342	HOV 1-Lane
7	10	21.838	43.66	HOV 1-Lane
7	10S	16.976	21.838	HOT 2-Lane
7	57	7.716	8.653	GP (Wayfinding only)
7	91	6.352	20.717	HOV 1-Lane
7	101	0	2.838	HOT 1-Lane
7	134	0	13.327	HOV 1-Lane
7	2	12.776	18.839	GP 1-Lane
7	210	24.144	24.756	HOV 1-Lane
7	210	24.756	30.629	HOV 1-Lane
7	10	5.492	16.976	GP 1-Lane
7	101	17.096	18.624	GP (Wayfinding only)
7	101	11.812	17.096	GP 1-Lane
7	164	3.116	5.605	GP 1-Lane
12	405	0	24.165	HOT (Wayfinding only)
12	57	12.531	15.6	HOV 1-Lane
12	91	0	6.124	HOV 1-Lane
12	5	0	21.059	HOV (Wayfinding only)
11	5	71.379	72.379	GP (Wayfinding only)

4. PURPOSE AND NEED

Purpose:
The purpose of this project is to improve the performance and reliability of the state highway system by enhancing the capability of the District's Traffic Management System (TMS). The project will improve monitoring and provide guidance traveler information with efficient incident detection and response and reduce the impacts of congestion to accommodate large-scale travel demand associated with regional events.

This includes improvements that will support coordinated traffic management during the 2028 Olympic and Paralympic Games while delivering lasting benefits for emergency response and traffic operations.

Need:
The project corridors experience significant recurrent and non-recurrent congestion due to insufficient or outdated TMS infrastructure. These deficiencies limit the ability of the Los Angeles Regional Transportation Management Center (LARTMC) to actively monitor conditions, detect incidents, and manage traffic in real time. Existing systems also lack the ability to provide accurate and timely travel information needed to support efficient use of the transportation network. Enhancing and expanding the TMS infrastructure—such as field elements, communications systems, detection devices, and traveler information tools—will allow for better traffic monitoring, improved travel-time reliability, and reduced incident-related delays. These upgrades will maximize the operational efficiency of the corridor and provide permanent system management benefits. In addition, these improvements will strengthen the highway system's ability to manage extraordinary travel demand during major regional events such as the 2028 Olympic and Paralympic Games. While temporary in nature, these events highlight the need for a resilient, adaptive traffic management system that can respond to fluctuating demands and protect long-term mobility.

A. Problem, Deficiencies, Justification

Problem
Dedicated travel lanes are needed to ensure reliable, secure, and timely transportation for key Olympic and Paralympic participants and officials between competition and non-competition locations. In addition, there is a need for minimizing delays, reducing traffic related risks, and maintaining the smooth flow of operations during the high visitor volume and citywide activity. The existing TMS infrastructure is outdated, limiting the ability of the LARTMC to monitor and mitigate traffic while traffic volume will be increased during the 2028 Olympic and Paralympic Games.

Deficiencies

Existing systems lack capability to:

- Accommodate high volume traffic during events
- Actively monitor conditions
- Detect incidents
- Manage traffic
- Provide accurate, timely travel information

Justification

Enhancing TMS infrastructure will have the following benefits:

- Reduced Green House Gas emissions
- Updated field elements and communication systems
- Expanded detection devices and traveler information tools
- More efficient operation and monitoring
- Reduce incident-related delays
- Improve travel time reliability
- Improve traffic congestion

B. Regional and System Planning

Corridor and System Planning

This project does not conflict with corridor reginal transportation plans or district system management plans and supports concurrent regional efforts for the LA 2028 Olympic Games.

The projects below are currently being planned and programmed within the proposed project limits.

Table 4 – Coordination for 11 gantry locations

Project	Location (PM)	Scope	Ready to List Date	Contract Acceptance Date
07-35433	405-PM 28.40/41.40	Convert HOV to HOT Express lanes	Jul 2028	Oct 2032
07-37540	405-PM 13.60/29/50	Replace/Line various culverts	Mar 2026	Jun 2028
07-39350	405-PM 12.80/31.60	Pavement Resurfacing and Restoration	Jan 2030	Apr 2034
07-50370	405-PM 25.90/34.76	Enhancing Operational Improvements	Dec 2029	Feb 2032
07-0Y490	101-PM 1.68/31.95	Line/Repair Culverts	Dec 2025	Oct 2029

Operational Coordination for entire Games Route Network
For a list of projects located on the GRN and require coordination, see Attachment P.

C. Traffic

C-1. Traffic Analysis and Modeling

An extensive LA 2028 Games Living Model was developed in coordination with LA Metro and the LA 2028 Games Mobility Executives (GME) to reflect the impact of an estimated 1.2 million additional vehicles including buses, trucks, and cars on the State Highway System (SHS) during the LA 2028 Games. The traffic analysis methodology was prepared at the early stage of the project and contained in the Games Route Network Modeling Technical Analysis Approach Memorandum (see Attachment N). The methodologies used to develop the traffic demand forecasts and to conduct traffic analysis are summarized below. More details are included in the attached memorandum.

The traffic analysis results presented herein only include the GRN routes identified during the project initiation phase of the project. More routes, which include 210, 101, and 2 were added after the traffic modeling effort to the GRN, and LA Metro is in the process of developing another traffic model to study the impacts of new GRN routes to the state highway systems. Since the completion of the PID, some routes have been eliminated from the GRN, which include Routes 1, 15, 39, and 71. The area and overall network data shown in this report include all routes studied during the PID phase.

Traffic analysis was conducted, and the results were reported at the segment level and separated by travel direction and by lane group (e.g. General Purpose-GP, Managed Lanes-ML, and Games Lanes-GL) during the AM and PM peak hours. To support the environmental analysis, daily traffic volumes and estimates of vehicle miles traveled (VMT) were also developed for study corridors and segments. The analysis time periods, key metrics, and demand segments are summarized in **Table 5-1**.

Table 5-1 Traffic Analysis Results Overview

Scenario	Existing (2023)	2028 No Games	2028 With Games
Time Periods	AM and PM peak hours, Daily	AM and PM peak hours, Daily	AM and PM peak hours, Daily
Traffic Volume	**GP:** Auto, Truck Total Vehicles **ML:** Auto	**GP:** Auto, Truck Total Vehicles **ML:** Auto	**GP:** Background Auto, GD Auto, Truck, Total Vehicles **GL:** GF Auto, GF Bus, GETS bus
Travel Time	GP & ML	GP & ML	GP & GL
Average Speed	GP & ML	GP & ML	GP & GL
Travel Delay	GP & ML	GP & ML	GP & GL
VMT	**GP:** Auto, Truck **ML:** Auto	**GP:** Auto, Truck **ML:** Auto	**GP:** Background Auto, GD Auto, Truck **GL:** GF Auto

Note: **GP:** General Purpose Lanes, **ML:** Managed Lanes, **GL:** Games Lanes in GRN on SHS,
GD: Games Demand (Spectator and Workforce), **GF:** Games Family, **GETS:** Games Enhanced Transit Service

The 2023 field data were used as the baseline for estimating 2028 No Games speeds and volumes. After comparing the 2028 Southern California Association of Governments (SCAG) data versus the 2023 field data, the 2028 No Games traffic volumes were forecasted by applying an annual growth rate of 1.1 percent to the existing (2023) traffic volumes. The 2028 No Games travel time and speeds were calculated using the speed-flow curve from the SCAG model. (See attachment N)

For the 2028 With Games conditions, the traffic volumes were developed using the difference method by applying the delta between the 2028 With Games and 2028 No Games models to the 2028 No Games forecasts. The travel time/speeds were estimated using the speed-flow curve from the SCAG model.

Traffic delays were developed by comparing the congested travel time to free flow travel time for each time of day and for each scenario for each study segment. VMT was calculated by multiplying the volumes for each time of day and for each scenario and the segment distance. (See Attachment N)

C-2. Existing Conditions (2023)

Summary of Analysis Results

Table 5-2 summarizes the traffic volumes for the GRN study area, divided into managed and general-purpose lanes. The data in **Table 5-2** represents the average volumes by facility type. General purpose lane volumes range from 4,103 to 5,837 vehicles per hour across facility types, while managed lanes carry between 1,116 and 1,942 vehicles per hour. The total study area average ranges from 4,882 to 5,179 vehicles per hour for general purpose lanes and to 1,322 to 1,323 vehicles per hour for managed lanes, with a daily total of 107,956 vehicles.

Table 5-2 Existing 2023 GRN Study Area Average Volumes by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
Freeway with HOV Lane	5,837	1,116	5,410	1,147	115,530
Freeway with Express Lane	5,447	1,942	5,297	1,853	122,458
Facilities with GP Only	4,304	-	4,103	-	74,131
Total	5,179	1,322	4,882	1,323	107,956

Table 5-3 shows the corridor totals for the GRN daily and peak hour traffic volumes (divided into managed and general-purpose lanes). The numbers for each corridor reflect the average volumes from multiple segments.

Managed lanes volumes serve approximately 15 to 20 percent of the overall corridor volumes. In some cases, the managed lanes do not exist for the entire corridor, so only those corridors with complete managed lanes have data shown in the table below.

Table 5-3 Existing 2023 Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
405	6,503	1,219	5,980	1,212	127,546
101	6,840	-	6,178	-	114,399
134	6,283	1,171	5,253	1,148	117,754
210	3,814	-	3,917	-	68,503
2	3,601	-	4,231	-	70,012
10	5,430	804	5,245	788	94,217
91	5,495	1,210	5,385	1,244	114,044
105	5,319	1,265	4,344	1,692	106,365
57	6,274	868	6,135	851	109,613
110	5,844	1,699	4,750	1,666	92,456

C-3. 2028 No Games Conditions

Summary of Analysis Results

Using the No Games traffic volumes, the segment capacity, and the SCAG model volume delay-functions, the 2028 No Games travel speeds were calculated. The 2028 No Games travel speeds were used to calculate the travel time in minutes, and the difference between the free-flow travel time and the 2028 No Games travel time was used to calculate the segment delay.

Table 5-4 presents 2028 No Games average GRN study area volumes by facility type, showing modest increases in traffic volumes compared to existing conditions. General purpose lane volumes range from 4,096 to 5,971 vehicles per hour across facility types, while managed lanes carry between 1,151and 1,984 vehicles per hour. The total study area average ranges from 4,802 to 5,134 vehicles per hour for general purpose lanes and 1,308 to 1,313 vehicles per hour for managed lanes, with a daily total of 111,214 vehicles. The data follows a similar pattern as shown in **Table 5-2**, with volumes approximately 3 percent higher than in 2023.

Table 5-4 No Games GRN Study Area Average Volume by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
Freeway with HOV Lane	5,965	1,175	5,526	1,151	105,670
Freeway with Express Lane	5,971	1,898	5,801	1,984	135,471
Facilities with GP Only	4,387	-	4,096	-	78,230
Total	5,134	1,308	4,802	1,313	111,214

Table 5-5 shows the corridor totals for the GRN daily and peak hour traffic volumes (divided into managed and general-purpose lanes). The volumes are approximately 6 percent higher than in 2023, consistent with the application of the 1.1% annual growth rate for background traffic.

Table 5-5 2028 No Games Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
405	6,869	1,280	6,317	1,287	134,721
101	7,225	-	6,525	-	120,835
134	6,636	1,213	5,548	1,237	124,382
210	4,028	-	4,137	-	72,350
2	3,804	-	4,469	-	73,950
10	5,736	835	5,539	860	99,617
91	5,804	1,314	5,688	1,278	120,450
105	5,618	1,787	4,588	1,336	112,349
57	6,627	899	6,480	991	116,355
110	6,173	1,849	5,017	1,967	99,392

C-4. 2028 Games Conditions

This section outlines the anticipated traffic conditions during the 2028 Olympics (the Games) when the GRN is operational, and the Games are active. It builds upon the 2028 No Games Conditions described in Section C-3 by incorporating the traffic demand generated by Games-related activities and the effect of the GRN implementation.

C-4a. With Games Traffic Demand Development

Background Traffic Demand

The 2028 No Games background demand from the SCAG Activity-Based Model (ABM) was reduced to represent Games-specific Travel Demand Management (TDM) activities and trip suppression. In the absence of specific TDM analysis, a 10% background auto traffic reduction factor was applied to reflect the TDM goal set by LA 2028 and other regional agencies responsible for delivering the Games; the 10% reduction factor was recommended by the LA 2028 committee based on observation and experience from previous Games traffic data. Background traffic was not allowed to use Games Lanes.

Spectator and Workforce Demand

The demand generated by Games spectators and workforce supporting the events involved the use of a "Living Model" suite of tools, including the Spectator Games Time Demand Model (SGTDM) and the Workforce Games Time Demand Model (WGTDM). These models use the Olympic event schedule, accommodation allocation, and various assumptions about travel behavior to estimate hourly demand for travel to and from events and other activities.

Private car trips by spectators and workforce to Park & Ride sites and parking lots near venues are not allowed to use the Games Lanes. Instead, they would use general purpose lanes. An important element for serving spectators and workforce will be the GETS, which will operate shuttle buses between designated rail/BRT stations, GETS Park & Ride sites, and competition venues. It is assumed that GETS shuttle buses will

be allowed to run in the Games Lanes. The demand levels and GETS bus movements are crucial inputs for the PSR/PR assessment.

Games Family Demand

The "Games Family" includes accredited individuals such as athletes, team officials, technical officials, media and broadcast personnel, Games stakeholders, and marketing partners. The development of the Games Family Demand (GFD) utilizes the Games Family Demand Model (GFDM). The purpose of the GFDM is to estimate the number of Games Family accredited vehicles expected to travel between Games competition and noncompetition venues. The GFD vehicles are represented by passenger vehicles and buses and are allowed to use the Games Lanes within the GRN on the SHS.

Non-competition venues include accommodation locations, official Ports of Entry (POEs) like LAX and Union Station, and key Games locations such as the International Broadcast Center (IBC) and the Main Press Center (MPC). The GFDM estimates vehicle trips between the venues outlined in Tables 2 and 3 of the Games Family Demand Model Memorandum (submitted 2/25/2025). These venues, although draft and subject to change, encompass accommodation venues (Olympic Village, Olympic Family Hotel, Media Village, Technical Official Hotels, Marketing Partner Hotels), all competition venue clusters in Southern California as of October 2024, Ports of Entry (LAX, Union Station), Broadcast and Media centers (IBC at SoFi Stadium, MPC at USC), and Live Sites.

Demand forecasts are developed on an hourly basis for Day 10 of the Olympic Games. The GFDM takes the event schedule and assumptions about Games Family travel behavior to estimate the demand for travel to and from various locations. The output of the GFDM, in the form of demand matrices, is then allocated to the GRN to estimate traffic flow on different segments.

Summary of Analysis Results

To develop the 2028 With Games traffic volumes and speeds, the difference method was employed. This approach first established a baseline based on adjusted 2023 existing traffic conditions. Then, the projected changes (the delta value) in volume and speed/travel time between the 2028 No Games and 2028 With Games scenario results were determined using travel demand model traffic volume outputs. Finally, this delta value was applied to the 2028 No Games data to estimate the 2028 With Games traffic volumes and speeds.

Table 5-6 presents the average regional volumes in vehicles for the general-purpose lanes for different freeway types in 2028 with Games. Since the Games Family has a substantial portion of the trips occurring in buses and there will be additional few but not insignificant number of GETS buses, passenger car equivalents (PCEs) are reported rather than vehicles for Games Lanes. Across the entire region, the average number of PCEs in the Games Lanes is below the capacity of the typical managed lane. It is important to note that the geographic location of the individual corridors and study segments may have Games Lanes volumes that are much higher than the average.

Table 5-6 2028 With Games GRN Study Area Average Volumes by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily Total
	GP	GL	GP	GL	
Freeway with HOV Lane	6,660	222	6,152	190	135,489
Freeway with Express Lane	6,620	373	6,701	321	142,758
Facilities with GP Only	4,612	221	4,371	176	90,616
Total	5,576	238	5,273	197	112,625

Table 5-7 summarizes the average volumes by corridor and shows corridors like I-405 and US-101 have relatively high average total volumes compared to others. It also highlights the variation in Games Lane volumes by corridor, with some corridors (like I-110) showing significantly higher Games Lane volumes than others, reflecting the differing usage patterns of the Games Lanes on those specific routes. As with the regional summary, it is important to note that the corridor averages do not identify specific segments where the Games Lanes PCEs may be much higher than the average. The segment level data provided in the attachment can be used to identify specific segments that have higher or lower volumes.

Table 5-7 2028 With Games Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily Total
	GP	GL	GP	GL	
405	7,923	229	7,168	215	164,148
101	7,485	237	7,052	189	142,200
134	6,922	44	5,837	119	118,737
210	4,057	19	4,621	79	78,696
2	3,872	94	4,620	80	81,294
10	6,103	324	6,277	261	131,366
91	6,468	242	6,241	138	137,652
105	6,825	325	5,626	265	130,515
57	6,769	116	6,709	48	124,719
110	6,863	910	5,871	766	151,291

C-4b. Comparison with 2028 No Games

Table 5-8 compares the average regional volumes in Passenger Car Equivalents (PCE) during the AM peak hour for the No Games and With Games scenarios, broken down by facility type (Freeway with HOV, Freeway with Express, GP Only) and lane group (GP, ML, or GL). It shows that in the With Games scenario, general purpose lanes carry higher average volumes than in the No Games scenario, while the Games Lanes carry significantly lower average volumes than the managed lanes did in the No Games scenario. For instance, general purpose volumes on Freeways with HOV lanes increase from 5,965 under No Games to 6,660 under With Games, while managed lanes volumes of 1,179 under No Games are replaced by Games Lanes volumes of 222 under With Games.

Table 5-8 AM Peak Hour GRN Study Area Average Volumes by Facility Type

Facility Type	No Games		With Games	
	GP	ML	GP	GL
Freeway with HOV Lane	5,965	1,175	6,660	222
Freeway with Express Lane	5,971	1,898	6,620	373
Facilities with GP Only	4,387	-	4,612	221
Total	5,134	1,308	5,576	238

Table 5-9 presents a similar comparison for the PM peak hour average regional volumes by facility type and lane group. It mirrors the AM peak findings, indicating that general purpose lanes experience increased volumes in the With Games scenario compared to No Games. Conversely, the Games Lanes have substantially lower volumes regionally during the PM peak compared to the managed lanes in the No Games scenario. For example, general purpose volumes on Freeway with Express Lanes increase from 5,801 (No Games) to 6,701 (With Games), while the corresponding managed lane volumes of 1,984 drop to Games Lanes volumes of 321.

Table 5-9 PM Peak Hour GRN Study Area Average Volumes by Facility Type

Facility Type	No Games		With Games	
	GP	ML	GP	GL
Freeway with HOV Lane	5,526	1,151	6,152	190
Freeway with Express Lane	5,801	1,984	6,701	321
Facilities with GP Only	4,096	-	4,371	176
Total	4,802	1,313	5,273	197

Table 5-10 details the average volumes by corridor during the AM peak hour, comparing the No Games (GP, ML) and Games (GP, GL) scenarios. It shows that general purpose volumes generally increase across most corridors in the With Games scenario. The Games Lanes volumes vary considerably by corridor, with some corridors like I-110 showing relatively higher Games Lanes volumes (910 PCE) compared to others such as I-210 (19 PCE), indicating specific routes would experience more Games Lanes traffic.

Table 5-10 AM Peak Hour Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour	
	GP	ML	GP	GL
405	6,869	1,280	7,923	229
101	7,225	-	7,485	237
134	6,636	1,213	6,922	44
210	4,028	-	4,057	19
2	3,804	-	3,872	94
10	5,736	835	6,103	324
91	5,804	1,314	6,468	242
105	5,618	1,787	6,825	325
57	6,627	899	6,769	116
110	6,173	1,849	6,863	910

Table 5-11 provides the PM peak hour average volumes comparison by corridor for the two scenarios. Similar to the AM peak, general-purpose volumes are higher in the With Games scenario in most corridors. Games Lanes volumes again show significant corridor to-corridor variation, with I-110 having the highest average Games Lanes volumes (766 PCE).

Table 5-11 PM Peak Hour Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour	
	GP	ML	GP	GL
405	6,317	1,287	7,168	215
101	6,525	-	7,052	189
134	5,548	1,237	5,837	119
210	4,137	-	4,621	79
2	4,469	-	4,620	80
10	5,539	860	6,277	261
91	5,688	1,278	6,241	138
105	4,588	1,336	5,626	265
57	6,480	991	6,709	48
110	5,017	1,967	5,871	766

Traffic Findings

The analysis aims to evaluate the traffic effect on SHS segments where Games Lanes will be implemented, by comparing the traffic performance results between the 2028 No Games and 2028 With Games scenarios. The two scenarios incorporated projected background traffic growth, Games-related demand (Games Family, spectators, workforce, GETS buses), and the designation of Games Lanes on the SHS. This study specifically focused on freeway mainlines, not intersections or ramps.

The findings below highlight the key traffic performance implications resulting from the implementation of dedicated Olympic Lanes:

- The analysis represents two specific hours (AM and PM peak hour) on a single day during the Olympics. There may be other hours of the day or days of the Games where the results would be different depending on background traffic patterns and the time-of-day activity at different venues during the analysis period.
- The analysis indicates Games Lanes are projected to maintain significantly higher speeds compared to the adjacent general-purpose lanes, functioning as a higher-speed network to provide efficient and reliable travel for accredited Games vehicles (Games Family vehicles and GETS buses).
- General purpose lanes are projected to see increase in traffic due to shift of background traffic from managed lanes to general purpose lanes. Games Family demand is anticipated to be the highest near key locations such as the broadcast centers and athlete villages. Similarly, GETS buses are projected to have the highest demand near venues with greater spectator activity.
- For the With Games scenario, a generalized TDM factor was applied to reduce non-Games-related trips by 10%. Parallel efforts to identify specific TDM strategies and locations are on-going as part of separately led efforts by multiple agencies. In addition to the benefits resulting from the 10% generalized TDM factor applied in this analysis, additional TDM reduction and temporary congestion management may be achieved as TDM plans are finalized to further improve operations on general purpose lanes.
- The traffic pattern changes due to GRN are temporary and will return to no-game conditions for all corridors.
- The LA 2028 planning effort is an on-going process, and potential changes to Games venues and competition schedules are anticipated as the project progresses.

LA Metro is developing another traffic model to study the impacts of newly added GRN routes, which include 210, 101, and 2. Traffic Analysis Memo and Modeling Data is in Attachment N.

C-5. Traffic Collisions

The 60-month available incident history from 10/1/2019 to 9/30/24 for the Games Route Network Gantry locations on Routes 10, 101, and 405 are included in the table below. Based on the available collision rates data (rates are in Million-Vehicle Miles hereafter referred to as MVM), it is indicated that the Actual Fatal plus Injury and Total Collision rates are higher in two locations where gantries are proposed. The Actual 0.64 fatality, injury and Total Collision rates are higher versus the Statewide Average for similar facilities (1.74 MVM Actual vs. 1.35 MVM Statewide Average) in the corridor from LA-101 PM 016.809 to 016.843, Sepulveda Blvd northbound.

In the southbound direction, similarly, The Actual 0.55 fatality and injury and Total Collision rates are higher versus the Statewide Average for similar facilities (1.37

MVM Actual vs. 0.36 and 1.15 MVM Statewide Average) from LA-101 PM 16.844-17.008, Sepulveda Blvd-L. Additionally, the fatality rates were higher at this location (0.048 MVM Actual vs. 0.003 MVM Statewide Average for a Similar Facility).
Active Transportation Management Gantry with dynamic message signs, variable advisory speed signs, and lane management signs will be installed in this corridor to improve traffic operations in the area.

Table 5-12 Traffic Collisions

Location	Crash Rates (per MVM)					
	Actual (MVM)			Statewide Average for Similar Facility (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
07 LA I-10 EB R5.829/R6.029 Coventry	0.000	.25	.66	0.004	.36	1.13
07 LA I-10 EB R11.76/R11.96 7th Ave	0.000	.22	.68	.0004	.43	1.39
07 LA I-10 WB R11.82/R12.02 7th Ave	0.017	0.48	1.07	0.004	.43	1.39
07-LA-010 EB PM R9.197/R9.397	0.000	.22	.77	0.004	.38	1.17
07-LA-405 NB 405 PM 27.713-27.913	0.000	.32	.77	0.004	.43	1.38
07 LA 405 NB 405 PM 27.951-28.151 Venice Blvd	0.000	.36	1.09	0.004	.43	1.39
07 LA 405 NB 405 PM 29.142-29.342	0.000	.12	.64	0.004	.38	1.20
07 LA 405 SB 405 PM 27.043-27.243 Culver Blvd	0.000	.36	.77	0.004	.43	1.37
07 LA 405 SB 405 PM 29.142-29.342 National Blvd	0.000	.40	1.01	0.004	.38	1.20
07 LA 101 NB LA 101 12.234 Irvine	0.000	.18	.61	0.003	.36	1.15
07 LA 101 016.809 – 016.843 Sepulveda Blvd	0.000	.64	1.74	0.004	.42	1.35
07 LA 101 016.844 L– 017.008 L Sepulveda Blvd	0.048	.55	1.37	0.003	.36	1.15

C-6. Corridor Geometric Information and Condition
The GRN will convert existing lanes along the state highway system into a temporary managed-lane system. This conversion will be a combination of managed lanes (HOV/HOT) as well as general purpose lanes. No geometric improvements are being proposed for this project. See Viable Alternatives, Section 5A, for lanes and facility improvements.

Table 5-13 Corridor Geometric Information and Condition

District	State Highway Route (Tentative)	Post Mile Limits (Tentative)		Type of Conversion Each Direction	GP	ML
7	405	0	41.378	HOV 1-Lane	8	2
7	110	8.818	24.535	HOT 2-Lane	8-10	2-4
7	105	2.112	7.342	HOV 1-Lane	8	2
7	10	21.838	43.66	HOV 1-Lane	10	2-4
7	10S	16.976	21.838	HOT 2-Lane	12	2
7	57	7.716	8.653	GP (Wayfinding only)	10	0
7	91	6.352	20.717	HOV 1-Lane	8-10	2
7	101	0	2.838	HOT 1-Lane	8	0
7	134	0	13.327	HOV 1-Lane	8	2
7	2	12.776	18.839	GP 1-Lane	6	0
7	210	24.144	24.756	HOV 1-Lane	8	2
7	210	24.756	30.629	HOV 1-Lane	12	2
7	10	5.492	16.976	GP 1-Lane	10	0
7	101	17.096	18.624	GP (Wayfinding only)	12	0
7	101	11.812	17.096	GP 1-Lane	10	0
7	164	3.116	5.605	GP 1-Lane	6	0
12	405	0	24.165	HOT (Wayfinding only)	10-12	4
12	57	12.531	15.6	HOV 1-Lane	8-10	2
12	91	0	6.124	HOV 1-Lane	8	2
12	5	0	21.059	HOV (Wayfinding only)	8-12	2
11	5	71.379	72.379	GP (Wayfinding only)	8	0

Typical Details for Lane Conversions to GRN are included in Attachment R.

5. ALTERNATIVES

5A. Viable Alternatives

Alternative 1

The proposed permanent improvements and construction of the temporary Games Route Network by conversion of HOV, HOT and GP lanes during the Olympics on the State Highways System is the viable build alternative with the proposed construction activities listed below:

- Permanent Improvements
  - 11 ATM gantries
  - 12 Dynamic Message Sign (DMS)
  - 69 Lane Management Signs (LMS)
  - 24 Variable Advisory Speed Signs (VASS)

  - 256 CCTV Cameras

- Temporary Operational Improvements
  - 210 Centerline Lane-Miles of dedicated lanes
  - 300 Barrier Mounted Roadside Signs
  - 400 Overhead Sign Overlays
  - 1200 Roadside Sign Replacement
  - 320 Lane-Miles of Pavement Striping
  - 10,800 SQFT Pavement Markings
  - 58,000 Channelizers
  - 24/7 Construction and Maintenance Support during Games
  - Removal/Restoration
    - 320 Lane-Miles Pavement Striping
    - 64,512 SQFT Pavement Marking
    - 58,000 Channelizers
    - 400 Overhead Signs Overlays
    - 1200 Roadside Sign Overlays

See Attachments B, C, and R for locations of these improvements.

Design Standards Risk Assessment

Information pertaining to the Design Standards Risk Assessment can be found in Attachment K.

After review with Division of Design and DSDD approval authorities, it was decided in PA/ED-phase to include the Design Standards Risk Assessment (DSRA) matrix as an attachment in the PR. Per coordinating with Division of Design for non-standard features of project, the DSRA in PID phase is still valid, and it can be used for this Project Report in PA/ED phase due to no changes in the scope of work. The Design Standard Decision Document (DSDD) will be prepared/approved in the PS&E phase of the project. It is expected that all items listed in the DSRA will be confirmed through the DSDD process during PS&E. Please refer to Attachment K.

To ensure the assets are operational, the selected contractor will perform regular inspections and repairs prior to and during the Games.

5B. Rejected Alternatives

Alternative 2: No-Build Alternative

A no-build alternative will not provide the assets required to ensure an efficient transportation network. This alternative does not meet the purpose and need of this project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Potentially hazardous waste concerns that require special handling and waste management during construction:

1. Material containing hazardous waste concentrations of aerially deposited lead (ADL) from proposed installation of roadside improvement items (new traffic poles).
2. Minimal disturbance of material containing hazardous waste concentrations of aerially deposited lead work from the installation of electrical conduit and temporary stationary mounted construction area signposts at existing unpaved areas.
3. Removal of existing yellow/white traffic stripes and/or pavement markings containing lead (hazardous and non-hazardous).

As specified in the Hazardous Waste Assessment shown in Attachment G, comprehensive site investigation (SI) will be performed during PS&E phase to adequately evaluate/recommend the appropriate soil handling and waste management requirements.

6B. Value Analysis

Value Analysis will be performed during the PS&E phase of the project.

6C. Resource Conservation

This project will deploy corridor wide ATM/ICM concepts which will reduce congestion, fuel consumption and greenhouse emissions. The proposed project will improve traffic flow within the I-405 corridor and other GRN routes by using various strategies to efficiently manage speed along the corridor during recurring and non-recurring congestion. These temporary and permanent improvements will reduce greenhouse gas emissions.

6D. Right-of-Way Issues

All work planned for this project is within the State's existing right of way. There is no Right of Way acquisition. Capital cost includes costs for permit acquisition and potholing.

See Attachment H for the Right-of-Way Data Sheet.

6E. Environmental Compliance

Under the California Environmental Quality Act (CEQA) the project Categorically Exempt (CE) and Statutorily Exempt (SE) per Section 15301 and Section 15272 of the CEQA Guidelines. The CEQA Exemption Form is attached to this PR (see Attachment F).

6F. Air Quality Conformity

The project is compatible with the design concept and scope described in the current regional transportation plan lump sum categories. Additionally, the project is not required to demonstrate conformity.

6G. Title VI Considerations

This project will not have any impact on the Title VI Considerations. This project is not expected to adversely affect low mobility and minority groups.

6H. Noise Abatement Decision Report

This project is not considered a Type I project as defined by 23 CFR 772 and Caltrans' Traffic Noise Analysis Protocol.

6I. Life-Cycle Cost Analysis

Life-Cycle Cost Analysis does not apply to this project.

6J. Reversible Lanes

This project does not qualify as capacity increase or a major street or highway realignment project. There are no planned reversible lanes considered to complete the project.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Public Hearing Process

This project falls under Project Development Category 5, and no public hearings are required; however, as a member of LA Metro's Games Mobility Executives, Caltrans meets monthly to coordinate with other agencies and develop the scope of this project. These meetings include municipalities and agencies at the local, state, and federal levels. The details of the improvements and operational considerations will be widely shared.

7B. Permits

The proposed improvements and GRN are within Caltrans right of way. However, no federal or state resource agency permits are required for biological resources since this project will not impact sensitive biological resources or jurisdictional waters. Permits from and coordination with the following entities may be required during PS&E:

- California Coastal Commission (CCC) – Coastal Development Permit or Exemption
- Cooperative Agreements
- Other Agreements

7C. Transportation Management Plan

The work shall be done in accordance with the lane requirement charts provided in the Maintaining Traffic Specifications. Any change to the scope of work will require a re-evaluation of the TMP Data Sheet. Temporary construction work zone speed limit reduction is recommended when construction activities require lane closures. Due to

the need to maintain throughput on the GRN during the games, additional hours have been added to typical Freeway Service Patrol Support. Portable changeable message signs will be used throughout the region to disseminate key traffic related information.

Transportation Management Plan Data Sheet is included in Attachment J.

7D. Graffiti Control

This project is in urban areas of Los Angeles, Orange, and San Diego counties therefore may require graffiti, vandalism, and homeless encampment control.

7E. Asset Management

The proposed Gantry ATM systems align with the 2023 SHSMP in support of reducing Daily Person Hours of Delay (DPHD). DPHD supports Caltrans' goal to enhance and connect the multimodal transportation network aligning with the current Caltrans Strategic Plan and represents a shift of focus from vehicular-based to person- based performance.

Primary Asset Classes - Operational Improvement 20.xx.201.310

Table 6 Operational Improvement

Activity Desc	Unit	Pre-Poor	Pre-Fair	Pre-Good	New	Post-Good
Operational Improvements (DPHD)	DPHD	2476				2476
Transportation Systems Management and Operations (TSMO)	Each	3				3
CCTV	Each	N/A	N/A	N/A	256	256
Overhead Sign Structure	Each	N/A	N/A	N/A	11	11
Lane Management Signs	Each	N/A	N/A	N/A	69	69
Variable Advisory Speed Signs	Each	N/A	N/A	N/A	24	24
Dynamic Messaging Signs	Each	N/A	N/A	N/A	12	12

Refer to the following attachments for details:

- Attachment O Safety Performance Measures Report
- Attachment Q SHOPP Performance Output Table

7F. Complete Streets

This GRN project is on the State Route Highway Freeway where bicycles, pedestrians, and other non-motorized transportation are prohibited. Any work located on local conventional highways is temporary in nature. Therefore, complete street requirements

do not apply to this project.

Complete Streets Decision Document is included in Attachment M.

7G. Climate Change Considerations

Per State Senate Bill 1 Section 2030 (e), Caltrans has developed a GHG Reduction Measures Toolbox for use in project development and for the project development team (PDT) to review, evaluate, and consider all feasible and relevant project measures from Tables 1 and 3 of the Toolbox that the project can commit to minimizing GHG emissions. The applicable measures have been reviewed and will be reviewed and re-examined for applicability as the project progresses. Additionally, as discussed further in Section 10, TDM strategies to reduce congestion, promote alternative modes of transportation, and reduce SOV trips will be developed in coordination with SCAG and LA 2028.

7H. Broadband and Advance Technologies

The broadband and advanced technology requirements are not applicable to this project.

7I. State Legislation and Regulatory

Caltrans legislative affairs division spearheaded the revision to the California Vehicle Code (Section 21655.10) to authorize the use of HOV, High Occupancy Toll, and other lanes during the Games for vehicles displaying a decal, label, or other identifier issued by the Olympic and Paralympic Game organizers, regardless of the number of passengers in the vehicle. This trailer bill was approved on June 27, 2025, into Senate Bill 128 (SB128).

The CA Manual for Uniform Control Devices (MUTCD) 2026 Supplement LA 2028 is hereby adopted as, and shall be, the standard for all temporary traffic control devices to be used during LA 2028 in locations specified by the supplement, under Section 11340.9(h) of California Government Code and Section 21400 of California Vehicle Code.

7J. National Legislation and Regulatory

Under the guidelines of the National Manual for Uniform Control Devices (MUTCD) 11th edition, and in collaboration with the Federal Highway Administration, a Request to Experiment was submitted for Games-related signs and sign panels and plaques, pavement markings, symbols, and changeable message signs. The request is currently under review.

The experimental request is for the use of an unassigned color, light blue, as a background color for traffic sign plaques, traffic sign panels and pavement markings. This will aid recognition and quicker comprehension of the dedicated lanes on GRN roadways to facilitate travel during LA 2028 Games.

7K. Community Involvement

Caltrans plays a key role in community involvement for the LA 2028 Games by engaging local municipalities on local arterial routes to sporting venues, focusing on signage and messaging for dedicated lanes. In future phases of the project, Caltrans, in collaboration with the Southern California Association of Governments (SCAG) will engage in an extensive public outreach campaign for passengers and the freight industry.

Public engagement will include communication in the following areas:

- Community engagement with venue-adjacent residential areas for traffic management
- Spectator and accredited specific communications plan
- Games stakeholder plan
- Trip planning tools & digital wayfinding
- Travel restrictions and available alternative modes

7L. Local Route Engagement

Caltrans works with local municipalities to develop signs and messaging on local streets that will support the dedicated lanes leading to sporting venues, improving the flow of traffic for Games participants.

7M. Accessibility and Equity

Caltrans aims to support accessible multimodal transportation options for all spectators traveling to the Games venues. Caltrans works in coordination with other local agencies to support inter-agency alignment on Games accessibility needs and strategies, identifying priorities for upgrading existing infrastructure to meet compliance standards, and sharing resources for training volunteers and assisting spectators with disabilities.

7N. Collaboration and Partnership

Caltrans works in collaboration with LA 2028, local and regional partners, and other transportation agencies to ensure a successful and well-planned Games transportation system.

7O. Transportation Demand Management

Through influencing travel behavior and optimizing the use of existing infrastructure, TDM can reduce congestion. The primary purpose is to promote the adoption of alternative transportation modes, such as public transport, cycling, and walking, thus reducing single occupancy vehicle (SOV) trips. Through the implementation of strategies like incentives to encourage mode shift to non-SOV options, telecommuting, and flexible work hours, combined with freight efficiency, TDM can help mitigate the impacts of large events like the Games.

The objective of the TDM plan is to:

- Reduce the number of vehicle trips and non-Games related traffic in the LA region by 10%

- Increase frequency on regional rail and other transit lines; and
- Provide venue specific transportation information and access signs

GRN will require a public awareness campaign to ensure compliance on lanes and require significant coordination across agencies and consistent messaging to residents and Games spectators to ensure knowledge about streets closures around and alternative travel options to venues.

8. FUNDING, PROGRAMMING AND ESTIMATE

8A. Funding

The entire SHOPP program (Capital and Support) for this project will be funded with State-only resources due to the proposed use of Job Order Contracting (JOC) for project delivery. The permanent improvements will be funded through SHOPP, while the temporary operational improvements will be funded through the HM Program.

8B. Programming

Project programming costs are estimates based on Apr 2025 GRN mapping for the LA 2028 Games. Any changes to the Games and the GRN will affect programming costs reflected below.

Table 7-1 Fund Source SHOPP 20.XX.201.310

Fund Source	Fiscal Year Estimate								
SHOPP 20.XX.201.310	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support				1,018					1,018
PS&E Support				17,517					17,517
Right-of-Way Support				100					100
Construction Support					14,476				14,476
Right-of-Way					422				422
Construction					129,331				129,331
Total				18,635	144,229				162,864

Table 7-2 Fund Source HM 20.80.400.000

Fund Source	Fiscal Year Estimate								
HM 20.80.400.000	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support				132					132
PS&E Support				3,310	1,690				5,000
Right-of-Way Support									
Construction Support						6,109	6,109		12,218
Right-of-Way									
Construction					20,000	19,412	26,274		65,686
Total				3,442	21,690	25,521	32,383		83,036

Table 7-3 Fund Source Combined SHOPP + HM

Fund Source	Fiscal Year Estimate								
Combined	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support				1,150					1,150
PS&E Support				20,827	1,690				22,517
Right-of-Way Support				100					100
Construction Support					14,476	6,109	6,109		26,694
Right-of-Way					422				422
Construction					129,331	39,412	26,274		195,017
Total				22,077	145,919	45,521	32,383		245,900

8C. Estimate

The combined support cost ratio is 25.8%. An escalation rate of 3.8% was utilized for all capital costs and a rate of 3.7% was used for all Support costs.

The current estimate is included in Attachment E.

9. DELIVERY SCHEDULE

The project is scheduled to be delivered in the table below.

Table 8 Delivery Schedule (for Job Order Contract Delivery)

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
APPROVE PID	M010	08/15/2025	A
PROGRAM PROJECT	M015	10/17/2025	A
PA & ED	M200	01/30/2025	A
BEGIN STRUCTURE	M215	02/01/2026	A
AWARD (Master Agreement)	M495	09/29/2026	T
PS&E TO DOE	M377	10/26/2026	T
DRAFT STRUCTURES PS&E	M378	10/13/2026	T
PROJECT PS&E	M380	10/13/2026	T
RIGHT OF WAY CERTIFICATION	M410	12/14/2026	T
READY TO LIST	M460	7/13/2026	T
FUND ALLOCATION	M470	5/14/2026	T
HEADQUARTERS ADVERTISE (IFB)	M480	07/13/2026	T
APPROVE CONTRACT	M500	12/14/2026	T
CONTRACT ACCEPTANCE	M600	04/02/2029	T
END PROJECT EXPENDITURES	M800	04/01/2030	T
FINAL PROJECT CLOSEOUT	M900	04/01/2031	T

The project will be delivered by an alternative delivery method. During PS&E, a Job Order Contract (JOC) will be developed for construction and maintenance of the GRN prior to, during, and after the LA 2028 Games. A Job Order Contract (JOC) can begin HQ engagement and advertisement, M480, at 60% Design and awarded, M495, prior to Ready to List (RTL), M460. The Caltrans Office of Innovative Delivery is assisting in development of the JOC and adhering to requirements as outlined in SB146.

10. RISKS

The most significant risks of this project are:

- As a result of changes in the demand and supply of materials during the Construction Phase, equipment costs, labor rates, and material price increases may occur, which would lead to increased project costs.
- Low vendor pool due to increased construction activity in the region and among others including the county and local m causing limited availability of contractors for this work and contracting vehicle (job order contract).
- Inability to purchase all necessary state furnished materials for construction due to unfunded state budget change proposal (BCP).
- Scope changes due to changing operational needs.

An update to the Risk Register certified on 01/07/2026 during the PA/ED phase, is in Attachment L.

11. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

Federal Highway Administration (FHWA)
The project is coordinating with FHWA for a Request to Experiment (RTE) with the CA MUTCD 11th edition. This experiment will allow the use of custom signage and colors (LA 2028 on light blue background) on the State Highway System to identify the GRN lanes for all users of the facility. The RTE is expected to be approved Summer 2025.

California Highway Patrol (CHP)
The CHP are active members of the LA 2028 Games Mobility Executives Committee. CHP serves with Caltrans are co-chairs and representatives on the National Special Security Event (NSSE) Transportation subcommittee – established by the United States Secret Service. To ensure the safety and enforcement of the event and use of the lanes, CHP provides expertise in planning and will provide enforcement of the dedicated lanes during the Games.

Los Angeles County Metropolitan Transportation Authority (LA Metro)
LA Metro is a key partner in transportation planning, working with Caltrans and other agencies to ensure smooth mobility during the Games.

SCAG
The Southern California Association of Governments (SCAG) is leading the planning, coordination and implementation of regional Transportation Demand Management (TDM) for both freight and passenger vehicles. The LA 2028 goal is to remove 10% of vehicle traffic from the system to ensure unimpeded flow on the GRN, as used in prior Games. SCAG will collaborate with Caltrans and other municipalities in developing communication strategies and extensive public outreach campaigns.

The project requires additional coordination with:

California State Parks
California State Historic Preservation Office (SHPO)
California State Lands Commission
California Public Resources Code Division 6
Permits

Coordination with California Coastal Commission (CCC) may be required as detailed in Section 7B.

Local Agency
Los Angeles County Metropolitan Transportation Authority
Orange County Transportation Authority
City of Anaheim
City of Arcadia
City of Carson
City of El Monte
City of Inglewood
City of Long Beach
City of Los Angeles
City of Irvine
City of Pasadena
City of Pomona
City of Rosemead
City of San Clemente
City of San Dimas
City of South El Monte
County of Los Angeles
County of Orange
County of San Diego

Railroads
Los Angeles County Metropolitan Transportation Authority
Southern California Reginal Rail Authority (SCRRA)

Other
United States Secret Service

12. PROJECT REVIEWS

Scoping team field review_____Date 02/25/2025
Scoping team field review attendance roster below:
2028 Games Caltrans District Liaison Tasha Higgins
Chief, Traffic Design Amir Elshareif
District Traffic Manager-Transportation Management Plan Julio Valdez
Project manager Manny T. Marcos
Planning Division Emily Han
District Maintenance _____*Shawn Enjily*_____Date 12/16/2025
Project Manager _____*Manny Marcos*_____Date 12/11/2025
Transportation Safety and Operations___*Siew Mei Tan*_____Date 10/22//2025
District Design Liaison_____*Susan Chau*_____Date 12/05/2025
District Quality Review _____*Project Development Team*____Date 11/24/2025

13. PROJECT PERSONNEL

Following individuals may be contacted for the information pertaining to this PR

Caltrans District 7

Table 9 – Caltrans District 7 Project Personnel

Name	Title	Division/Office	Phone Number
Tasha Higgins	Principal Transportation Engineer	2028 Games/Traffic Operations	213-259-7259
Manny T Marcos	Project Manager	2028 Games/Traffic Operations	213-218-8974
Ryan Hudson	Assistant Project Manager	2028 Games/Traffic Operations	213-266-3988
Safa Abdalla	Project Management Assistant	2028 Games/Traffic Operations	213-626-9752
Chris Burlaza	Supervising Transportation Engineer	Office of Project Special Studies	213-598-0588
Michael Zwissler	Senior Transportation Engineer/PID	Office of Project Special Studies	213-269-1122
Roger Yoh	Supervising Transportation Engineer	Asset Management	213-269-1427
Siew Mei Tan	Supervising Transportation Engineer	Office of Mobility Programs	213-269-1251
Amir Elsharief	Supervising Transportation Engineer	Office of Traffic Design	213-793-9253
Anh D Nguyen	Senior Transportation Engineer	Office of Traffic Design	213-269-3994
Nima Haddadi	Senior Transportation Engineer	Office of Traffic Design	213-910-2123
Jennifer Nguyen	Project Engineer	Office of Traffic Design	213-269-1780
Isaias Pedroza	Design Engineer	Office of Traffic Design	213-269-1733
Oswald Elizondo	Senior Transportation Engineer	Office of ITS	213-266-3994
Thoa Le	Senior Env Scientist (Supervisory)	Office of Project Coord	213-269-0238
Elaine Lee	Associate Environmental Planner	Office of Project Coord	213-216-6986
Joel Magana	Supervising Bridge Engineer	HQ-Structures	916-952-4345
Wayne Lee	Supervising R/W Agent	Office of Project Coord	213-264-9044
Kenneth Young	Supervising Transportation Engineer	Office of District TM	213-435-7916
Shao-Chiang Liu	Senior Transportation Engineer	Stormwater Chief	213-269-1662
Hammer Sui	Assistant Project Manager	Division of Maintenance	213-598-9811
Shawn Silva	Region Manager	Division of Maintenance	213-479-9131

14. ATTACHMENTS

A. Vicinity map
B. CCTV Locations
C. Gantry Locations
D. Sign Gantry Typical Cross Section
E. Cost Estimate
F. Environmental Document
G. Hazardous Waste Assessment
H. Right of Way Data Sheet
I. Storm Water Data Report-signed cover sheet
J. Transportation Management Plan Data Sheet
K. Design Standard Risk Analysis
L. Risk Register
M. Complete Streets Decision Document
N. Traffic Analysis Memo
O. Safety Performance Measure
P. Operational Coordination for GRN
Q. SHOPP Performance Output
R. Typical Details for Lane Conversions To GRN

ATTACHMENT A
VICINITY MAP

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07, 11, 12	LA, Ora, SD	Var	Var	-	-

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

INDEX OF PLANS

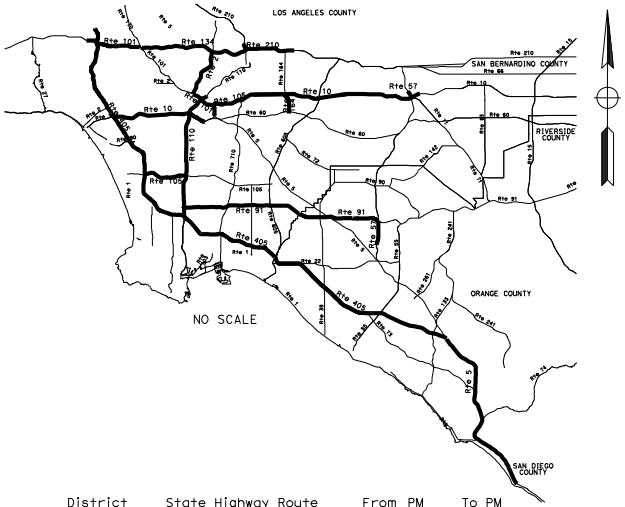
SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
X-X	TYPICAL CROSS SECTIONS
X	KEY MAP AND LINE INDEX
XX-XX	LAYOUTS
XX-XX	PROFILES AND SUPERELEVATION DIAGRAMS
XX-XX	CONSTRUCTION DETAILS
XX-XX	TEMPORARY WATER POLLUTION CONTROL PLANS
XX-XX	CONTOUR GRADING PLANS
XX-XX	DRAINAGE PLANS, PROFILES, DETAILS AND QUANTITIES
XX-XX	UTILITY PLANS
XX	CONSTRUCTION AREA SIGNS
XX-XX	MOTORIST INFORMATION PLANS
XX-XX	STAGE CONSTRUCTION PLANS
XX-XX	TRAFFIC HANDLING PLANS AND QUANTITIES
XX-XX	PAVEMENT DELINEATION PLANS, DETAILS AND QUANTITIES
XX-XX	SIGN PLANS, DETAILS AND QUANTITIES
XX-XX	SUMMARY OF QUANTITIES
XX-XX	SOUND WALL PLANS
XX-XX	LANDSCAPE PLANS
XX-XX	ELECTRICAL PLANS
XX-XX	REVISED STANDARD PLANS

STRUCTURE PLANS

XX-XXX	NAME OF BRIDGE, Br No. XX-XXXX
XXX-XXX	NAME OF BRIDGE, BR No. XX-XXXXX

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 202X



District	State Highway Route	From PM	To PM
7	2	18.839	12.776
7	10	21.838	43.66
7	10	5.492	16.976
7	57	7.716	8.653
7	91	6.352	20.717
7	101	2.838	0
7	101	18.624	17.096
7	101	17.096	11.812
7	105	2.112	7.342
7	110	24.535	8.818
7	134	0	13.327
7	164	5.605	3.116
7	210	24.144	24.756
7	210	24.756	30.619
7	405	41.378	0
7	10S	16.976	21.838
11	5	72.361	71.379
12	5	21.059	0
12	57	15.6	12.531
12	91	0	6.124
12	405	24.165	0

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROJECT MANAGER

DESIGN MANAGER

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

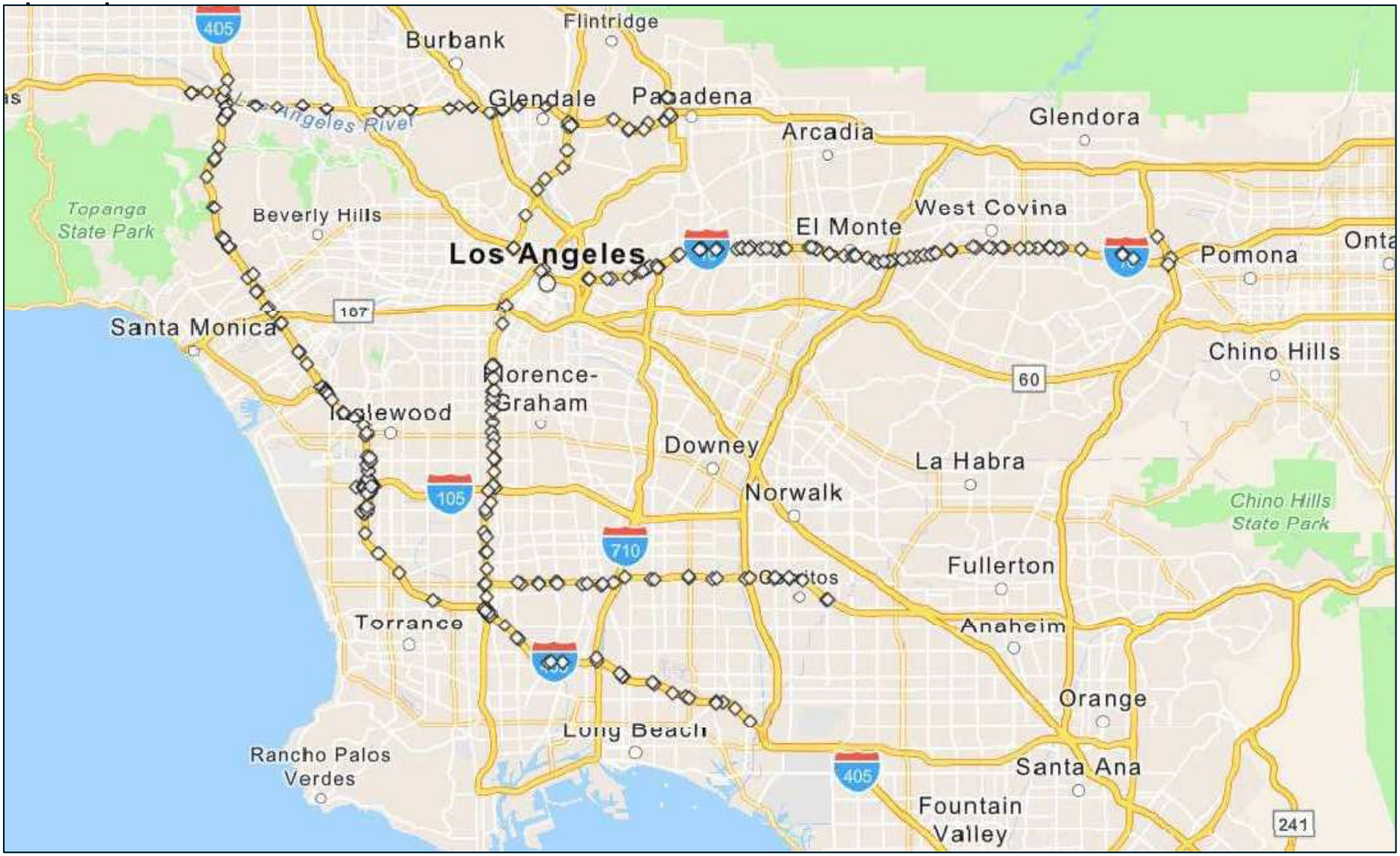
CONTRACT No.	00-000004
PROJECT ID	0000000000

LAST REVISION 00-00-00
DATE PLOTTED => 30-MAY-2025
TIME PLOTTED => 17:42

BORDER LAST REVISED 9/17/2018 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s156319 DGN FILE => LA28_VicinityMap.dgn | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

ATTACHMENT B
CCTV LOCATION

Game Route Network (GRN) CCTV Locations



E#	Location	Route	NAME	Latitude	Longitude	Comment
1	3	2	Proposed CCTV 069	34.091252	-118.258234	1
2	4	2	Proposed CCTV 072	34.107083	-118.249715	1
3	5	2	Proposed CCTV 073	34.113266	-118.244286	1
4	6	2	Proposed CCTV 075	34.119803	-118.231819	1
5	8	2	Proposed CCTV 077	34.129662	-118.228880	1
6	9	2	WB 134 to SB 2 connector	34.143636	-118.227781	1
7	17	10	EB ON FROM SB RTE 5	34.054308	-118.213324	1
8	18	10	EB ON FROM MARENGO/SOTO ST	34.054606	-118.200756	1
9	19	10	EB OFF TO RTE 710	34.059108	-118.176141	1
10	22	10	EB ON FROM EASTERN AVE	34.060363	-118.173212	1
11	23	10	WB ON FROM CAMPUS RD	34.061641	-118.171354	1
12	24	10	WB ON FROM RTE 710/WINTHROP	34.062179	-118.166377	1
13	25	10	Proposed CCTV 048	34.061280	-118.164731	1
14	26	10	EB OFF TO FREMONT ST	34.067832	-118.151695	1
15	28	10	EB OFF TO ATLANTIC BLVD	34.071228	-118.135828	1
16	29	10	WO ATLANTIC BLVD	34.071817	-118.135373	1
17	31	10	EB OFF TO GARFIELD AVE	34.071359	-118.124664	1
18	32	10	WB ON FROM GARFIELD AVE	34.071866	-118.123839	1
19	33	10	EB OFF TO NEW AVE	34.071530	-118.109736	1
20	34	10	WB OFF TO NEW AVE	34.072241	-118.106389	1
21	35	10	NEW AVE	34.072287	-118.106222	1
22	36	10	EB OFF TO DEL MAR AVE	34.071603	-118.101436	1
23	37	10	WB ON FROM SB DEL MAR AVE	34.072842	-118.099742	1
24	38	10	EB OFF TO SAN GABRIEL BLVD	34.071779	-118.092733	1
25	39	10	WB OFF TO SAN GABRIEL BLVD	34.072276	-118.088968	1
26	40	10	EB OFF TO WALNUT GROVE AVE	34.071830	-118.084168	1
27	42	10	W/O ROSEMEAD BLVD	34.072486	-118.077002	1
28	43	10	EB OFF TO ROSEMEAD BLVD	34.071934	-118.075395	1
29	44	10	WB ON FROM TEMPLE CITY BLVD	34.072713	-118.059333	1
30	46	10	EB OFF TO BALDWIN AVE	34.072170	-118.054280	1
31	47	10	EB ON FROM BALDWIN AVE	34.071541	-118.053635	1
32	50	10	EB OFF TO SB PECK RD	34.067750	-118.034816	1
33	51	10	EB OFF TO NB PECK RD	34.067714	-118.029287	1
34	52	10	WB ON FROM WB VALLEY BLVD	34.068435	-118.027223	1
35	54	10	WB OFF TO EXLINE/ STEWART	34.066579	-118.018089	1
36	56	10	EB ON FROM GARVEY AVE	34.063613	-118.011133	1
37	57	10	WB OFF TO GARVEY AVE	34.064475	-118.006422	1
38	60	10	WB RTE 10 - RTE 605	34.065532	-117.998679	1
39	61	10	EB OFF TO BESS AVE/FRAZIER	34.065781	-117.993293	1
40	62	10	WB OFF TO BESS AVE/FRAZIER	34.066863	-117.988473	1
41	63	10	EB OFF TO BALDWIN PARK BLVD	34.067127	-117.983302	1
42	65	10	EB OFF TO FRANCISQUITO AVE	34.068368	-117.973868	1
43	70	10	WB ON FROM PACIFIC AVE	34.072949	-117.944307	1
44	71	10	WB OFF TO PACIFIC AVE	34.072455	-117.942132	1
45	72	10	WB OFF TO SUNSET AVE	34.072670	-117.933158	1
46	73	10	EB OFF TO VINCENT AVE	34.072099	-117.930090	1
47	74	10	WB OFF TO VINCENT AVE	34.072523	-117.923666	1
48	75	10	Proposed CCTV 051	34.072265	-117.922024	1
49	76	10	EB OFF TO AZUSA AVE	34.071993	-117.911005	1
50	77	10	WB OFF TO AZUSA AVE	34.072352	-117.904567	1
51	78	10	Proposed CCTV 052	34.072088	-117.898849	1
52	79	10	WB ON FROM SB CITRUS ST	34.072793	-117.890393	1
53	80	10	WB ON FROM NB CITRUS ST	34.072634	-117.889945	1
54	81	10	EB OFF TO BARRANCA ST	34.071725	-117.884227	1
55	82	10	WB ON FROM SB BARRANCA ST	34.072292	-117.881572	1
56	83	10	Proposed CCTV 053	34.071519	-117.867929	1
57	84	10	EB ON FROM VIA VERDE	34.068349	-117.839330	1
58	85	10	WB ON FROM VIA VERDE	34.069268	-117.839507	1
59	86	10	Proposed CCTV 055	34.066187	-117.831515	1
60	87	57	WB 10 to SB 57 connector	34.066522	-117.805555	1

61	88	57	EB 10 to SB 57 connector	34.062958	-117.807164	1
62	89	57	VIA VERDE AVE	34.078657	-117.814258	1
63	98	91	EB on-ramp from SB 110	33.872658	-118.287103	1
64	99	91	WB On-ramp from SB 110	33.873255	-118.285799	1
65	100	91	Avalon Bl On/Off Ramp	33.873957	-118.263662	1
66	101	91	Avalon Bl On/Off Ramp	33.873084	-118.261162	1
67	102	91	WB on-ramp from Central Ave	33.873875	-118.249003	1
68	103	91	EB on-ramp from Central Ave	33.873003	-118.248405	1
69	104	91	WB on-ramp from Wilmington Ave	33.874208	-118.236391	1
70	105	91	EB on-ramp from Wilmington Ave	33.873216	-118.235746	1
71	106	91	EB ON FROM ALAMEDA ST	33.873203	-118.214794	1
72	107	91	EB OFF TO ALAMEDA ST	33.872881	-118.218203	1
73	108	91	EB OFF TO LONG BEACH BL	33.872329	-118.204772	1
74	109	91	WB ON FRM LONG BEACH BL	33.873123	-118.203617	1
75	110	91	EB OFF TO RTE 710	33.873903	-118.196154	1
76	111	91	WB OFF TO RTE 710	33.877134	-118.188692	1
77	112	91	EB ON CHERRY AVE	33.875695	-118.167414	1
78	113	91	WB OFF CHERRY AVE	33.875901	-118.169924	1
79	114	91	WB ON FR NB 19/LAKEWOOD	33.877521	-118.143798	1
80	115	91	WB ON FR SB 19/LAKEWOOD	33.876579	-118.143543	1
81	116	91	WB ON BELLFLOWER BLVD	33.876462	-118.123597	1
82	117	91	EB OFF BELLFLOWER BLVD	33.875941	-118.126701	1
83	118	91	EB on-ramp, from SB Rte 605	33.876125	-118.104017	1
84	119	91	WB On-ramp from NB Rte 605	33.876691	-118.100791	1
85	120	91	EB on-ramp from sb Pioneer Blvd	33.876186	-118.083401	1
86	121	91	WB on-ramp from SB Pioneer Blvd	33.876913	-118.082610	1
87	122	91	EB On-ramp from NB Norwalk Blvd	33.876104	-118.072296	1
88	123	91	WB on-ramp from SB Norwalk Blvd	33.876966	-118.072876	1
89	124	91	Proposed CCTV 119	33.875221	-118.063929	1
90	125	91	EB Off-ramp to Carmenita Rd	33.863881	-118.046920	1
91	126	91	WB Off-ramp to Carmenita Rd	33.864012	-118.045609	1
92	127	101	Grand Avenue Off Ramp	34.059922	-118.244873	1
93	128	101	Grand Avenue On Ramp	34.059078	-118.247373	1
94	129	101	Alvarado Street On Ramp	34.072467	-118.266653	1
95	130	101	Alvarado Street Off Ramp	34.071667	-118.267189	1
96	131	101	NB ON LAUREL CANYON BL	34.154792	-118.397772	1
97	132	101	SB OFFLAUREL CANYON BL	34.154186	-118.398128	1
98	133	101	NB ON COLDWATER CANYON	34.157065	-118.414678	1
99	134	101	SB OFF COLDWATER CANYON	34.156403	-118.414458	1
100	135	101	SB OFF WOODMAN AVE	34.155385	118.433045	1
101	136	101	NB ON WOODMAN AVE	34.155922	-118.432558	1
102	137	101	NB OFFVAN NUYS BLVD	34.157018	-118.447743	1
103	138	101	SB ON VAN NUYS BLVD	34.156170	-118.447587	1
104	139	101	SB 405 to SB 101 connector	34.161270	-118.470825	1
105	140	101	NB 405 to SB 101 connector	34.158820	-118.467757	1
106	142	101	Hayvenhurst Av On Ramp 1	34.164826	-118.492311	1
107	144	105	NB 405 to EB 105 connector	33.927544	-118.367388	1
108	145	105	SB 405 to EB 105 connector	33.934221	-118.368890	1
109	146	105	Prairie Ave On Ramp 1	33.931211	-118.347983	1
110	147	105	Prairie Ave Off Ramp	33.932831	-118.345923	1
111	148	105	WB ON FR NB CRENSHAW BLD	33.925008	-118.326549	1
112	150	105	EBOFF TO VERMONT AVE	33.928334	-118.295130	1
113	152	105	Proposed CCTV 081	33.925490	-118.317264	1
114	153	105	SB 110 to WB 105 connector	33.931239	-118.280571	1
115	154	105	NB 110 to WB 105 connector	33.929868	-118.279047	1
116	155	110	SB 405 to SB 110 connector	33.856734	-118.285999	1
117	156	110	SB 405 to NB 110 connector	33.854649	-118.283854	1
118	157	110	NB 405 to SB 110 connector	33.858836	-118.285635	1
119	158	110	NB 405 to NB 110 connector	33.857411	-118.283725	1
120	162	110	Proposed CCTV 036	33.881852	-118.284959	1
121	163	110	NB OFF TO ROSECRANS AVE	33.900533	-118.285240	1

122	164	110	SB OFF TO ROSECRANS AVE	33.903125	-118.287129	1
123	165	110	SB OFF TO EL SEGUNDO BL	33.917092	-118.286016	1
124	166	110	NB OFF TO EL SEGUNDO BL	33.914880	-118.285437	1
125	167	110	Proposed CCTV 038	33.921318	-118.282212	1
126	168	110	EB 105 to SB 110 connector	33.928105	-118.284133	1
127	169	110	EB 105 to NB 110 connector	33.930277	-118.280914	1
128	170	110	Proposed CCTV 039	33.939122	-118.279895	1
129	173	110	Proposed CCTV 040	33.954359	-118.280753	1
130	174	110	NB OFF TO MANCHESTER AVE	33.958655	-118.280002	1
131	176	110	Proposed CCTV 041	33.967707	-118.280882	1
132	178	110	SB ON FLORENCE AVE	33.969700	-118.281195	1
133	179	110	SB ON GAGE AVE	33.980920	-118.281156	1
134	180	110	SB OFF GAGE AVE	33.983789	-118.280907	1
135	181	110	NB OFF TO SLAUSON AVE	33.987751	-118.280002	1
136	183	110	Proposed CCTV 043	33.995073	-118.280538	1
137	185	110	NB OFF VERNON AVE	34.002513	-118.280710	1
138	189	134	EB on-ramp from Cahuenga Blvd	34.152813	-118.360596	1
139	190	134	WB off-ramp to Cahuenga Blvd	34.153409	-118.360195	1
140	191	134	Proposed CCTV 064	34.153459	-118.350395	1
141	192	134	WB off-ramp to Alameda Ave	34.153960	-118.338650	1
142	194	134	EB off-ramp to Forest Lawn Dr	34.154397	-118.312165	1
143	195	134	WB on-ramp from Forest Lawn Dr	34.155127	-118.311722	1
144	196	134	Proposed CCTV 065	34.156407	-118.304733	1
145	197	134	EB off-ramp to Riverside Dr	34.155228	-118.295364	1
146	200	134	EB off-ramp to SB RTE 5	34.151836	-118.283133	1
147	202	134	EB off-ramp to San Fernando Rd	34.153737	-118.274512	1
148	204	134	EB on-ramp from Pacific Ave	34.155898	-118.263672	1
149	206	134	EB off-ramp to Glendale Ave	34.155780	-118.244206	1
150	207	134	NB 2 to EB 134 connector	34.144222	-118.226364	1
151	208	134	EB off-ramp to RTE 2	34.145892	-118.227790	1
152	209	134	EB on-ramp from EB RTE 2	34.144790	-118.225823	1
153	210	134	Proposed CCTV 067	34.147706	-118.196071	1
154	212	134	WB on-ramp from Figueroa St	34.141362	-118.185559	1
155	213	134	Proposed CCTV 068	34.141952	-118.175257	1
156	214	134	WB off-ramp to Orange Grove Blvd	34.147805	-118.160258	1
157	216	134	SB 210 to WB 134 connector	34.151076	-118.156734	1
158	217	210	Mountain Street Off Ramp	34.162148	-118.157959	1
159	218	210	Mountain Street On Ramp	34.162201	-118.159022	1
160	219	210	EB 134 to NB 210 connector	34.149425	-118.155533	1
161	220	405	Proposed CCTV 001	33.791400	-118.100256	1
162	221	405	Proposed CCTV 002	33.799175	-118.110899	1
163	222	405	Proposed CCTV 003	33.802741	-118.119654	1
164	223	405	NB OFF TO BELLFLOWER	33.803104	-118.124429	1
165	225	405	SB ON FR SB LAKEWOOD	33.805078	-118.143007	1
166	226	405	SBOFF TO LAKEWOOD	33.805935	-118.145392	1
167	227	405	Proposed CCTV 005	33.807947	-118.154930	1
168	228	405	NBON FROM CHERRY AV	33.814291	-118.169353	1
169	229	405	SBOFF TO CHERRY AV	33.813173	-118.167855	1
170	230	405	Proposed CCTV 007	33.819464	-118.191751	1
171	231	405	NB OFF WARDLOW/LONG BEACH	33.817685	-118.189034	1
172	232	405	SB OFF TO WARDLOW/LONG BEACH	33.817472	-118.189934	1
173	233	405	NBON FR RTE 710	33.828561	-118.208416	1
174	234	405	SB OFF TO NB 710	33.826302	-118.208128	1
175	235	405	Proposed CCTV 010	33.825953	-118.231791	1
176	236	405	SB ON WILMINGTON AVE	33.825635	-118.242201	1
177	237	405	NB ON WILMINGTON AVE	33.826163	-118.239972	1
178	238	405	SB OFF AVALON BLVD	33.840047	-118.264524	1
179	239	405	NB ON AVALON BLVD	33.839391	-118.263055	1
180	240	405	Proposed CCTV 012	33.848161	-118.272861	1
181	241	405	NB 110 to SB 405 connector	33.854114	-118.282716	1
182	242	405	NB 110 to NB 405 connector	33.856288	-118.283424	1

183	243	405	SB 110 to NB 405 connector	33.858765	-118.287287	1
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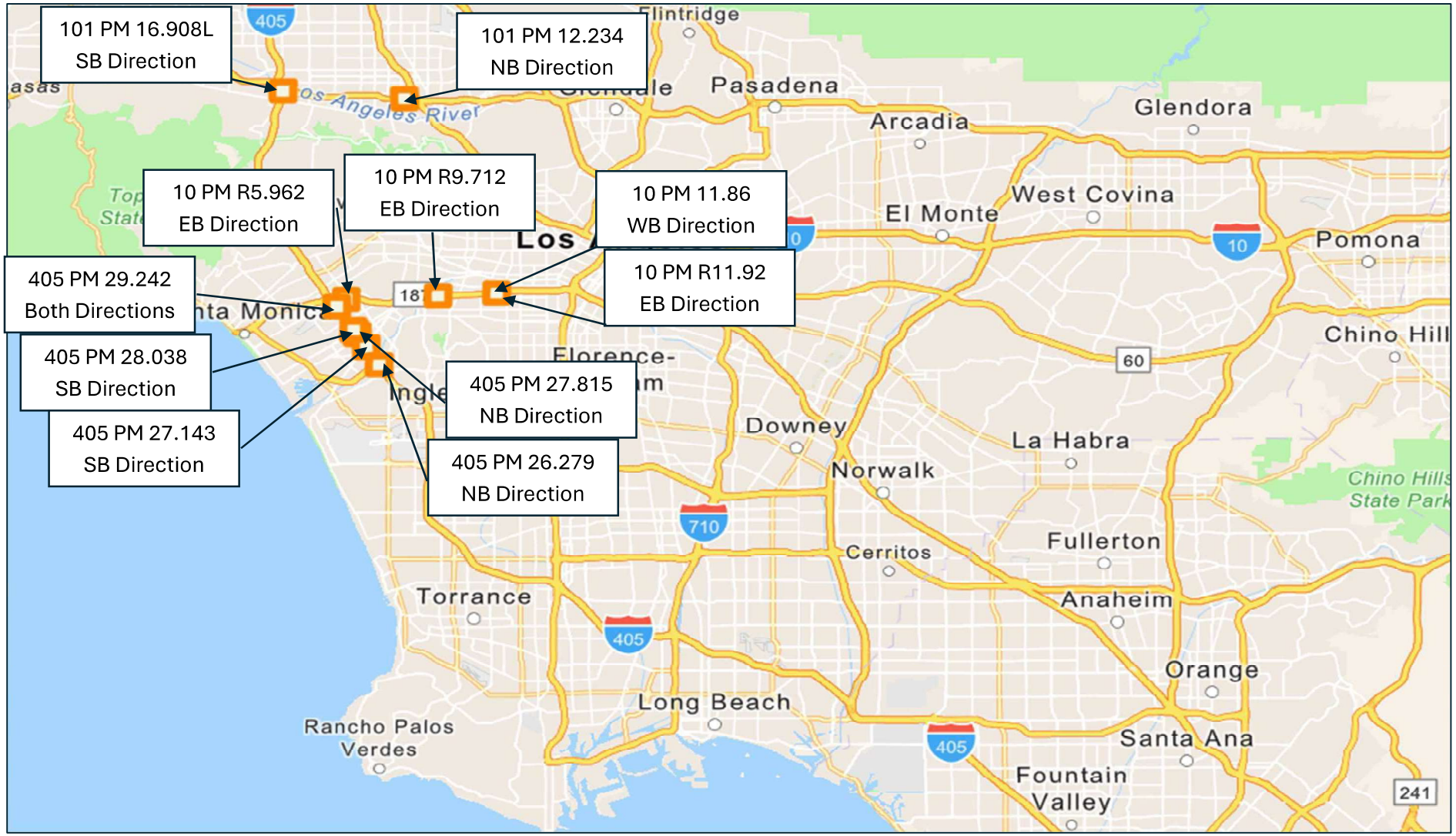
185	245	405	Proposed CCTV 012	33.863450	-118.322772	1
186	246	405	Proposed CCTV 013	33.879520	-118.346890	1
187	247	405	Proposed CCTV 014	33.890849	-118.361310	1
188	248	405	Proposed CCTV 015	33.902640	-118.370537	1
189	249	405	SBON FR SB COLLECTOR	33.914683	-118.370612	1
190	250	405	SB ON FR WB EL SEGUNDO	33.916226	-118.373122	1
191	251	405	SB OFF TO EL SEGUNDO BL	33.916297	-118.370987	1
192	252	405	NB ON WB EL SEGUNDO BL	33.916528	-118.369320	1
193	253	405	Proposed CCTV 016	33.917919	-118.369979	1
194	254	405	NB ON FR EB EL SEGUNDO	33.919054	-118.369045	1
195	255	405	NBOFF TO RTE 105	33.926921	-118.367518	1
196	256	405	SBON FR ROUTE 105	33.926442	-118.369162	1
197	257	405	NBOFF TO IMPERIAL HWY	33.930684	-118.366390	1
198	258	405	WB 105 to SB 405 connector	33.927901	-118.369169	1
199	259	405	SBON FR LACIENAGA-SOUTH	33.929026	-118.369730	1
200	260	405	EB OFF TO SB/NB RTE 405	33.930061	-118.376733	1
201	261	405	WBON FR SB/NB RTE 405	33.930610	-118.372000	1
202	262	405	NBOFF TO IMPERIAL HWY	33.930684	-118.366390	1
203	263	405	EBON FR NB ROUTE 405	33.930798	-118.364666	1
204	264	405	SBON FR LACIENAGA-NORTH	33.932655	-118.369757	1
205	265	405	NBON FR WB ROUTE 105	33.931881	-118.366391	1
206	266	405	NBON FR EB ROUTE 105	33.932100	-118.366783	1
207	267	405	EBON FR IMPERIAL HWY	33.929838	-118.371112	1
208	268	405	WB OFF TO IMPERIAL HWY	33.929838	-118.371095	1
209	269	405	WB 105 to NB 405 connector	33.933989	-118.367882	1
210	270	405	SBOFF TO RTE 105	33.934994	-118.368815	1
211	271	405	Proposed CCTV 017	33.939533	-118.368477	1
212	272	405	Century Bl On/Off Ramp 2	33.943053	-118.369338	1
213	273	405	Century Bl On/Off Ramp	33.945189	-118.367063	1
214	274	405	NBON FR CENTURY BLVD	33.947154	-118.367404	1
215	275	405	Century Bl On/Off Ramp 1	33.947966	-118.368941	1
216	276	405	Manchester Bl On Ramp	33.959865	-118.369982	1
217	277	405	Manchester Bl On/Off Ramp	33.961635	-118.369295	1
218	278	405	Manchester Bl Off Ramp	33.965951	-118.371269	1
219	279	405	SB ON LA TIJERA BLVD	33.971440	-118.378112	1
220	280	405	SB OFF LA TIJERA BLVD	33.971613	-118.378473	1
221	281	405	NB ON FR H HUGHES PKWY	33.974854	-118.385817	1
222	282	405	NB OFF TO H HUGHES PKWY	33.975037	-118.386583	1
223	283	405	NB OFF TO NB SEPULVEDA	33.982301	-118.394251	1
224	284	405	NB OFF TO WB RTE 90	33.985664	-118.396825	1
225	285	405	Proposed CCTV 019	33.986731	-118.398346	1
226	286	405	SB ON JEFFERSON BLVD	33.987166	-118.399237	1
227	287	405	NB OFF JEFFERSON BLVD	33.987686	-118.398546	1
228	288	405	NB ON FR EB RTE 90	33.989128	-118.399226	1
229	289	405	SB OFF TO RTE 90	33.989964	-118.401587	1
230	290	405	Proposed CCTV 021	34.003098	-118.411263	1
231	291	405	NBOFF VENICE/WASHINGTON	34.010173	-118.416460	1
232	292	405	SBOFF VENICE/WASHINGTON	34.010159	-118.417555	1
233	293	405	NB OFF NATIONAL	34.026544	-118.430472	1
234	294	405	NB OFF NATIONAL	34.026934	-118.429448	1
235	295	405	ON RAMP-RT DUM NB ON FR WBRTE 10	34.031348	-118.435690	1
236	296	405	DUM SB ON FR EB RTE 10	34.031333	-118.437153	1
237	297	405	Proposed CCTV 022	34.033511	-118.436283	1
238	299	405	NB ON FR OLYMPIC/PICO	34.037782	-118.438274	1
239	300	405	SB OFF TO RTE 2	34.047017	-118.447388	1
240	301	405	NB ON FR RTE 2	34.047344	-118.446356	1
241	302	405	Wilshire Bl On/Off Ramp	34.057255	-118.449520	1
242	303	405	Wilshire Bl On/Off Ramp	34.055064	-118.453366	1
243	304	405	Sunset Bl On/Off Ramp	34.073075	-118.466107	1

244	308	405	Proposed CCTV 023	34.078345	-118.471087	1
245	309	405	SB ON SEPULVEDA&GETTY	34.096520	-118.477559	1
246	310	405	NB ON SEPULVEDA&GETTY	34.096218	-118.476093	1
247	311	405	Proposed CCTV 025	34.114559	-118.482084	1
248	314	405	Proposed CCTV 027	34.131579	-118.473273	1
249	316	405	SB OFF VALLEY VISTA/SEP	34.148771	-118.469949	1
250	317	405	Proposed CCTV 029	34.150333	-118.468553	1
251	323	405	SB 101 to SB 405 connector	34.161714	-118.471597	1
252	324	405	NB 101 to SB 405 connector	34.162690	-118.470289	1
253		110	NB Off to 3rd St	34.055761	-118.255714	1
254		110	NB/SB From 5th Street	34.056127	-118.255392	1
255		110	NB/SB From 5th Street	34.052851	-118.258073	1
256		110	SB Off to 4th St	34.054151	-118.256308	1

ATTACHMENT C
GANTRY LOCATION

Game Route Network (GRN) Gantry Locations (11)



Legend:

- **GRN Gantry**

APPROXIMATE LOCATIONS

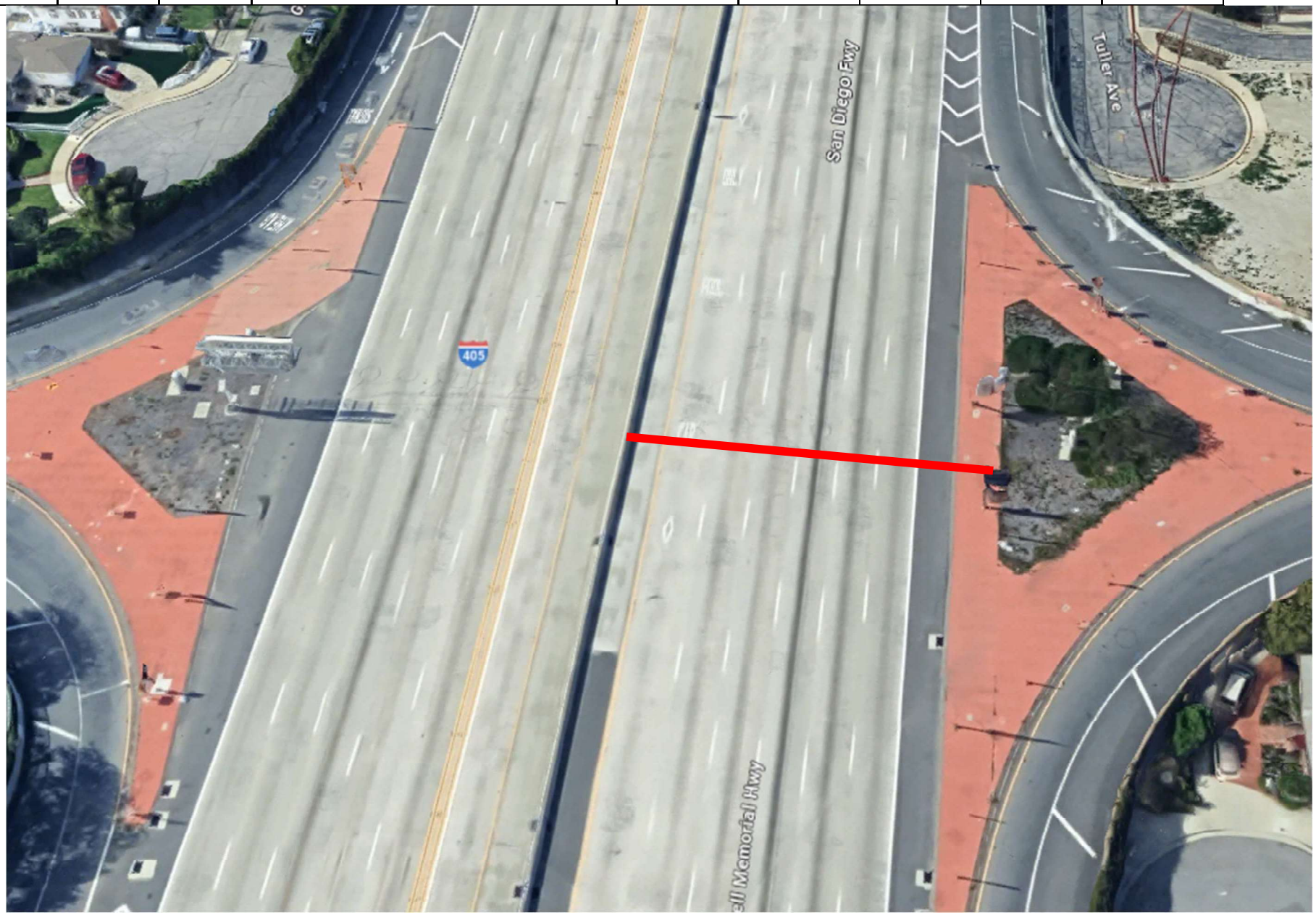
Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	Both	29.242	National Blvd.	4	10	2	8	2

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	SB	28.038	Venice Blvd.	2	7	1	6	1

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	NB	27.815	Venice Blvd.	2	6	1	5	1



APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	SB	27.143	Culver Blvd.	2	6	1	5	1

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	NB	26.279	Port Rd.	2	7	1	6	1

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
101	NB	12.234	Irvine Ave.	2	5	1	4	1

APPROXIMATE LOCATIONS

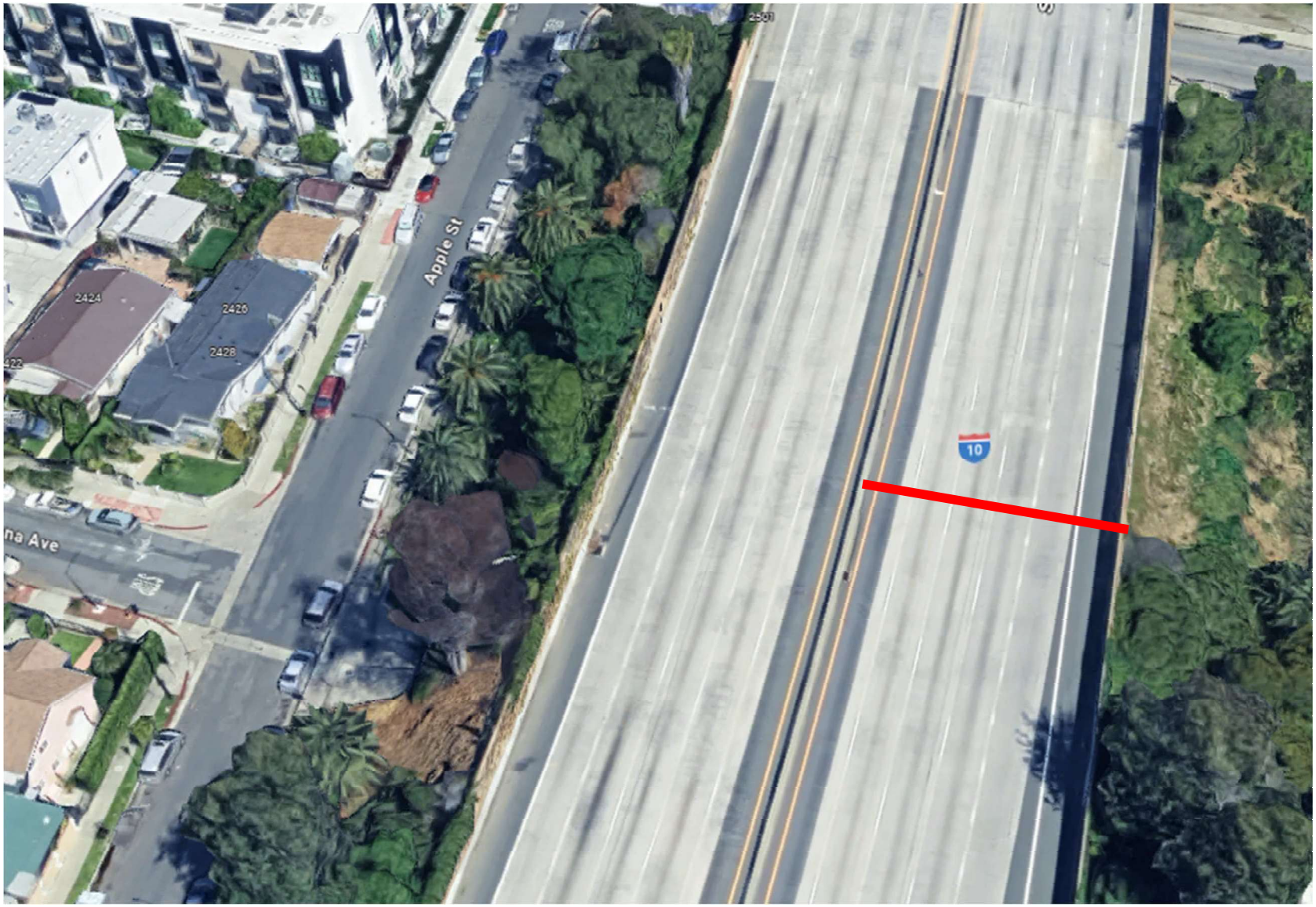
Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
101	SB	16.908L	Sepulveda Blvd.	2	6	1	5	1

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
10	EB	R5.962	Coventry Pl.	2	5	1	5	0

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
10	EB	R9.712	Cormona Ave.	2	5	1	5	0



APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
10	WB	R11.86	7th Ave.	2	6	1	6	0

APPROXIMATE LOCATIONS

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
10	EB	R11.92	7th Ave.	2	6	1	6	0

APPROXIMATE LOCATIONS

All locations

Route	Direction	PM	Description of Location	VASS	LMS	DMS	GP lanes	HOV/T
405	Both	29.242	National Blvd.	4	10	2	8	2
405	SB	28.038	Venice Blvd.	2	7	1	6	1
405	NB	27.815	Venice Blvd.	2	6	1	5	1
405	SB	27.143	Culver Blvd.	2	6	1	5	1
405	NB	26.279	Port Rd.	2	7	1	5	1
101	NB	12.234	Irvine Ave.	2	5	1	5	0
101	SB	16.908L	Sepulveda Blvd.	2	6	1	6	0
10	EB	R5.962	Coventry Pl.	2	5	1	5	0
10	EB	R9.712	Cormona Ave.	2	5	1	5	0
10	WB	R11.86	7th Ave.	2	6	1	6	0
10	EB	R11.92	7th Ave.	2	6	1	6	0
				24		12		

ATTACHMENT D
SIGN GANTRY TYPICAL X-SECTION

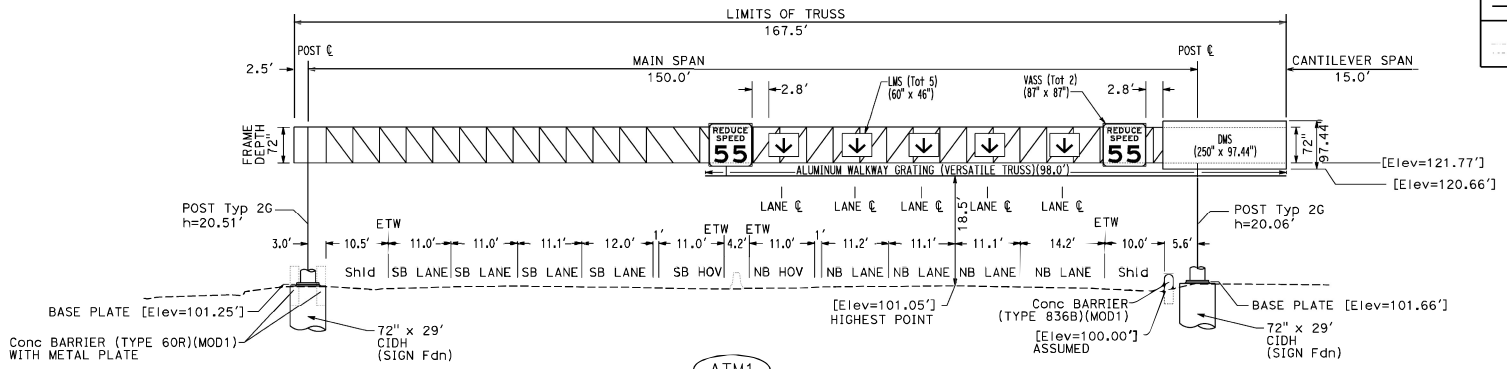
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	2,5,101, 105,405	Var		

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ABBREVIATIONS:

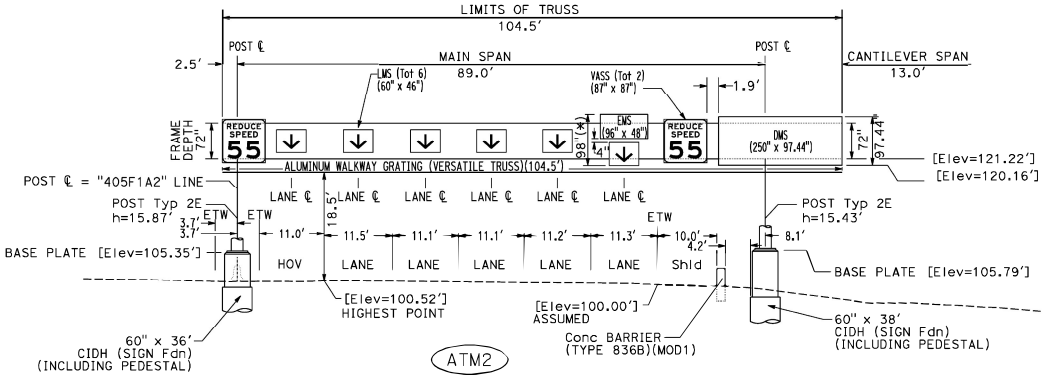
ATM ACTIVE TRAFFIC MANAGEMENT
VASS VARIABLE ADVISORY SPEED SIGN
LMS LANE MANAGEMENT SIGN
DMS DYNAMIC MESSAGE SIGN



ATM1

FNBT "405F1A2" Sta 1012+90.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.



ATM2

FNBT "405F1A2" Sta 1048+20.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.
3. (*) INSTALL EMS AND LMS TO FRAME TOP AND BOTTOM OVERHANG EQUAL.

APPROVED FOR SIGN WORK ONLY

SIGN DETAILS

NO SCALE

SD-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN
FUNCTIONAL SUPERVISOR: ANH D. NGUYEN
CALCULATED-DESIGNED BY: J.M. CANALITA/R.B.KHAW
CHECKED BY: ANH D. NGUYEN
REVISED BY
DATE REVISED
LAST REVISION
DATE PLOTTED => 11-NOV-2024
TIME PLOTTED => 12:12

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BORDER LAST REVISED 8/5/2020 | USERNAME => s132301 DGN FILE => 735070ab001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE

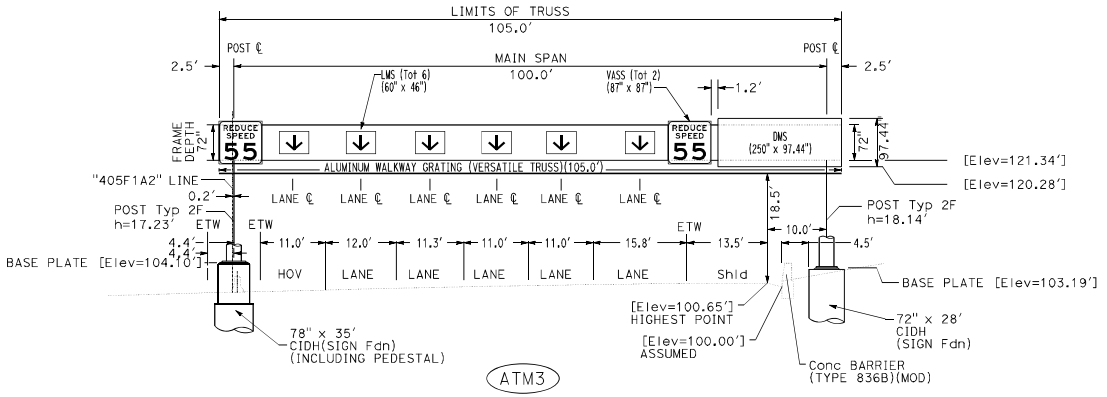
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	2,5,101, 105,405	Var		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

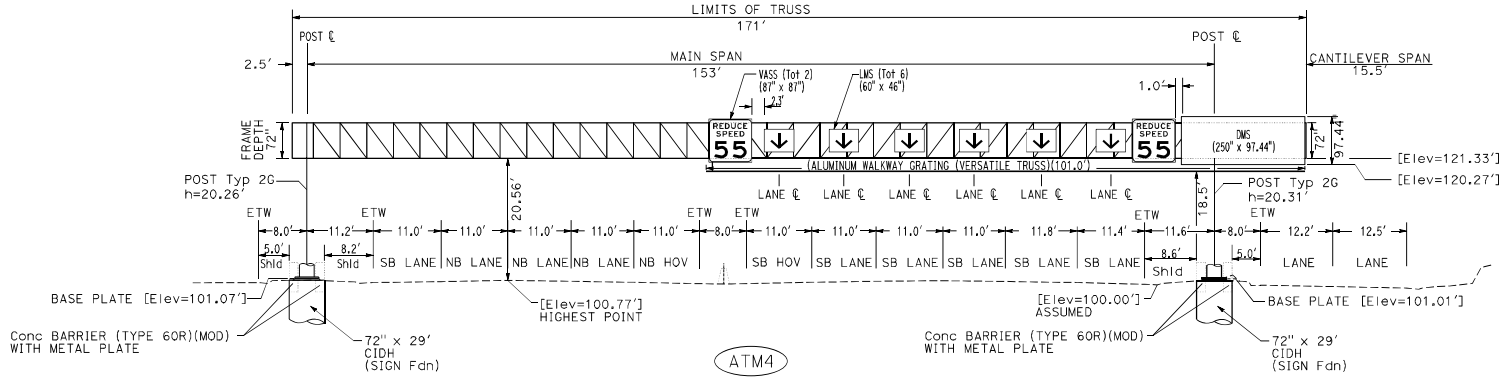
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



ATM3

FNBT "405F1A2" Sta 1088+40.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.



ATM4

FSBT "405F1A2" Sta 1215+40.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.

SIGN DETAILS

NO SCALE

SD-2

APPROVED FOR SIGN WORK ONLY

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
J.M. CANALITA/R.B.KHAW	ANH D. NGUYEN		

FUNCTIONAL SUPERVISOR: ANH D. NGUYEN

Caltrans — STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

TRAFFIC DESIGN

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LAST REVISION — DATE PLOTTED => 17-NOV-2024 TIME PLOTTED => 12:12

BORDER LAST REVISED 8/5/2020 | USERNAME => s132301 DGN FILE => 735070ab002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	2,5,101, 105,405	Var		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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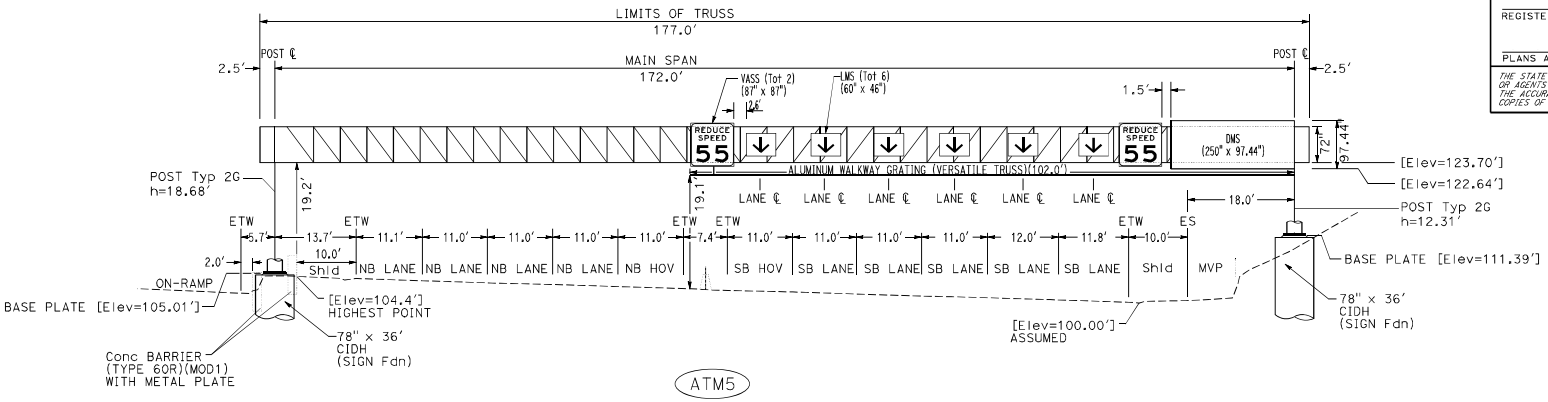
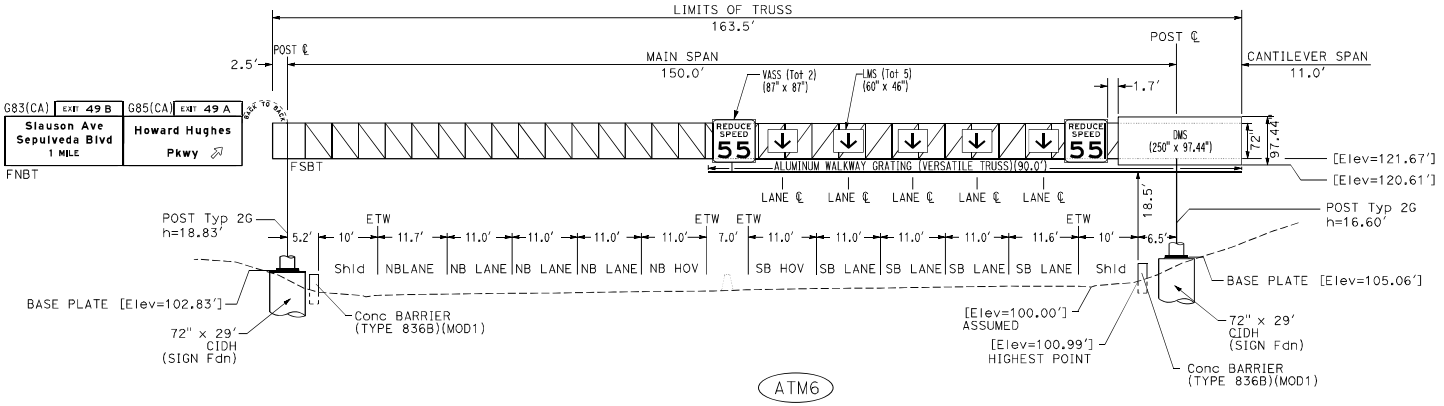
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



ATM5

FSBT "405F1A2" Sta 1234+55.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.



ATM6

FSBT "405F1A2" Sta 1286+50.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.
3. INSTALL LAMINATED SIGN PANEL VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.

APPROVED FOR SIGN WORK ONLY

SIGN DETAILS

NO SCALE

SD-3

REVISED BY	DATE REVISED
J.M. CANALITA/R.B.KHAW	ANH D. NGUYEN
CALCULATED-DESIGNED BY	CHECKED BY
ANH D. NGUYEN	

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

TRAFFIC DESIGN

S:\design\350701\traffic\Traffic Design Civil\13 100p Plans 11-15-2024 Complete\735070ab003.dgn

LAST REVISION — DATE PLOTTED => 17-NOV-2024 TIME PLOTTED => 12:12

BORDER LAST REVISED 8/5/2020 | USERNAME => s132301 DGN FILE => 735070ab003.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE

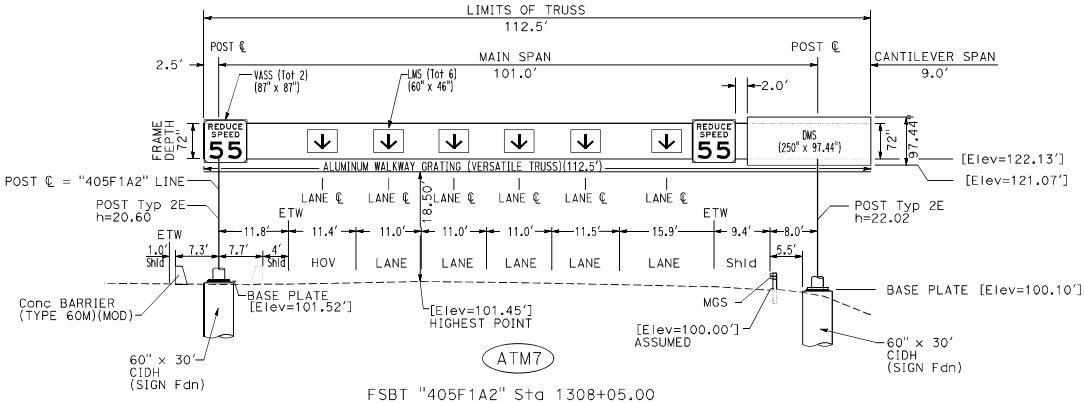
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	2,5,101, 105,405	Var		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

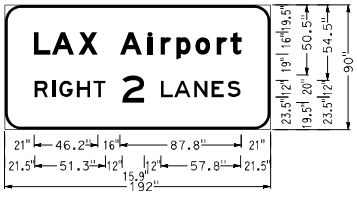
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATM7

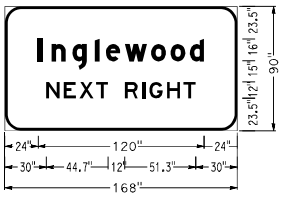
FSBT "405F1A2" Sta 1308+05.00

1. FURNISH SIGN STRUCTURE (VERSATILE TRUSS) WITH ALUMINUM WALKWAY GRATING (VERSATILE TRUSS).
2. INSTALL DMS, LMS AND VASS VERTICALLY CENTERED TO THE DEPTH OF THE FRAME.



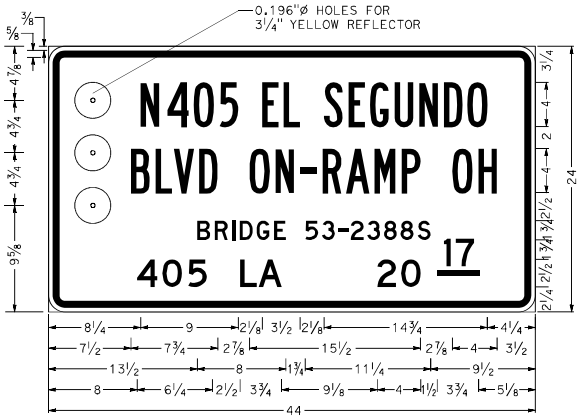
G86(CA);
PANEL TYPE : FORMED;
ATTACH TO : BRIDGE MOUNTED SIGN (PROPOSED);
12.0" RADIUS, 2.0" BORDER, WHITE ON GREEN;
"LAX Airport", E Mod;
"RIGHT 2 LANES", E;

6-1



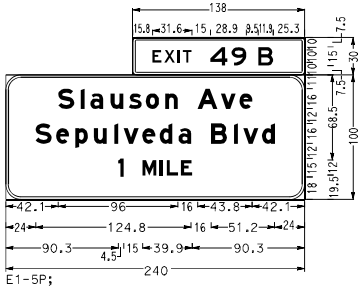
G86(CA);
PANEL TYPE : FORMED;
ATTACH TO : BRIDGE MOUNTED SIGN (PROPOSED);
12.0" RADIUS, 2.0" BORDER, WHITE ON GREEN;
"Inglewood", E Mod;
"NEXT RIGHT", E;

8-1



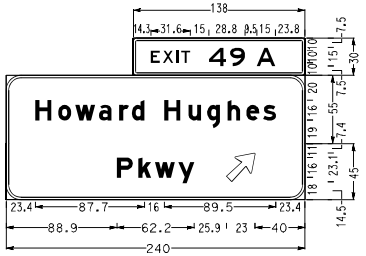
G11-5(CA)
ALL DIMENSIONS ARE IN INCHES
1½ RADIUS, ⅝ BORDER, ⅜ INDENT
WHITE BACKGROUND (NON-REFLECTIVE)
BLACK BORDER AND LEGEND (NON-REFLECTIVE)
[N405 EL SEGUNDO] B 72% SPACING;
[BLVD ON-RAMP OH] B 72% SPACING;
[BRIDGE 53-2388S] D;

3-2



E1-5P;
ALL DIMENSIONS ARE IN INCHES
"EXIT", E 107% spacing; "49 B ", E;
3.0" Radius, 2.0" Border, White on, Green;
G83(CA);
12.0" Radius, 2.0" Border, White on, Green;
"Slauson Ave", E Mod; "Sepulveda Blvd", E Mod; "1 " E "MILE", E Mod;

8-3



E1-5P;
ALL DIMENSIONS ARE IN INCHES
3.0" Radius, 2.0" Border, White on, Green;
"EXIT", E 107% spacing; "49 A ", E;
G85(CA);
12.0" Radius, 2.0" Border, White on, Green;
"Howard Hughes", E Mod;
G85(CA);
Sign Type : ;
12.0" Radius, 2.0" Border, White on, Green;
"Pkwy", E Mod; Arrow 10CAP-2LV - 29.3" 45';

8-4

SIGN DETAILS

NO SCALE

SD-4

APPROVED FOR SIGN WORK ONLY

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC DESIGN
FUNCTIONAL SUPERVISOR: ANH D. NGUYEN
CALCULATED-DESIGNED BY: J.M. CANALITA/R.B.KHAW
CHECKED BY: ANH D. NGUYEN
REVISED BY
DATE REVISED

DATE PLOTTED => 17-NOV-2024
TIME PLOTTED => 12:12
LAST REVISION

BORDER LAST REVISED 8/5/2020 | USERNAME => s132301 DGN FILE => T350700b004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE

ATTACHMENT E
COST ESTIMATE

PROJECT

PLANNING COST ESTIMATE©

EA: 07-50320 PID: 713000197

EA: 07-50320

PID: 713000197

District-County-Route: VAR

PM: VAR

Type of Estimate : Project Scope Summary Report

Program Code : SHOPP

Project Limits : I-5, 10, 105, 110, 210, 405; SR-2, 57, 91, 110, 134, 164; US-101

Project Description: Games Route Network for LA 28 Olympics

Scope : Traffic Management Devices and Temporary Striping

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL OPERATIONS ROADWAY COST	$ 62,488,900	$ 65,685,082
TOTAL LEGACY ROADWAY COST	$ 123,038,000	$ 129,331,043
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 185,526,900	$ 195,016,125
TOTAL RIGHT OF WAY COST	$ 354,000	$ 422,000
TOTAL CAPITAL OUTLAY COSTS	**$ 185,881,000**	**$ 195,439,000**
PA/ED SUPPORT-LEGACY	$ 1,018,000	$ 1,018,000
PA/ED SUPPORT-OPERATIONS	$ 132,000	$ 132,000
PS&E SUPPORT-LEGACY	$ 16,112,390	$ 17,516,652
PS&E SUPPORT-OPERATIONS	$ 4,599,140	$ 5,000,000
RIGHT OF WAY SUPPORT-LEGACY	$ 92,000	$ 100,018
RIGHT OF WAY SUPPORT-OPERATIONS	$ -	$ -
CONSTRUCTION SUPPORT-LEGACY	$ 13,315,400	$ 14,475,893
CONSTRUCTION SUPPORT-OPERATIONS	$ 11,238,500	$ 12,217,982
TOTAL SUPPORT COST	**$ 46,508,000**	**$ 50,461,000**
TOTAL PROJECT COST	**$ 232,431,000**	**$ 245,900,000** *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	7	2025
Estimated Construction Start (Month/Year)	12	2026
Number of Working Days =	400	
Estimated Mid-Point of Construction (Month/Year)	2	2028
Estimated Construction End (Month/Year)	4	2029

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	8/15/2025
PA/ED Approval	1/30/2025
PS&E	10/13/2026
RTL	7/13/2026
Begin Construction	12/14/2026

Reviewed by District O.E. or Cost Estimate Certifier	Ragy Samy	12/2/2025	(213) 269-1218
	Office Engineer / Cost Estimate Certifier	**Date**	**Phone**
Approved by Project Manager	Manny T. Marcos	12/19/2026	(213) 218-8974
	Project Manager	**Date**	**Phone**

PROJECT

PLANNING COST ESTIMATE©

EA: 07-50320 PID: 713000197

EA: 07-50320

PID: 713000197

District-County-Route: VAR

PM: VAR

Type of Estimate : Project Scope Summary Report

Program Code : SHOPP

Project Limits : I-5, 10, 105, 110, 210, 405; SR-2, 57, 91, 110, 134, 164; US-101

Project Description: Games Route Network for LA 28 Olympics

Scope : Traffic Management Devices and Temporary Striping

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL LEGACY ROADWAY COST	$ 123,038,000	$ 129,331,043
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 123,038,000	$ 129,331,043
TOTAL RIGHT OF WAY COST	$ 354,000	$ 421,700
TOTAL CAPITAL OUTLAY COSTS	$ 123,392,000	$ 129,753,000
PA/ED SUPPORT-LEGACY	$ 1,018,000	$ 1,018,000
PS&E SUPPORT-LEGACY	$ 16,112,390	$ 17,516,652
RIGHT OF WAY SUPPORT-LEGACY	$ 92,000	$ 100,018
CONSTRUCTION SUPPORT-LEGACY	$ 13,315,400	$ 14,475,893
TOTAL SUPPORT COST	$ 30,538,000	$ 33,111,000
TOTAL PROJECT COST	$ 153,931,000	$ 162,864,000 *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	7	/	2025
Estimated Construction Start (Month/Year)	12	/	2026
Number of Working Days =	400		
Estimated Mid-Point of Construction (Month/Year)	2	/	2028
Estimated Construction End (Month/Year)	4	/	2029

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	8/15/2025
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PS&E	10/13/2026
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Begin Construction	12/14/2026

Reviewed by District O.E. or Cost Estimate Certifier	Ragy Samy	12/2/2025	(213) 269-1218
	Office Engineer / Cost Estimate Certifier	**Date**	**Phone**
Approved by Project Manager	Manny T. Marcos	12/19/2026	(213) 218-8974
	Project Manager	**Date**	**Phone**

I. ROADWAY-LEGACY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	-
2	**Pavement Structural Section**	$	-
3	**Drainage**	$	250,600
4	**Specialty Items**	$	1,079,500
5	**Environmental**	$	2,064,000
6	**Traffic Items**	$	71,505,100
7	**Detours**	$	-
8	**Minor Items**	$	2,621,500
9	**Roadway Mobilization**	$	7,752,100
10	**Supplemental Work**	$	3,255,900
11	**State Furnished**	$	16,135,100
12	**Time-Related Overhead**	$	2,325,700
13	**Total Roadway Contingency**	$	16,048,500
	TOTAL ROADWAY-LEGACY ITEMS	**$**	**123,038,000**

Estimate Prepared By :	Isaias Pedroza Transportation Engineer	12/15/2025	(213) 269-1733
	Name and Title	Date	Phone
Estimate Reviewed By :	Jennifer Nguyen Transportation Engineer	12/15/2025	(213) 269-1780
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x	=	$	-
19010X	Roadway Excavation (Insert Type) ADL	CY		x	=	$	-
19801X	Imported Borrow	CY/TON		x	=	$	-
194001	Ditch Excavation	CY		x	=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x	=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x	=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x	=	$	-
17010X	Clearing & Grubbing	LS/ACRE		x	=	$	-
100100	Develop Water Supply	LS		x	=	$	-
19801X	Imported Borrow	CY/TON		x	=	$	-
21012X	Duff	ACRE/SQFT		x	=	$	-
XXXXXX	Some Item	Unit		x	=	$	-

TOTAL EARTHWORK SECTION ITEMS $ -

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)		Cost
401050	Jointed Plain Concrete Pavement	CY		x	=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x	=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	$	-
250401	Class 4 Aggregate Subbase	CY		x	=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x	=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x	=	$	-
280010	Rapid Strength Concrete Base	CY		x	=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x	=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x	=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x	=	$	-
290201	Asphalt Treated Permeable Base	CY		x	=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x	=	$	-
397005	Tack Coat	TON		x	=	$	-
377501	Slurry Seal	TON		x	=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x	=	$	-
370001	Sand Cover (Seal)	TON		x	=	$	-
731530	Minor Concrete (Textured Paving)	CY		x	=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x	=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x	=	$	-
398100	Remove Asphalt Concrete Dike	LF		x	=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x	=	$	-
398300	Remove Base and Surfacing	CY		x	=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x	=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x	=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x	=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x	=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x	=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x	=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x	=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x	=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x	=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x	=	$	-
390136	Minor Hot Mix Asphalt	TON		x	=	$	-
XXXXXX	Some Item	Unit		x	=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
71013X	Remove Culvert	EA/LF		x		=	$	-
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF	1	x	250,550.00	=	$	250,550
710262	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Insert Type)	LF		x		=	$	-
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thic	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS $ 250,600

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS	1	x	10,000.00	=	$	10,000
080050x	Progress Schedule (Monthly Update)	EA	22	x	2,000.00	=	$	44,000
0800XX	Maintain GRN	LS		x	2,310,000.00	=	$	-
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	10,000.00	=	$	10,000
141120	Treated Wood Waste	LB		x		=	$	-
839750	Remove Concrete Barrier	LF	2,266	x	30.00	=	$	67,980
839752	Remove Guardrail	LF		x		=	$	-
710167	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
832005	Midwest Guardrail System	LF	300	x	225.50	=	$	67,650
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA		x		=	$	-
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA	2	x	100,000.00	=	$	200,000
8331XX	Concrete Barrier (Insert Type)	LF	2,266	x	300.00	=	$	679,800
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
83954X	Transition Railing (Insert Type)	EA		x		=	$	-
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Insert Type)	EA						

TOTAL SPECIALTY ITEMS $ 1,079,500

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Biological Mitigation (on-site)	LS		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-
						Subtotal Environmental Mitigation	*$*	*-*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
204096	Maintain Existing Planted Areas	LS		x		=	$	-
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
200114	Rock Blanket	SQFT/SQYD		x		=	$	-
200122	Weed Germination	SQYD		x		=	$	-
995100	Water Meter Charges	LS		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-
						Subtotal Landscape and Irrigation	*$*	*-*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
210300	Hydromulch	SQFT		x		=	$	-
210420	Straw	SQFT		x		=	$	-
210430	Hydroseed	SQFT		x		=	$	-
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT						
						Subtotal Erosion Control	*$*	*-*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS		x		=	$	-
130200	Prepare WPCP	LS	1	x	10,000.00	=	$	10,000
130100	Job Site Management	LS	1	x	1,998,000.00	=	$	1,998,000
130330	Storm Water Annual Report	EA		x		=	$	-
130310	Rain Event Action Plan	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130900	Temporary Concrete Washout	LS		x		=	$	-
130710	Temporary Construction Entrance	EA		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA	340	x	164.71	=	$	56,000
130730	Street Sweeping	LS		x		=	$	-
						Subtotal NPDES	*$*	*2,064,000*

						TOTAL ENVIRONMENTAL	**$**	**2,064,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-
066596	Additional Water Pollution Control**	LS	1	x	5,000.00	=	$	5,000
066597	Storm Water Sampling and Analysis***	LS		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-
						Subtotal Supplemental Work for NDPS	*$*	*5,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
5680XX	ATM Gantry (2 Post Sign Structure- Furnish and Install)	EA	11	x	650,000.00	=	$	7,150,000
5680XX	Install CCTV on 40' Pole	EA	256	x	150,000.00	=	$	38,400,000
5680XX	ATM Lane Management Sign	EA	69	x	6,500.00	=	$	448,500
5680XX	ATM Dynamic Message Sign	EA	12	x	84,000.00	=	$	1,008,000
5680XX	ATM Variable Advisory Speed Sign	EA	24	x	19,000.00	=	$	456,000
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
56804X	Remove Sign Structure	EA/LS		x		=	$	-
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA		x		=	$	-
870009	Maintaining Existing Traffic Management System Elements During Construction	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS	1	x	3,000,000.00	=	$	3,000,000
XXXXX	ATMS Software Enhancements, Decision Support System (DSS) expansion and Inventory Updat	LS	1	x	4,000,000.00	=	$	4,000,000
XXXXX	RMS Configuration at venue ramps	LS	1	x	1,500,000.00	=	$	1,500,000
XXXXX	Connections between Traffic Signals for Dynamic Corridor Ramp Metering System (DCRMS)	LS	1	x	3,277,500.00	=	$	3,277,500
XXXXX	AI-Based Enforcement	LS	1	x	3,500,000.00	=	$	3,500,000
XXXXX	Satellite communication (Starlink) backup links at TOSNET IP Nodes and fiber trunkline enhancemer	LS	1	x	2,000,000.00	=	$	2,000,000
XXXXX	Some Item	Unit		x		=	$	-

Subtotal Traffic Electrical $ 64,740,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
820840	Roadside Sign - One Post	EA		x		=	$	-
820850	Roadside Sign - Two Post	EA	600	x	1,000.00	=	$	600,000
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-
820890	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
8208XX	Roadside Sign - Barrier Mounted	EA		x		=	$	-
8208XX	Remove Roadside Sign - Barrier Mounted	EA		x		=	$	-
820900	Install Roadside sign Panel on Existing Post	EA		x		=	$	-
820310	Remove Roadside sign Panel	EA		X		=	$	-
8208XY	Roadside Sign - Overhead Sign Overlay	EA		x		=	$	-
8208XZ	Roadside Sign - Existing Overlay	EA		x		=	$	-
846020	Remove Painted Traffic Stripe	LF		x		=	$	-
141102	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-
846025	Remove Painted Pavement Marking-Restoration	SQFT		x		=	$	-
820250	Remove Roadside Sign	EA		x		=	$	-
820530	Reset Roadside Sign	EA		x		=	$	-
820610	Relocate Roadside Sign	EA		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT		x		=	$	-
120165	Channelizer (Surface Mounted)	EA		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility) -Restoration	SQFT		x		=	$	-
120090	Construction Area Signs	LS	1	x	374,100.00	=	$	374,100
84XXXX	Permanent Pavement Delineation	LS	1	x	3,000,000.00	=	$	3,000,000

Subtotal Traffic Signing and Striping $ 3,974,100

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
12865X	Portable Changeable Message Sign	EA/LS		x		=	$	-

Subtotal Traffic Management Plan $ -

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
129108	Temporary Crash Cushion TL-3	EA	22	x	4,000.00	=	$	88,000
120100	Traffic Control System	LS	1	x	2,500,000.00	=	$	2,500,000
129110	Temporary Crash Cushion	EA		x		=	$	-
120320	Temporary Barrier System	LF	3,500	x	58.00	=	$	203,000
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ 2,791,000

TOTAL TRAFFIC ITEMS $ 71,505,100

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x		=	$	-
26020X	Class 2 Aggregate Base	CY/TON		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
128601	Temporary Signal System	LS		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 74,899,200

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items - No Local Road Upgrades 0.0% $ -

8B - Bike Path Items

Bike Path Items - No Local Road Upgrades 0.0% $ -

8C - Other Minor Items

Other Minor Items - No Local Road Upgrades 3.5% $ 2,621,472

Total of Section 1-7 $ 74,899,200 x 3.5% = $ 2,621,472

TOTAL MINOR ITEMS **$ 2,621,500**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code								
999990	Total Section 1-8	$	77,520,700	x	10%	=	$	7,752,070

TOTAL ROADWAY MOBILIZATION **$ 7,752,100**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		=	$	-
066094	Value Analysis	LS		x		=	$	-
066070	Maintain Traffic	LS	1	x	100,000.00	=	$	100,000
066919	Dispute Resolution Board	LS	1	x	50,000.00	=	$	50,000
066921	Dispute Resolution Advisor	LS		x		=	$	-
066015	Federal Trainee Program	LS		x		=	$	-
066610	Partnering	LS		x		=	$	-
066204	Remove Rock and Debris	LS		x		=	$	-
066222	Locate Existing Crossover	LS		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ 5,000

Total Section 1-8 $ 77,520,700 4% = $ 3,100,828

TOTAL SUPPLEMENTAL WORK **$ 3,255,900**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	473,000.00	=	$473,000
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS	1	x	3,902,000.00	=	$3,902,000
XXXXXX	Partnering	LS	1	x	110,000.00	=	$110,000
066065	Tow Truck Service Patrol	LS	1	x	9,324,400.00	=	$9,324,400
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	77,520,700		3%	= $	2,325,621

TOTAL STATE FURNISHED **$16,135,100**

SECTION 12: TIME-RELATED OVERHEAD

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **3%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	400	X	$5,814	=	$2,325,700

TOTAL TIME-RELATED OVERHEAD **$2,325,700**

SECTION 13: ROADWAY CONTINGENCY*

Total Section 1-12	$	106,989,500	x	**15%**	=	$16,048,425

TOTAL CONTINGENCY* **$16,048,500**

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$150		$150		$0
COST OF EACH	**$0**		**$0**		**$0**

	Building 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures Date

EA: 07-50320 PID: 713000197

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		*Escalated Value*
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	150,000	$	150,000
	A2)	Acquisition of Offsite Mitigation	$	0	$	0
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	0	$	0
	B2)	Potholing (Design Phase)	$	0	$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	$	0	$	0
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	0	$	0
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	204,000	$	271,691

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$354,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$421,700**
N)	**RIGHT OF WAY SUPPORT**	**$100,018**

Support Cost Estimate Prepared By	Carly Corona Project Coordinator[1]	(213) 266-3631 Phone
Utility Estimate Prepared By	Michele Graves Utility Coordinator[2]	(213) 269-0486 Phone
R/W Acquisition Estimate Prepared By	Carly Corona Right of Way Estimator[3]	(213) 266-3631 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

DO NOT PRINT THIS SHEET AS PART OF COST ESTIMATE ATTACHMENT TO PROJECT INITIATION OR APPROVAL DOCUMENTS.

EA: 07-50320 PID: 713000197

IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

		Unescalated-Risk Loaded					Escalated (4.2% per year for ETC, effective 1/2/2018)				
Total by FY		**PA&ED**	**PS&E**	**RW**	**CON**	**Total $**	**PA&ED**	**PS&E**	**RW**	**CON**	**Total $**
<2015/16	Expended										
	ETC										
2016/17	Expended										
	ETC										
2017/18	Expended										
	ETC										
2018/19	Expended										
	ETC										
2019/20	Expended										
	ETC										
2020/21	Expended										
	ETC										
2021/22	Expended										
	ETC										
2022/23	Expended										
	ETC										
2023/24	Expended										
	ETC										
2024/25	Expended					**$1,018,000**					**$1,018,000**
	ETC	$1,018,000					$1,018,000				
2025/26	Expended					**$9,118,299**					**$9,912,997**
	ETC	$0	$9,038,299	$80,000			$0	$9,826,025	$86,972		
2026/27	Expended				$2,662,900	**$9,748,991**				$2,894,983	**$10,598,656**
	ETC		$7,074,091	$12,000				$7,690,628	$13,046		
2027/28	Expended					**$10,652,500**					**$11,580,910**
	ETC				$10,652,500					$11,580,910	
2028/29	Expended										
	ETC									$0	
>2029/30	Expended										
	ETC										
EAC (Expended + ETC)		**$1,018,000**	**$16,112,390**	**$92,000**	**$13,315,400**	**$30,537,790**	**$1,018,000**	**$17,516,652**	**$100,018**	**$14,475,893**	**$33,110,563**
Risk Amount from Risk Register						**Escalated Risk Amount**	**$0**	**$0**	**$0**	**$0**	**$0**
Support Escalation Rate		**3.7%**	**3.7%**	**3.7%**	**3.7%**						
Duration to mid-point component		**0.00**	**2.30**	**2.30**	**2.30**						
Total including Risk Amount		**$1,018,000**	**$16,112,390**	**$92,000**	**$13,315,400**	**Total Esc. Support Cost**	**$1,018,000**	**$17,516,652**	**$100,018**	**$14,475,893**	**$33,110,563**
Approved Budget (PRSM)											
Difference (Budget - EAC)		**-$1,018,000**	**-$16,112,390**	**-$92,000**	**-$13,315,400**	**-$30,537,790**	**$1,018,000**	**-$17,516,652**	**-$100,018**	**-$14,475,893**	**-$31,074,563**
Support Ratio (EAC / Cap Cost)		**0.8%**	**12.4%**	**0.1%**	**10.3%**	**23.5%**	**0.8%**	**13.5%**	**0.1%**	**11.2%**	**25.5%**

Total Capital Cost:	**129,753,000**
Total Capital Outlay Support Cost:	**33,110,563**
Overall Percent Support Cost:	**25.5%**

PRSM workplan hours/costs verified against approved MWA:

Office Chief - _____ Date _____

Approved by:

Project Control - _____ Date _____

PROJECT

PLANNING COST ESTIMATE©

EA: 07-50320 PID: 713000197

EA: 07-50320

PID: 713000197

District-County-Route: VAR

PM: VAR

Type of Estimate : Project Scope Summary Report

Program Code : Non-SHOPP

Project Limits : I-5, 10, 5, 105, 110, 210, 405; SR-2, 57, 91, 110, 134, 164; US-101

Project Description: Games Route Network for LA 28 Olympics

Scope : Traffic Management Devices and Temporary Striping

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 62,488,900	$ 65,685,082
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 62,488,900	$ 65,685,082
TOTAL RIGHT OF WAY COST	$ -	$ -
TOTAL CAPITAL OUTLAY COSTS	$ 62,489,000	$ 65,686,000
PA/ED SUPPORT	$ 132,000	$ 132,000
PS&E SUPPORT	$ 4,599,140	$ 4,999,974
RIGHT OF WAY SUPPORT	$ -	$ -
CONSTRUCTION SUPPORT	$ 11,238,500	$ 12,217,982
TOTAL SUPPORT COST	$ 15,970,000	$ 17,350,000
TOTAL PROJECT COST	$ 78,500,000	$ 83,036,000 *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	7	/	2025
Estimated Construction Start (Month/Year)	12	/	2026
Number of Working Days =	400		
Estimated Mid-Point of Construction (Month/Year)	2	/	2028
Estimated Construction End (Month/Year)	4	/	2029

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	8/15/2025
PA/ED Approval	1/30/2025
PS&E	10/13/2026
RTL	7/13/2026
Begin Construction	12/14/2026

Reviewed by District O.E. or Cost Estimate Certifier	Ragy Samy	12/2/2025	(213) 269-1218
	Office Engineer / Cost Estimate Certifier	**Date**	**Phone**
Approved by Project Manager	Manny T. Marcos	12/19/2026	(213) 218-8974
	Project Manager	**Date**	**Phone**

I. ROADWAY-STAGING ITEMS SUMMARY

	Section	Cost
1	Earthwork	$ -
2	Pavement Structural Section	$ -
3	Drainage	$ -
4	Specialty Items	$ 4,928,000
5	Environmental	$ 51,000
6	Traffic Items	$ 36,514,000
7	Detours	$ -
8	Minor Items	$ -
9	Roadway Mobilization	$ 4,149,300
10	Supplemental Work	$ 1,814,900
11	State Furnished	$ 5,635,900
12	Time-Related Overhead	$ 1,244,800
13	Total Roadway Contingency	$ 8,151,000
	TOTAL ROADWAY-STAGING ITEMS	**$ 62,488,900**

Estimate Prepared By :	Isaias Pedroza Transportation Engineer	12/15/2025	(213) 269-1733
	Name and Title	Date	Phone
Estimate Reviewed By :	Jennifer Nguyen Transportation Engineer	12/15/2025	(213) 269-1780
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

EA: 07-50320 PID: 713000197

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x	=	$	-
19010X	Roadway Excavation (Insert Type) ADL	CY		x	=	$	-
19801X	Imported Borrow	CY/TON		x	=	$	-
194001	Ditch Excavation	CY		x	=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x	=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x	=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x	=	$	-
17010X	Clearing & Grubbing	LS/ACRE		x	=	$	-
100100	Develop Water Supply	LS		x	=	$	-
19801X	Imported Borrow	CY/TON		x	=	$	-
21012X	Duff	ACRE/SQFT		x	=	$	-
XXXXXX	Some Item	Unit		x	=	$	-

TOTAL EARTHWORK SECTION ITEMS $ -

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)		Cost
401050	Jointed Plain Concrete Pavement	CY		x	=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x	=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	$	-
250401	Class 4 Aggregate Subbase	CY		x	=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x	=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x	=	$	-
280010	Rapid Strength Concrete Base	CY		x	=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x	=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x	=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x	=	$	-
290201	Asphalt Treated Permeable Base	CY		x	=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x	=	$	-
397005	Tack Coat	TON		x	=	$	-
377501	Slurry Seal	TON		x	=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x	=	$	-
370001	Sand Cover (Seal)	TON		x	=	$	-
731530	Minor Concrete (Textured Paving)	CY		x	=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x	=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x	=	$	-
398100	Remove Asphalt Concrete Dike	LF		x	=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x	=	$	-
398300	Remove Base and Surfacing	CY		x	=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x	=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x	=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x	=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x	=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x	=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x	=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x	=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x	=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x	=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x	=	$	-
390136	Minor Hot Mix Asphalt	TON		x	=	$	-
XXXXXX	Some Item	Unit		x	=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
71013X	Remove Culvert	EA/LF		x		=	$	-
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Insert Type)	LF		x		=	$	-
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thic	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS $ -

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS		x		=	$	-
080050x	Progress Schedule (Monthly Update)	EA		x		=	$	-
0800XX	Maintain GRN	LS	1	x	4,928,000.00	=	$	4,928,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS		x		=	$	-
141120	Treated Wood Waste	LB		x		=	$	-
839750	Remove Concrete Barrier	LF		x		=	$	-
839752	Remove Guardrail	LF		x		=	$	-
710167	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
8320XX	Midwest Guardrail System (Insert Type)	LF		x		=	$	-
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA		x		=	$	-
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
8331XX	Concrete Barrier (Insert Type)	LF		x		=	$	-
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
83954X	Transition Railing (Insert Type)	EA		x		=	$	-
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Insert Type)	EA						

TOTAL SPECIALTY ITEMS $ 4,928,000

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Biological Mitigation (on-site)	LS		x		= $	-
80010X	Temporary Fence (Insert Type)	LF		x		= $	-
130670	Temporary Reinforced Silt Fence	LF		x		= $	-
					Subtotal Environmental Mitigation		*$ -*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
20XXXX	Highway Planting	LS		x		= $	-
20XXXX	Irrigation System	LS		x		= $	-
204099	Plant Establishment Work	LS		x		= $	-
20XXXX	Follow-up Landscape Project	LS		x		= $	-
206405	Remove Irrigation Facility	LS		x		= $	-
204096	Maintain Existing Planted Areas	LS		x		= $	-
206400	Check and Test Existing Irrigation Facilities	LS		x		= $	-
21011X	Imported Topsoil	CY/TON		x		= $	-
200114	Rock Blanket	SQFT/SQYD		x		= $	-
200122	Weed Germination	SQYD		x		= $	-
995100	Water Meter Charges	LS		x		= $	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		= $	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		= $	-
					Subtotal Landscape and Irrigation		*$ -*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost
211111	Permanent Erosion Control Establishment Work	LS		x		= $	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		= $	-
210350	Fiber Rolls	LF		x		= $	-
210360	Compost Sock	LF		x		= $	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		= $	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		= $	-
210300	Hydromulch	SQFT		x		= $	-
210420	Straw	SQFT		x		= $	-
210430	Hydroseed	SQFT		x		= $	-
210610	Compost	CY		x		= $	-
210630	Incorporate Materials	SQFT					
					Subtotal Erosion Control		*$ -*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
130300	Prepare SWPPP	LS		x		= $	-
130200	Prepare WPCP	LS		x		= $	-
130100	Job Site Management	LS		x		= $	-
130330	Storm Water Annual Report	EA		x		= $	-
130310	Rain Event Action Plan	EA		x		= $	-
130320	Storm Water Sampling and Analysis Day	EA		x		= $	-
130520	Temporary Hydraulic Mulch	SQYD		x		= $	-
130550	Temporary Hydroseed	SQYD		x		= $	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		= $	-
130640	Temporary Fiber Roll	LF		x		= $	-
130900	Temporary Concrete Washout	LS		x		= $	-
130710	Temporary Construction Entrance	EA		x		= $	-
130610	Temporary Check Dam	LF		x		= $	-
130620	Temporary Drainage Inlet Protection	EA	340	x	150.00	= $	51,000
130730	Street Sweeping	LS		x		= $	-
					Subtotal NPDES		*$ 51,000*

					TOTAL ENVIRONMENTAL		**$ 51,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		= $	-
066596	Additional Water Pollution Control**	LS	1	x	5,000.00	= $	5,000
066597	Storm Water Sampling and Analysis***	LS		x		= $	-
XXXXXX	Some Item	LS		x		= $	-
					Subtotal Supplemental Work for NDPS		*$ 5,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
5680XX	ATM Gantry	EA		x		=	$	-
5680XX	Install CCTV on 40' Pole	EA		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
56804X	Remove Sign Structure	EA/LS		x		=	$	-
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA		x		=	$	-
870009	Elements During Construction	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
XXXXX	Some Item	Unit		x		=	$	-

Subtotal Traffic Electrical $ -

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
820840	Roadside Sign - One Post	EA		x		=	$	-
820850	Roadside Sign - Two Post	EA		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-
820890	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
8208XX	Roadside Sign - Barrier Mounted	EA	300	x	10,000.00	=	$	3,000,000
8208XX	Remove Roadside Sign - Barrier Mounted	EA	300	x	2,000.00	=	$	600,000
820900	Install Roadside sign Panel on Existing Post	EA	2,400	x	300.00	=	$	720,000
820310	Remove Roadside sign Panel	EA	1,200	X	200.00	=	$	240,000
820870	Install Sign Overlay	SQFT	400	x	6,250.00	=	$	2,500,000
8208XZ	Roadside Sign - Existing Overlay	EA	1,200	x	80.00	=	$	96,000
846020	Remove Painted Traffic Stripe	LF	7,054,080	x	0.85	=	$	5,995,968
141102	Remove Yellow Painted Traffic Stripe (Hazardous \	LF	881,760	x	1.70	=	$	1,498,992
846025	Remove Painted Pavement Marking	SQFT	64,512	x	4.00	=	$	258,048
846025	Remove Painted Pavement Marking-Restoration	SQFT	10,800	x	4.00	=	$	43,200
820250	Remove Roadside Sign	EA		x		=	$	-
820530	Reset Roadside Sign	EA		x		=	$	-
820610	Relocate Roadside Sign	EA		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night '	LF	7,054,080	x	1.50	=	$	10,581,120
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	10,800	x	10.00	=	$	108,000
120165	Channelizer (Surface Mounted)	EA	58,000	x	50.00	=	$	2,900,000
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility) -Restoration	SQFT	64,512	x	10.00	=	$	645,120
120090	Construction Area Signs	LS	1	x	827,550.00	=	$	827,550
84XXXX	Permanent Pavement Delineation	LS	1	x	3,000,000.00	=	$	3,000,000

Subtotal Traffic Signing and Striping $ *33,013,998*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
12865X	Portable Changeable Message Sign	EA/LS		x		=	$	-

Subtotal Traffic Management Plan $ -

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
129108	Temporary Crash Cushion TL-3	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	3,500,000.00	=	$	3,500,000
129110	Temporary Crash Cushion	EA		x		=	$	-
120320	Temporary Barrier System	LF		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ *3,500,000*

TOTAL TRAFFIC ITEMS **$ 36,514,000**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		= $	-
19801X	Imported Borrow	CY/TON		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
26020X	Class 2 Aggregate Base	CY/TON		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
80010X	Temporary Fence (Insert Type)	LF		x		= $	-
XXXXXX	Some Item	LS		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 41,493,000

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items					
	ADA Items - No Local Road Upgrades		0.0%	$	-
8B - Bike Path Items					
	Bike Path Items - No Local Road Upgrades		0.0%	$	-
8C - Other Minor Items					
	Other Minor Items - No Local Road Upgrades		0.0%	$	-
	Total of Section 1-7	$ 41,493,000	x 0.0%	= $	-

TOTAL MINOR ITEMS $ -

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$ 41,493,000	x	10%	= $	4,149,300	

TOTAL ROADWAY MOBILIZATION $ 4,149,300

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= $	-
066094	Value Analysis	LS		x		= $	-
066070	Maintain Traffic	LS	1	x	100,000.00	= $	100,000
066919	Dispute Resolution Board	LS	1	x	50,100.00	= $	50,100
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS		x		= $	-
066610	Partnering	LS		x		= $	-
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	5,000
	Total Section 1-8	$ 41,493,000			4%	= $	1,659,720

TOTAL SUPPLEMENTAL WORK $ 1,814,900

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	450,000.00	=	$450,000
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
0660XX	RR Plan Review	LS		x		=	
066062	RR Flagging	LS	1	x	500,000.00	=	$500,000
066062	COZEEP Contract	LS	1	x	1,356,000.00	=	$1,356,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS	1	x	2,500,000.00	=	$2,500,000
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	41,493,000		2%	= $	829,860

TOTAL STATE FURNISHED **$5,635,900**

SECTION 12: TIME-RELATED OVERHEAD

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **3%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	400	X	$3,112	=	$1,244,800

TOTAL TIME-RELATED OVERHEAD **$1,244,800**

SECTION 13: ROADWAY CONTINGENCY*

Total Section 1-12	$	54,337,900	x	**15%**	=	$8,150,685

TOTAL CONTINGENCY* **$8,151,000**

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$150		$150		$0
COST OF EACH	**$0**		**$0**		**$0**

	Building 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXXX ------ Division of Structures | Date

EA: 07-50320 PID: 713000197

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		*Escalated Value*
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	0	$	0
	A2)	Acquisition of Offsite Mitigation	$	0	$	0
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	0	$	0
	B2)	Potholing (Design Phase)	$	0	$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	$	0	$	0
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	0	$	0
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$0**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$0**
N)	**RIGHT OF WAY SUPPORT**	**$0**

Support Cost Estimate Prepared By	Carly Corona Project Coordinator[1]	(213) 266-3631 Phone
Utility Estimate Prepared By	Michele Graves Utility Coordinator[2]	(213) 269-0486 Phone
R/W Acquisition Estimate Prepared By	Carly Corona Right of Way Estimator[3]	(213) 266-3631 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

DO NOT PRINT THIS SHEET AS PART OF COST ESTIMATE ATTACHMENT TO PROJECT INITIATION OR APPROVAL DOCUMENTS.

EA: 07-50320 PID: 713000197

IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

		Unescalated-Risk Loaded					Escalated (4.2% per year for ETC, effective 1/2/2018)				
Total by FY		**PA&ED**	**PS&E**	**RW**	**CON**	**Total $**	**PA&ED**	**PS&E**	**RW**	**CON**	**Total $**
<2015/16	Expended										
	ETC										
2016/17	Expended										
	ETC										
2017/18	Expended										
	ETC										
2018/19	Expended										
	ETC										
2019/20	Expended										
	ETC										
2020/21	Expended										
	ETC										
2021/22	Expended										
	ETC										
2022/23	Expended										
	ETC										
2023/24	Expended										
	ETC										
2024/25	Expended										
	ETC										
2025/26	Expended					**$3,176,640**					**$3,441,993**
	ETC	$132,000	$3,044,640	$0			$132,000	$3,309,993	$0		
2026/27	Expended					**$1,554,500**					**$1,689,981**
	ETC		$1,554,500	$0				$1,689,981	$0		
2027/28	Expended					**$5,619,250**					**$6,108,991**
	ETC				$5,619,250					$6,108,991	
2028/29	Expended					**$5,619,250**					**$6,108,991**
	ETC				$5,619,250					$6,108,991	
>2029/30	Expended										
	ETC										
EAC (Expended + ETC)		**$132,000**	**$4,599,140**	**$0**	**$11,238,500**	**$15,969,640**	**$132,000**	**$4,999,974**	**$0**	**$12,217,982**	**$17,349,957**
Risk Amount from Risk Register						**Escalated Risk Amount**	**$0**	**$0**	**$0**	**$0**	**$0**
Support Escalation Rate		**3.7%**	**3.7%**	**3.7%**	**3.7%**						
Duration to mid-point component		**0.00**	**2.30**	**2.30**	**2.30**						
Total including Risk Amount		**$132,000**	**$4,599,140**	**$0**	**$11,238,500**	**Total Esc. Support Cost**	**$132,000**	**$4,999,974**	**$0**	**$12,217,982**	**$17,349,957**
Approved Budget (PRSM)											
Difference (Budget - EAC)		**-$132,000**	**-$4,599,140**	**$0**	**-$11,238,500**	**-$15,969,640**	**-$132,000**	**-$4,999,974**	**$0**	**-$12,217,982**	**-$17,349,957**
Support Ratio (EAC / Cap Cost)		**0.2%**	**7.0%**	**0.0%**	**17.1%**	**24.3%**	**0.2%**	**7.6%**	**0.0%**	**18.6%**	**26.4%**

Total Capital Cost:	**65,686,000**
Total Capital Outlay Support Cost:	**17,349,957**
Overall Percent Support Cost:	**26.4%**

PRSM workplan hours/costs verified against approved MWA:

Office Chief - _____ Date _____

Approved by:

Project Control - _____ Date _____

ATTACHMENT F
ENVIRONMENTAL DOCUMENT

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION

DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Los Angeles 2028 Olympic Games Route Network

DIST-CO-RTE: 07/11/12-LA/OC/SD-Various Routes **PM/PM:** Various

EA: 07-50320 **Federal-Aid Project Number/EFIS:**0724000249 **CE:** 202503008

Project Description:

The Los Angeles 2028 Olympics Games Route Network (LA 28 GRN) on the state highway system (SHS) focuses on providing a secure and efficient transportation system for Games vehicles traveling between official venues along the SHS. Please see more information on the Continuation Sheet.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable –** Caltrans is not the CEQA Lead Agency

☐ **Not Applicable –** Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☒ **Exempt by Statute.** (PRC 21080(b)(7); 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class** 1(c). (PRC 21084; 14 CCR 15300 et seq.)

☒ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Thoa Le		12/4/2025
Print Name	Signature	Date

Project Manager

Manny T. Marcos		12/4/2025
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☒ Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☐ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☐ 23 CFR 771.117(c): activity (c)(Enter activity number)

☐ 23 CFR 771.117(d): activity (d)(Enter activity number)

☐ Activity listed in Appendix A of the MOU between FHWA and Caltrans

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Not Applicable		
Print Name	Signature	Date

Project Manager/ DLA Engineer

Not Applicable		
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): Not Applicable

Date of Environmental Commitment Record or equivalent: 12/3/2025

Continuation sheet:

Introduction

Millions of visitors from around the world are anticipated to visit Los Angeles in the Summer of 2028 for the Olympic and Paralympic Games (LA28 Games). The existing state highway system (SHS) lacks system-wide comprehensive and cohesive ability to accommodate the anticipated traffic volume, actively monitor conditions, detect incidents, manage traffic, and provide accurate and timely travel information in real time. Therefore, dedicated travel lanes are needed to ensure reliable, secure, and timely transportation for key Olympic and Paralympic participants and officials between competition and non-competition locations. In addition, there is a need to minimize delays, reduce traffic-related risks, and maintain the smooth flow of operations during the duration of the LA28 Games.

The Los Angeles 2028 Games Route Network (LA28 GRN or project) proposes system-wide improvements to the performance, reliability, and safety of the SHS by enhancing the capability of the California Department of Transportation's (Caltrans') Traffic Management System (TMS). The LA28 GRN would provide long-term system resiliency by enabling real-time data collection, improving monitoring, and allowing more effective dissemination of traveler information particularly during large-scale surges in travel demand associated with regional events, such as the LA28 Games.

Description of Work

Construction of the LA28 GRN or project would be within Caltrans right-of-way (ROW). Construction and operation of the LA28 GRN on local roadways will be cleared by the appropriate local jurisdiction. The scope of work for the LA28 GRN on the SHS would involve the following:

- Permanent Improvements
  - 11 Active Transportation management (ATM) gantries
  - 12 Dynamic Message Sign (DMS)
  - 69 Lane Management Signs (LMS)
  - 24 Variable Advisor Speed Signs (VASS)
  - 256 Closed-circuit television (CCTV) Cameras
- Temporary Operational improvements
  - 210 Centerline Lane-Miles of Games Vehicles & Public Transit Dedicated Managed Lanes (converted from certain existing managed lanes and general-purpose lanes)
  - 300 Barrier Mounted Roadside Signs
  - 400 Overhead Sign Overlays
  - 1200 Roadside Sign Overlays
  - 320 Lane Miles of Pavement Striping
  - 10,800 SQFT Pavement Markings
  - 58,000 EA Channelizers
  - 24/7 Construction and Maintenance Support during Games
- Removal/Restoration
  - 320 Lane Miles Pavement Striping
  - 64,512 SQFT Pavement Marking
  - 58,000 Channelizers

- 400 Overhead Sign Overlays
- 1200 Roadside Sign Overlays
- 210 Dedicated Managed Lanes (converted back to original managed lanes and general purpose lanes)

The LA28 GRN is anticipated to start construction on December 2026, with a completion date of December 2027. During the Olympic and Paralympic events, there will be a construction moratorium placed on all state highways with LA28 GRN routes from June 1, 2028, to September 1, 2028. To ensure the assets are operational, the selected contractor will perform regular inspections and repairs, as appropriate, prior to and during the Games.

Environmental Factors

The TMS improvements would be minor alterations to an existing facility, and no new facilities, structures, or changes to the existing alignment and capacity of the SHS are proposed.

The proposed LA28 GRN was reviewed in accordance with state laws, and environmental measures/commitments were considered to minimize any potential impacts as a result of project implementation on the SHS. These measures/commitments are listed below under *Environmental Commitments*.

Aesthetics

A Visual Impact Assessment Questionnaire was prepared by the Office of Stormwater and Landscape Architecture to determine the visual impact assessment level which resulted in a score of 24 out of 48. Overall, the LA28 GRN SHS routes traverse through highly urbanized areas throughout the great Los Angeles County and parts of Orange County. None of the gantries or CCTV poles will be installed on Designated Scenic Highway or Eligible Scenic Highway. Therefore, minor visual changes to the environment would occur. However, SR-2, SR-210, SR-110, and SR-134 traverse through mountainous areas characterized by scenic mountain ridgelines and natural features. A Scenic Resource Evaluation document will be required for the Plans, Specifications, and Estimates (PS&E) Phase identify opportunities for context-sensitive design. Additionally, any landscape area and irrigation infrastructure disturbed by construction activities shall be restored and replaced in kind.

Transportation

A Games Living Model for the proposed LA28 GRN was developed in coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) and the LA28 Games Mobility Executives (GME) to reflect the impact of an estimated 1.2 million additional vehicles including buses, trucks, and cars on mainlines of the SHS during the LA28 Games. The analysis compared the traffic performance between the 2028 No Games and 2028 With Games scenarios. The two scenarios incorporated projected background traffic growth, Games-related demand (Games Family, spectators, workforce, Games Enhanced Transit Service [GETS] buses), and the designation of Games Lanes on the SHS; and assessed two specific hours (AM and PM peak hour) on Day 10 of the LA28 Games. Based on the LA28 Organizing Committee's draft competition schedule, Day 10 is the day with the greatest number of event tickets that is not a Friday, Saturday or Sunday.

The SHS mainlines that would be affected by the LA28 GRN are considered major thoroughfares within Southern California, particularly I-405, I-10, and SR-101. During construction and activation of the LA28 GRN on the SHS, the proposed game dedicated lane and associated ramp closures are anticipated to result in temporary increases to traffic volumes in the general-purpose lanes due to the shift of background traffic from managed lanes to general purpose lanes; thereby temporarily impacting the commuters and the traveling public who regularly use these routes. However, once the LA28 Games are complete the temporary operational improvements on the SHS would be removed, and changes to the traffic pattern along the SHS would be returned to pre-project or no-game conditions. Therefore, no significant transportation/traffic effect is anticipated due to the project.

In an effort to minimize any potential temporary traffic effects, prior to the activation of the LA28 GRN a construction moratorium, per non-standard special provisions (NSSP) 12-4.02C(3)(e)), would be placed on all SHS affected by the LA28 GRN to minimize traffic delays. The moratorium would restrict work or closures along the LA28 GRN on the SHS from June 1, 2028, to September 1, 2028. During construction and activation of the LA28 GRN on the SHS Caltrans would implement a Transportation Management Plan (TMP) to reduce traffic conflicts and delays on the SHS. The TMP would include strategies to provide public information, information for motorists, incident management, standard construction strategies, demand management, and alternative routes. Specific strategies of the TMP are listed under *Environmental Commitments*.

Parallel efforts to identify specific Traffic Demand Management (TDM) strategies and locations are on-going as part of separately led efforts by multiple agencies; including Southern California Association of Governments (SCAG) and LA Metro, to address the transportation demands of this large-scale-event and increase the efficiency of the affected routes and transportation system. In this high-demand context, TDM strategies are key to reducing the number of vehicles on the road while expanding access to a diverse range of travel options. Therefore, a generalized TDM factor was applied in the Games Living Model to reduce non-Games-related trips by 10 percent for the With Games scenario.

In addition to the benefits resulting from the generalized TDM factor applied in the model, further TDM reduction and temporary congestion management may be achieved as TDM plans are finalized to further improve operations on general purpose lanes. The objective of the TDM strategies are to ultimately reduce the number of vehicle trips and non-Games related traffic in the Los Angeles region by 20 percent. As part of the multi-agency effort to develop TDMs, SCAG has developed a *Games TDM Resource Guide* for mega-events like the LA28 Games. For the LA28 Games, the most effective strategies would focus on shifting the mode and timing of travel, and critically, reducing background or base load demand to make room for the additional trips generated by spectators, athletes, staff, and media. These TDM strategies include reaching out to spectators/tourists, businesses, commuters and residents through traditional media, city and participating organization websites, social media blasts, wayfinding, newsletters and brochures, billboard and digital displays. Thereby providing early and ongoing public information, real-time transit and traffic updates for wayfinding, latest information on local policies and requirements and to encourage and highlight commuter benefits, telework options to employers, and transit incentives for alternative modes of travel to reduce peak congestion and car trips.

LA Metro has also prepared the *Special Event Transportation – Guidance and Opportunities (SET GO) Playbook* that LA Metro and partnering transportation agencies developed as a comprehensive resource to implement a seamless transit experience for large scale transit and transportation projects. The *SET GO Playbook* includes sections on marketing, communication, and solutions to be implemented during the LA28 Games; strategies and best management practices required to successfully deliver large scale events. This includes maximizing parking capacity at park-and-ride facilities, expanding bus services to and from park-and-ride facilities, retrofits to fleets for reliable service, wayfinding signage, deployment of LA Metro Ambassadors at key locations and stations, clear messaging, real time-coordination for bus and/or rail integration during the event, and integrated ticketing into event experiences. These strategies would promote car-free travel and advance sustainability by reducing congestion and emissions.

The TMP strategies would minimize traffic conflicts and delays on the SHS during construction and activation of the LA28 GRN on the SHS. Concurrently, implementation of TDM strategies would create a comprehensive transit network that would accelerate the shift to non-driving modes by improving mobility and access and support the LA28 GRN's ability to create a more efficient regional transportation system before, during and after the LA28 Games. These strategies may be further developed during the PS&E Phase. Further, as venues and routes are finalized during PS&E, additional traffic modeling will be conducted to account for changes to the GRN.

Air Quality

An Air Quality and Greenhouse (GHG) Gas Assessment was prepared by the Air Quality Branch (AQB) for the proposed LA28 GRN. Site preparation and roadway construction will involve clearing, cut-and-fill, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by the activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include carbon monoxide (CO), Nitrogen Oxide (NO_X), volatile organic compounds (VOCs), directly emitted particulate matters (PM_{10} and $PM_{2.5}$), and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Since the proposed LA28 GRN would be implemented to accommodate the SHS GRN for 3 months in 2028 and then restore the SHS facilities back to their original configurations, the LA28 GRN's operational effects are evaluated for conditions during the LA28 Games. Day 10 of the Games was selected to represent the peak day for Olympics activity due to the highest levels of spectators and Olympic workforce demands. The assessed operational emissions show that the emissions of NOx and CO will likely decrease in 2028 with or without LA28 Games. However, Day 10 of the LA28 Games will likely result in increase in emissions of all criteria pollutants when compared to the No-Games conditions, including PMs and NOx, due to the high traffic demands from spectators and Olympics workforce in addition to the background commuting traffic.

The LA28 GRN is located in the lower desert portion of Los Angeles County and partially in Orange County and San Diego County. It is within the boundary of the South Coast Air Basin (SCAB) and within the jurisdictions of the South Coast Air Quality Management District (SCAQMD) and San Diego County Air Pollution Control District (SDAPCD). The LA28 GRN must comply with the Implementation Rule 403 to minimize temporary emissions during construction of the LA28 GRN as applicable and appropriate. Objectionable odors would be mainly related to operation of diesel-powered equipment and off-gas emissions during roadbuilding activities, such as paving and asphalting. Therefore, the LA28 GRN shall comply with Rule 1113 which limits the amount of volatile organic compounds (VOC) emissions from paving, asphalt, concrete curing, and cement coatings operations and all applicable AQMD Rules. Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible. The AQB will coordinate approval of the NSSP 14-9.05 which implements rules applicable for the LA28 GRN. These provisions and measures are listed below under *Environmental Commitments*.

The LA28 GRN also overlaps with several State Assembly Bill 617 Communities (East Los Angeles/ Boyle Heights/ South Los Angeles, and Wilmington/Carson/West Long Beach). In order to help address public health disparities in underserved communities, consistent with one of the action items of Caltrans' Strategic Plan Goal to "Advance Equity and Livability in All Communities," Caltrans now requires use of Tier 4 engines for off-road diesel-fueled vehicles. The AQB will coordinate with Headquarters for approval of NSSPs 5-1.33 and 7-1.02c to mandate contractors to use Tier 4 engines during construction.

Implementation of other strategies or commitments, some of which may also be required for other purposes such as the aforementioned construction moratorium (NSSP 12-4.02C(3)(e)), TMP, and TDMs would reduce air quality impacts during construction and operation of the LA28 GRN. The TMP and TDM strategies would support and accelerate the shift to non-driving modes and support the LA28 GRN's ability to create a more efficient transportation system before, during, and after the LA28 Games which would also reduce congestion, improve air quality. Additional measures may include standard storm water pollution control measures, contractor compliance with Standard Specification (SS) 14-9, application of water or dust palliative, use of soil binder, truck washing, locating equipment and material storage away from residential and park uses, and scheduling construction traffic to reduce congestion during peak hours

Greenhouse Gas (GHG)

The Environmental Division has evaluated this non-capacity-increasing project for Greenhouse Gas (GHG) emissions and other climate change impacts. Although the proposed LA28 GRN would not add any additional capacity to the SHS, during the 3-month GRN activation, temporary GHG emissions would be unavoidable due to the amount of LA 28 participants and visitors that would increase traffic volumes in the general-purpose lanes along the existing SHS routes affected by the LA28 GRN. However, it is important to note that the traffic volume increase along these routes is anticipated with or without the project. Additionally, the LA28 GRN SHS corridors currently experience significant recurrent and non-recurrent congestion partially due to insufficient or outdated TMS infrastructure that limits the ability of the Los Angeles Regional Transportation Management Center (LARTMC) to actively monitor conditions. The existing SHS system deficiencies lack ability

to accommodate high traffic volumes during events, actively monitor conditions, detect incidents, manage traffic, and provide accurate and timely travel information. However, the proposed TMS system improvements would reduce GHG by updating field elements and communication systems, expanding detection devices and traveler information tools, improving the efficiency of operation and monitoring systems, reducing incident-related delays, improving travel time reliability and traffic congestion, and enhancing travel safety within the transportation network during and post the LA28 Games. Further, as discussed in the *Air Quality* and *Transportation* sections, measures and TDMs strategies to reduce traffic impacts and promote car-free travel would also reduce temporary GHG emissions as a result of project implementation.

The LA28 GRN on the SHS consists of over 200 centerline-miles of highways throughout District 7, 11, and 12 on highways 2, 5, 10, 57, 91, 101, 105, 110, 134, 210, and 405. In regard to climate change, the LA28 GRN SHS alignment is not located in a floodplain or other location at risk of riverine flooding, and not within the Sacramento-San Joaquin Delta. Portions of the LA28 GRN SHS alignment are within the Coastal Zone and high fire hazard severity zones. However, the LA28 GRN is not at risk of future sea level rise impacts and the affected highways are existing structures; therefore, the proposed LA28 GRN components would not conflict with an adopted emergency plan, exacerbate wildfire risk, or expose people to risks related to wildfire pollutants or runoff slope instability and changes to drainage. In addition, the LA28 GRN construction would be temporary and would be less than 5 years.

Further, per Senate Bill 1 Section 2030 (e), Caltrans Division of Environmental Analysis, Office of Environmental Management has developed a GHG Reduction Measures Toolbox for use in project development and for the project development team (PDT) to review, evaluate, and consider all feasible and relevant project measures from Tables 1 and 3 of the Toolbox that the project can commit to. If any measures are proposed outside the Tables in the Toolbox, the PDT shall ensure those measures are biddable, buildable, and can be successfully implemented. The applicable measures are listed below under *Environmental Commitments*. Based on the discussion above, the LA28 GRN would not have a substantial impact on regional GHG emissions.

Biological Resources

The Biological Resource Branch reviewed LA28 GRN documentation including aerial and ground imagery (i.e. Google Earth and Google Maps), species list provided the National Marine Fisheries Services (NMFS), U.S. Fish & Wildlife Service (USFWS), and California Department of Fish & Wildlife (CDFW).

All work is within the prism of the roadway/State ROW and minimal project impacts on biological resources are anticipated due to the limits of the LA28 GRN. Impacts resulting from ground disturbance from CCTV pole and gantry installation were further examined to determine whether existing vegetation or sensitive habitat would be disturbed resulting from those actions. The areas of impact are minor in size, within urban environments and/or are existing within Caltrans ROW and would have no impact on sensitive habitats or native vegetation. Indirect impacts from construction will be minimized through incorporation of all appropriate Stormwater and Erosion Control Best Management Practices. There would be no effect on federal/state threatened/endangered species, drainages, or Waters of the

United States (WOUS). Therefore, no state resource agency permits are required for the proposed LA28 GRN. The applicable measures are listed below under *Environmental Commitments*.

Cultural Resources

A Historic Property Survey Report has been prepared by the Cultural Resource Branch and Professionally Qualified Staff (PQS). As a result of record searches, three existing historic properties within the LA28 GRN's Area of Potential Effects (APE) were identified, all of which are also state-owned historical resources on the Master List for the purposes of PRC 5024 compliance. The first is the National Register of Historic Places (NRHP) listed Arroyo Seco Parkway Historic District (ASPHD). The second is the NRHP determined eligible Four Level Interchange, which is also a contributing resource of the ASPHD. The last is the Century Freeway Transitway Historic District (CFTHD). Further, review through desktop reconnaissance and record searches determined that no further historical resources existing within the APE and that no historic property evaluations are necessary; and no known archaeological sites within the Project Area Limits (PAL) would have any project activities taking place within or nearby, and that all ground disturbing activity is within previously disturbed areas of Caltrans ROW.

Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of *No Historic Properties Affected* is appropriate for this undertaking because the following historic properties would not be affected. The vast majority of the proposed LA28 GRN's scope of work are features which are being installed temporarily for a short period of time and would be removed after they are no longer needed for the LA28 Summer Olympics and Paralympic games. Additionally, no permanent features are proposed to be installed within the boundaries of the historic properties, only temporary features. Further, during the K and 0 phase, coordination between the PQS, Project Management and Design worked to identify context sensitive solutions and modification to features in order to have no effect on the historical resources.

Hazards & Hazardous Materials

A Hazardous Waste Assessment was prepared by the OEE for the proposed LA28 GRN. Limited review of the California State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control (DTSC) Envirostor environmental databases to identify potential Recognized Environmental Concerns (REC) with respect to potential soil, soil vapor, and groundwater related to the planned improvements (gantries).

Five closed environmental cleanup cases located within 500 feet of the 11 gantries. Soil contamination associated with these closed environmental cases are contained to their respective property boundaries and would not impact the scope of work. Additionally, groundwater has been reported at varying depths across the LA28 GRN limits; however, groundwater will likely not be encountered during construction activities and dewatering is not anticipated.

Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead:

The proposed installation of roadside improvements items (gantries and MGS) will generate excess soil potentially contaminated with aerially deposited lead (ADL). The ADL Agreement issued by the Department of Toxic Substances Control (DTSC) allows reuse of

soil containing hazardous waste levels of ADL within projects as long as certain conditions are met. Since an ADL investigation has not been performed for this project, it is recommended that all excess soil generated by the LA28 GRN shall be treated as Roadway/Structural Excavation (Type Z-2) (structural excavation is required based on the assumption that some MVPs location may require retaining system to construct). This material is classified as California hazardous waste (non-RCRA) and shall be managed, transported, and disposed of at a permitted Class I disposal facility within the State of California. A comprehensive site investigation (SI) will be performed during PS&E phase to adequately evaluate/recommend the appropriate soil handling and waste management requirements.

Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead Work:

The proposed installation of roadside improvement items (CCTV poles, conduit, pull boxes, and temporary stationary mounted construction area signposts) at existing unpaved areas are considered minimal disturbance of soil with hazardous waste concentrations of ADL. According to Caltrans' ADL guidance document (2010), US EPA allows certain discrete areas of generally dispersed contamination known as Areas of Contamination (AOCs), to be considered as individual waste management unit. All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere. Health and safety precautions and dust control for hazardous waste must be implemented. The General Contractor (GC) shall be notified that lead is present and allow for preparation of a task-specific Lead Compliance Plan (LCP) and lead awareness training as required by Title 8, Section 1532.1 of the California Code of Regulations (8 CCR) and California Occupational Safety and Health Administration (Cal-OSHA) Construction Safety Order.

Removal of Existing Yellow/White Traffic Stripes and/or Pavement Markings Containing Lead (Hazardous and Non-Hazardous):

The existing yellow and non-yellow (white) traffic stripes and/or pavement markings along SHS routes affected by the LA28 GRN would be disturbed/removed as part of the project improvements, which includes removal and restoration of pavement striping/markings. Yellow thermoplastic and/or lead based painted traffic stripes and pavement marking contain elevated lead and chromium, which is regulated as California Hazardous Waste.

Residue produced when these materials are disturbed may contain heavy metals in concentration that exceed hazardous waste thresholds established by the CCR and may produce toxic fumes when heated. Such residue shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines. In addition to the LCP and lead awareness training, as discussed above, the GC shall prepare an Excavation and Transportation Plan (ETP) in conformance with 8 CCR, section 1532.1, "Lead" and Cal-OSHA Construction Safety Order and Caltrans standard special provisions and standard specifications.

Residue from the removal of existing non-yellow (white) thermoplastic/lead based painted traffic stripes and/or pavement marking is classified as non-hazardous waste and can be disposed of at a permitted non-hazardous waste disposal facility within the State of California. However, the GC is also required to develop a task-specific LCP and lead awareness training for worker safety prior to starting the removal operation.

Noise

Because the LA28 GRN would only temporarily re-assign lane usage along the SHS to provide exclusive game dedicated lanes for use by official Olympic vehicles and public transit and does not include increases to capacity and changes to realignment and posted speed limit, the LA 28 GRN is not a Type I project as defined in the 2020 Traffic Noise Analysis Protocol. Therefore, a detailed traffic noise impact study is not required for the LA28 GRN. Although the general-purpose lane volumes would increase as a result of shifting vehicular traffic from the temporarily re-assigned game dedicated lanes during operation of the LA28 GRN, the speed would temporarily decrease, resulting in lower noise levels during peak hours.

The potential construction noise impacts that may affect noise sensitive receptors in the vicinity would need to be addressed by compliance with Section 14-8.02, Sound Control Requirements, of Caltrans standard specifications as well as applicable local, state, and federal regulations.

Environmental Commitments

General Environmental

- All work will remain in Caltrans ROW.
- If LA28 GRN project scope should change for any reason, the Division of Environmental Planning shall be notified to determine whether the current environmental documentation and technical assessments are adequate.

Aesthetics

- Any landscape area and irrigation infrastructure disturbed by construction activities shall be restored and replaced in kind.

Traffic

- NSSP 12-4.02C(3)(e) will enforce a construction moratorium on the SHS.
- The LA28 Games will be a “car free” event with no spectator parking at the venues and general traffic will be prohibited from using the LA28 Game dedicated lanes on the LA28 GRN. Therefore, spectators and workforce will be required to utilize public transportation and/or the GETS buses. The GETS buses are an important element for serving spectators and workforce. It will operate shuttle buses between designated rail/BRT stations, GETS Park & Ride sites, and competition venues. The GETS shuttle buses will be allowed to run in the LA28 Games dedicated lanes on the LA28 GRN.
- Pre-LA28 GRN, during LA28 GRN activation, and post-LA28 GRN, Caltrans will implement a TMP that will include, but are not limited to, the following strategies. Further refinement of TMP measures may occur during PS&E:
    - Public Information
        - SCAG will lead a comprehensive and robust regional PAC that will commence a year prior to the LA28 Games to inform the public about the LA28 Games and the development of the LA28 GRN.

- Construction will notify the Office of Public Affairs and Media Relations at least one month prior to start of Construction to initiate the PAC.
- All project road closures information will be made available to the public via the Caltrans internet website at http://www.dot.ca.gov > Click "Travel" > Click "Planned Closures."

- Motorist Information Strategies
  - Existing CMS located along and in the vicinity of the GRN may be utilized during construction and LA28 Games to provide real-time traffic information to motorists to supplement information displayed on the PCMS.
  - An AWIS will be deployed to mitigate recurring delays and queuing generated due to shifting managed lanes traffic into general purpose lanes during GRN Activation. The AWIS will provide real time information to motorists using PCMS. The PCMS messages and locations will be shown on the Motorist Information Plans that will be developed during the PS&E phase.
  - A number of ramps leading directly to the LA28 venues will be closed for the duration of LA28 Games to provide direct access for LA28 vehicles from the Olympic Village to LA28 venues. Ground Mounted Signs (trailblazer) will be placed along the detour routes during GRN Activation.
- Incident management
  - Implement the COZEEP pre- and post-GRN and prepare cooperative agreement with CHP.
  - FSP is a joint effort between Caltrans and Metro to remove disabled vehicle from the freeway during AM and PM peak hours. FSP beats will be enhanced during GRN Activation by providing additional tow trucks and extending the hours of coverage.
  - The TMT may be deployed during the LA28 Games to assist in managing traffic in the vicinity of the LA28 venues by protecting the end of queue, ramp balancing or encouraging traffic diversion away from the venues.
  - Traffic Surveillance Stations (CCTV) will be installed to monitor traffic conditions along the GRN to assist LARTMC dispatchers to respond to incidents and manage traffic during the LA28 Games.
- Construction Strategies
  - All construction work shall conform to the Lane Requirement Charts that will be included in the "Maintaining Traffic" specification that will be developed during PS&E phase.
  - Construction Work Zone Speed Limit Reduction to improve worker and public safety on SHS, Caltrans' policy issued on 4/19/2019 requires a ten miles per hour (10 mph) speed limit reduction in work zones.
  - Utilization of PWP devices may be implemented during construction to reduce the likelihood of preventable injuries or fatalities to highway workers and the traveling public. Design shall determine if any PWP devices may be included for this project.

        - The project manager should identify and coordinate with other projects concurrently in construction to avoid conflicts in planned lane closures or detours
        - Truck Traffic Restrictions may be required if heavy vehicles are not allowed to traverse through certain segments within the SHS.
        - A Command Post will be established potentially at the TMC or an existing Caltrans Maintenance Yard to coordinate with field staff (i.e. TMT, Maintenance or Construction) to assist with traffic management during the LA28 Games.
    - Demand Management
        - The Public Awareness Campaign will encourage a no vehicles campaign to reduce the traffic demand along and in the vicinity of the LA28 GRN.
        - Park and Ride Lots will be utilized to encourage LA28 Games spectators to use mass transit (light rail trains and buses) instead of driving vehicles to LA28 venues.
        - Variable Work Hours will be recommended to disperse existing commuting hours to reduce the concentration of traffic volumes during existing AM and PM peak hours.
        - Telecommute will be recommended/encouraged to companies that may be able to provide this opportunity to their employees.
        - Ramp Metering adjustments may be necessary for regulating vehicles entering the freeway during LA28 Games to improve the flow of traffic through the GRN.
    - Alternative Routes Strategies
        - Due to ramp closures during LA28 Activation, street improvements (e.g. Traffic Signal Re-Timing) will be implemented by local agencies to enhance traffic flow along designated detour routes.
        - At specific intersections along the designated detour routes where signal re-timing is not effective in managing traffic flow, Traffic Control Officers may be deployed during the LA28 Games.
        - Parking Restrictions may be required along designated detour routes to increase vehicular capacity and storage.
- Ongoing coordination between Caltrans, SCAG, and LA Metro to further develop and implement TDM strategies will be developed in coordination effort with SCAG to increase the efficiency of the affected SHS and transportation system.

Air Quality

- Compliance with NSSP 14-9.05 for all applicable local air districts' (AQMDs and APCDs) pre- and post-construction rules.
- Compliance with NSSPs 5-1.33 and 7-1.02C for the use of Tier 4 engines for off-road diesel-fueled vehicles during construction.
- In the unlikely event that NOA, serpentine, or ultramafic rock is discovered, SCAQMD or SDAPCD should be notified appropriately per Section 93105, Title 17 of the CCR.

GHG

- GHG Reduction Measures Toolbox (Table 1 and Table 3) to be implemented, as feasible:
    - Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
    - Schedule truck trips outside of peak morning and evening commute hours.
    - For improved fuel efficiency from construction equipment:
        - Maintain equipment in proper tune and working condition
        - Use right sized equipment for the job
        - Use equipment with new technologies
    - Use alternative fuels such as renewable diesel for construction equipment.
    - Use solar-powered construction equipment.
    - Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.
    - Salvage rebar from demolished concrete and process waste to create usable fill.
    - Maximize use of recycled materials (tire rubber for example).
    - Recycle existing project features on-site. (For example, MBGR, light standards, Sub-base Granular Material or native material that meets Caltrans specifications for incorporation into new work.)
    - Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).
    - Use recycled water or reduce consumption of potable water for construction.
    - Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.
    - Establish setbacks/buffers from areas identified as vulnerable to climate stressors (Wildfire, Sea-level Rise, etc.)
    - Use corrosion-resistant materials
    - Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.
    - Include measures outlined in regional or local climate adaptation plans. For example: Sacramento Region Transportation Climate Adaptation Plan (SACOG CAP)

Biological Commitments

- Prior to construction, all drain inlets must be protected with Best Management Practices to prevent miscellaneous debris from entering drainage courses.
- All appropriate Stormwater and Erosion Control Best Management Practices will be incorporated into the LA28 GRN specifications.
- All pollution and litter laws and regulations will be followed by the contractor and all personnel on site.
- Existing trees and shrubs should not be removed for CCTV and gantries post installation.

Hazardous Waste

- All excess soil generated by the LA28 GRN shall be treated as Roadway/Structural Excavation (Type Z-2) (structural excavation is required based on the assumption that some MVPs location may require retaining system to construct). This material is classified as California hazardous waste (non-RCRA) and shall be managed, transported, and disposed of at a permitted Class I disposal facility within the State of California.
- All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere.
- Health and safety precautions and dust control for hazardous waste must be implemented.
- The GC shall be notified that lead is present and to prepare a task-specific LCP and Excavation and Transportation Plan (ETP) and implement lead awareness training as required by Title 8, Section 1532.1 of the California Code of Regulations (8 CCR) and Cal-OSHA Construction Safety Order and Caltrans standard special provisions and standard specifications.

Noise

- Standard Specification - Section 14-8.02 (Sound Control Requirements)

ATTACHMENT H
RIGHT-OF-WAY DATA SHEET

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Serious Drought!
Help Save Water!

To: Michael Zwissler , Design Manager
Office of Design
District 7, Los Angeles Office

From: Wayne D. Lee , Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Date: 11/17/2025
EA: 50320
Data Sheet ID NO: ds7147
Project ID # 0724000249

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Michael Zwissler PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of NA after maps to appraisal **(MA).** Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement if required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of NA will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be file and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
1/16/2026	N/A	12/12/2026	12/27/2026	4/1/2029

TO **Michael Zwissler**
ATTN **Michael Zwissler**
SENIOR R/W P&M **Denrick Bautista**
ROUTE VAR
PM_KM VAR
EA 50320

R/W DATA SHEET

ID NO ds7147

Date of Data Sheet 11/17/2025

Project Description Construction of a temporary managed lane network along existing highways throughout Los Angeles County for use by official vehicles for the LA28 Olympic Paralympic Events.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Michael Zwissler to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans		x	
Railroads are depicted on plans	x		
There are Material and/or Disposal Sites Required		x	
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement			x
This is a reimbursable project	x		
There is Hazardous Waste potential	x		

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	**$150,000**	**$150,000**
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)		
Utility relocation costs	**$204,000**	**$273,473**
Estimate of Reimbursed Appraisal Fee		
Total estimated cost	**$354,000**	**$423,473**

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 12/12/26

Data Sheet ID NO: ds7147
ROUTE VAR
PM_KM VAR
EA 50320
ALT

Parcel Count and Py Info

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	POTENTIAL CLEARANCE PARCELS	POTENTIAL CONDEMNATION PARCELS	POTENTIAL EXCESS PARCELS

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	
u5-7	
u5-8	
u5-9	

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	260
205	Railroads	95
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	355

UTILITY INFORMATION

Please See the Utility Conflict Addendum for Complete Utility Information

Are utility easements required? No

Are Utility agreements required? No

Utility types , Facilities & Agreements Description:

Based of Caltrans as-builts and substructures

Total Current Cost $204,000

Const. Completion Date 4/1/2029

Utility Escalation Rate 8%

Total Escalated Cost $273,473

Utility Conflicts
Id- ds7147
EA- 50320

	Description	Quantity	$/Unit	Total Cost
1				
2				
3	Pothole 4" SCG line along Glendale Blvd. PM 14.2 LA02 (ea)	2	2000	4000
4	Pothole 12" SCG line along San Fernando Rd. PM 16.0 LA02	2	2000	4000
5	Pothole LADWP power line along San Fernando Rd. PM 16.0	2	2000	4000
6	Pothole 8" LADWP water line Across LA02 PM 16.85 (ea)	2	2000	4000
7	Pothole AT&T line along LA02 PM 18.55 (ea)	2	2000	4000
8	Pothole 14" in 20" csg Arco oil line across LA10 PM 20.55(ea)	2	2000	4000
9	Pothole 20" City of Alhambra sewer line along LA10 PM 23.3	2	2000	4000
10	Pothole 6" City of Alhambra water line across LA10 PM 23.3	2	2000	4000
11	Pothole 36" LACSD sewer line across LA10 PM 25.7(ea)	2	2000	4000
12	Pothole 30" SCG line across LA10 PM 26.3(ea)	2	2000	4000
13	Pothole SCE line along Peck Rd. LA10 PM 29.42 (ea)	2	2000	4000
14	Pothole 17" SGV Water line along Peck Rd. LA10 PM 29.42	2	2000	4000
15	Pothole SCE line along Valley Blvd. LA10 PM 29.55 (ea)	2	2000	4000
16	Pothole 30" water line along LA10 PM 30.8 (ea)	2	2000	4000
17	Pothole 8" in 22" csg SGV Water line along across LA10 PM	2	2000	4000
18	Pothole 8" Suburban Water Systems water line along W Pacific	2	2000	4000
19	Pothole 8" City of West Covina water line along LA10 PM 35.0	2	2000	4000
20	Pothole 4" SCG along LA10 PM 35.05 (ea)	2	2000	4000
21	Pothole 8" SCG along LA10 PM 35.3 (ea)	2	2000	4000
22	Pothole 12" Suburban Water Systems water line along N	2	2000	4000
23	Pothole SCE line along S Citrus St. LA10 PM 37.47 (ea)	2	2000	4000
24	Pothole SCE line along Barranca St. LA10 PM 38.0 (ea)	2	2000	4000
25	Pothole SCE line along LA10 PM 40.9 (ea)	2	2000	4000
26	Pothole SCE line along Central Ave. LA91 PM 8.45 (ea)	2	2000	4000
27	Pothole 30" SCG line along Central Ave. LA91 PM 8.45 (ea)	2	2000	4000
28	Pothole 4" Shell oil line along Central Ave. LA91 PM 8.45 (ea)	2	2000	4000
29	Pothole 4" Shell oil line along Wilmington Ave. LA91 PM 9.15	2	2000	4000
30	Pothole 6" Shell oil line along Wilmington Ave. LA91 PM 9.15	2	2000	4000
31	Pothole 4" SCG along Pioneer Blvd. LA91 PM 18.1 (ea)	2	2000	4000
32	Pothole 4" SCG along Norwalk St. LA91 PM 18.65 (ea)	2	2000	4000
33	Pothole 16" gas line along Crenshaw Blvd. LA105 PM 4.61 (ea)	2	2000	4000
34	Pothole 8" gas line along Alvarado St. LA101 PM 2.94 (ea)	2	2000	4000
35	Pothole LADWP power line along Alvarado St. LA101 PM 2.94	2	2000	4000

Utility Conflicts
Id- ds7147
EA- 50320

	Description	Quantity	$/Unit	Total Cost
36	Pothole 30" LADWP water line across LA110 PM3.74 (ea)	2	2000	4000
37	Pothole LADWP power line along W79th St. LA110 PM 16.52	2	2000	4000
38	Pothole 4" SCG line along W79th St. LA110 PM 16.52 (ea)	2	2000	4000
39	Pothole 12" LADWP water line along W Mountain Ave. LA210	2	2000	4000
40	Pothole LADWP power line along W Mountain Ave. LA210	2	2000	4000
41	Pothole Paramount oil line across LA405 PM7.6 (ea)	2	2000	4000
42	Pothole 10" gas in 24" csg Air Products & Chemical Inc across	2	2000	4000
43	Pothole 16" Chevron oil line across LA405 PM11.95 (ea)	2	2000	4000
44	Pothole SCE line across LA405 PM20.2 (ea)	2	2000	4000
45	Pothole SCE line across LA405 PM25.48 (ea)	2	2000	4000
46	Pothole Verizon telecom line along LA405 PM 25.75 (ea)	2	2000	4000
47	Pothole 2" in 4" ACP water line across LA405. PM29.2 (ea)	2	2000	4000
48	Pothole 6" Crimson oil line across LA405 PM30.07 (ea)	2	2000	4000
49	Pothole 4" Shell oil line along Sawtelle Blvd. LA405 PM30.07	2	2000	4000
50	Pothole 4" LADWP water line along Beloit Ave. LA405 PM	2	2000	4000
51	Pothole 36" LADWP water line along Sunset Blvd. LA405 PM	2	2000	4000
52	Pothole 8" Shell oil line along Sepulveda Blvd. LA405 PM38.85	2	2000	4000
53	Pothole 6" SCG along El Segundo Blvd. LA405 PM 20.2 (ea)	2	2000	4000

Data Sheet ID NO: ds7147

ROUTE VAR

PM_KM VAR

EA 50320

ALT

RR INFORMATION

Are RR affected: Yes

Describe affected RR: PHL, BNSF, ATAX railroad crossings at PM 8.35, 9.05, 9.27, 9.95

When Branch Lines Or Spurs Are Affected ,would Acquisition And Or Payment Of Damages To Businesses And Or Industries Served By The Railroad Facility Be More Cost Effective Than Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved?

150,000

Explain Branch lines: Expected plan review costs from railroad companies

Discuss Types Of Agreements And Rights Required From The Railroads. Are Grade Xing Requiring Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved.

Broad estimate for potential flagging costs, dependent on necessity, number of working days, and number of locations

RAILROAD COST PERTAINING TO CONSTRUCTION ACTIVITY: $500,000

The cost of flagging related to project construction activity is a Phase 4 cost (construction contract cost). Though noted on the RW data sheet, the estimated flagging cost is not a RW cost, and is not a part of RW Capital.. The estimate is provided so it can be added to the engineer's estimate for construction -- the RR flagging estimate is based on days needed for construction activity.

		DATE
Right of Way Estimate prepared by	**Carly Corona**	**11/17/25**
Railroad Estimate prepared by	**Ethan Yoon**	**5/5/25**
Utilities Estimate prepared by	**Michele Graves**	**6/11/25**

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF Wayne D. Lee 12/18/2025

ATTACHMENT I
STORM WATER DATA REPORT

Dist-County-Route: 07, 11, 12-Var
Post Mile Limits: Var
Project Type: Mobility Operational Improvements
Project ID (EA): 0724000249(50320)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Los Angeles-Region 4

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report.
Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Total Disturbed Soil Area: 0.35 acres New Impervious Surface: 0 acres
Estimated Const. Start Date: 03/01/2029 Estimated Const. Completion Date: 04/01/2030

Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is (M)WELO applicable? Yes ☐ No ☒

This Short Form – Stormwater Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Jennifer Nguyen 11/12/2025

Jennifer Nguyen, *Registered Project Engineer/Landscape Architect* *Date*

I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate:

S Liu 11/17/2025

[Stamp Required at PS&E only]

Shao-Chiang Liu, *District/Regional Design SW Coordinator or Designee* *Date*

1. Project Description

This project proposes to permanently install SHOPP eligible Operational Improvements and Active Transportation Management Systems (ATMS) on various routes and postmiles throughout the project limits. The proposed scope includes:

- Install 11 OH Sign Structures (Gantries).
- Install 256 Closed Circuit Television (CCTV) Camera Systems. Install 12 Dynamic Message Sign (DMS).
- Install 69 Lane Management Signs (LMS).
- Install 24 Variable Advisor Speed Signs (VASS).

Additionally, this project proposes to temporarily install a Games Route Network (GRN). This scope consists of a system of dedicated travel lanes designed to ensure reliable, secure, and timely transportation for key Olympic and Paralympic participants—including athletes, coaches, officials, and broadcasters—between competition and non-competition locations. Developed to support the demanding logistics of the Games, the GRN helps minimize delays, reduce traffic-related risks, and maintain the smooth flow of operations during a period of exceptionally high visitor volume and citywide activity.

- The Total Cost of the Project is $245,900,000.00.
- The Total Disturbed Soil Area (DSA) is calculated as follows:

<u>Roadside Sign- 600 (double posted) locations:</u>

Footing for each post, 8” X 8” = 64 sq.in.
Assume 8” buffer for construction activities, 16” X 16” =256 sq. in.
The Disturbed Soil Area (DSA) = (600x2) =1200 Posts X 256 in^2
=307,200 in^2=0.049 ac

For new CIDH (CAST-IN-DRILLED-HOLE CONCRETE PILE):

78” (6.5’) thickness max, Radius=3.75’, say 4, Depth of CIDH=36’
Area: 3.14x4’x4’=50.24 sqft=0.0011 acres
Number of locations: 11
Total Area: 11x0.0012=0.0121 acres

For new CCTV:

Radius=4’ , Depth=9’
Area: 3.14x4’x4’=50.24 sqft=0.0011 acres
Number of locations: 256
Total Area: 256x0.0011=0.28 acres

Total Disturbed Soil Area (DSA): 0.049+0.0121+0.28=0.35 acres

Total Net New Impervious (NNI): 0 acres
There is no Replaced Impervious Surface (RIS)

Total New Impervious Surface (NIS): 0 acres
ATA Conditions 1 and 2 are both zero due to there being no treatment BMPs impacted, and NIS = 0 acres.

2. Site Data and Stormwater Quality Design Issues

- In Sherman Oaks, the month with the most rain in Sherman Oaks is February, with an average rainfall of 3.4 inches. The rainless period of the year lasts for 5.7 months, from April 26 to October 16.
- Sherman Oaks, the summers are short, hot, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from 46 °F to 87 °F and is rarely below 39 °F or above 96 °F.
- In Glendale, February is the rainiest month in Glendale with 6.7 days of rain, and July is the driest month with only 0.4 rainy days. There are 36.8 rainy days annually in Glendale, which is less rainy than most places in California. The rainiest season is Spring when it rains 49% of the time and the driest is Autumn with only a 4% chance of a rainy day.
- In Glendale, the summers are short, hot, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *47 °F* to *88 °F* and is rarely below *40 °F* or above *96 °F*.
- In Pasadena, the rainy period of the year lasts for 6.2 months, from October 17 to April 24, with a 31-day rainfall of at least 0.5 inches. February is the month with the most rain, with an average rainfall of 3.2 inches. The rainless period of the year lasts for 5.8 months, from April 24 to October 17.
- Pasadena has a Mediterranean climate with typically hotter summers and slightly cooler winters than nearby coastal areas. The average temperature for the year in Pasadena is 63.9 °F (17.7 °C). The warmest month, on average, is August with an average temperature of 74.7 °F (23.7 °C).
- In Sierra Madre, the rainy period of the year lasts for 6.2 months, from October 18 to April 24, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Sierra Madre is February, with an average rainfall of 3.1 inches.
- In Sierra Madre, the summers are hot, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *45 °F* to *89 °F* and is rarely below *38 °F* or above *97 °F*.
- In Culver City, the rainy period of the year lasts for 6.3 months, from October 15 to April 26, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Culver City is February, with an average rainfall of 3.4 inches.
- In Culver City, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *49 °F* to *78 °F* and is rarely below *43 °F* or above *86 °F*.
- In Los Angeles, the rainy period of the year lasts for 6.3 months, from October 16 to April 25, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Los Angeles is February, with an average rainfall of 3.3 inches.

- In Los Angeles, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *48 °F* to *85 °F* and is rarely below *42 °F* or above *93 °F*.
- In Monterey Park, the rainy period of the year lasts for 6.2 months, from October 17 to April 25, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Monterey Park is February, with an average rainfall of 3.2 inches.
- In Monterey Park, the summers are hot, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *46 °F* to *87 °F* and is rarely below *40 °F* or above *95 °F*.
- In West Covina, the rainy period of the year lasts for 6.1 months, from October 19 to April 24, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in West Covina is February, with an average rainfall of 3.1 inches.
- In West Covina, the summers are hot, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *46 °F* to *90 °F* and is rarely below *39 °F* or above *98 °F*.
- In Inglewood, the rainy period of the year lasts for 6.3 months, from October 16 to April 26, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Inglewood is February, with an average rainfall of 3.4 inches.
- In Inglewood, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *49 °F* to *78 °F* and is rarely below *43 °F* or above *85 °F.*
- In West Athens, the rainy period of the year lasts for 6.3 months, from October 17 to April 25, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in West Athens is February, with an average rainfall of 3.3 inches.
- In West Athens, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *49 °F* to *79 °F* and is rarely below *43 °F* or above *87 °F*.
- In Gardena, the rainy period of the year lasts for 6.2 months, from October 18 to April 25, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Gardena is February, with an average rainfall of 3.3 inches.
- In Gardena, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *49 °F* to *78 °F* and is rarely below *44 °F* or above *86 °F*.
- In Paramount, the rainy period of the year lasts for 6.2 months, from October 18 to April 25, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Paramount is February, with an average rainfall of 3.2 inches.
- In Paramount, the summers are short, warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *47 °F* to *83 °F* and is rarely below *41 °F* or above *91 °F*.
- In Buena Park, the rainy period of the year lasts for 6.1 months, from October 19 to April 24, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Buena Park is February, with an average rainfall of 3.1 inches.
- In Buena Park, the summers are short, warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *46 °F* to *85 °F* and is rarely below *39 °F* or above *95 °F*.
- In Fullerton, the rainy period of the year lasts for 6.1 months, from October 20 to April 24, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Fullerton is February, with an average rainfall of 3.1 inches.

- In Fullerton, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *45 °F* to *86 °F* and is rarely below *39 °F* or above *95 °F*.
- In Anaheim, the rainy period of the year lasts for 6.1 months, from October 20 to April 23, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Anaheim is February, with an average rainfall of 3.1 inches.
- In Anaheim, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *46 °F* to *85 °F* and is rarely below *39 °F* or above *94 °F*.
- In Signal Hill, the rainy period of the year lasts for 6.1 months, from October 20 to April 24, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Signal Hill is February, with an average rainfall of 3.2 inches.
- In Signal Hill, the summers are short, warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *48 °F* to *82 °F* and is rarely below *42 °F* or above *91 °F*.
- In Los Altos, the rainy period of the year lasts for 7.3 months, from October 4 to May 12, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Los Altos is February, with an average rainfall of 3.7 inches.
- In Los Altos, the summers are long, comfortable, arid, and mostly clear and the winters are short, cold, wet, and partly cloudy. Over the course of the year, the temperature typically varies from *44 °F* to *76 °F* and is rarely below *37 °F* or above *86 °F*.
- In Midway City, the rainy period of the year lasts for 6.0 months, from October 21 to April 23, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Midway City is February, with an average rainfall of 3.1 inches.
- In Midway City, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *46 °F* to *82 °F* and is rarely below *39 °F* or above *90 °F*.
- In Irvine, the rainy period of the year lasts for 6.0 months, from October 23 to April 23, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Irvine is February, with an average rainfall of 2.9 inches.
- In Irvine, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *47 °F* to *82 °F* and is rarely below *40 °F* or above *90 °F*.
- In Laguna Woods, the rainy period of the year lasts for 6.0 months, from October 23 to April 23, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Laguna Woods is February, with an average rainfall of 2.9 inches.
- In Laguna Woods, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *48 °F* to *82 °F* and is rarely below *41 °F* or above *90 °F*.
- In Mission Viejo, the rainy period of the year lasts for 6.0 months, from October 22 to April 23, with a sliding 31-day rainfall of at least 0.5 inches. The month with the most rain in Mission Viejo is February, with an average rainfall of 2.9 inches.
- In Mission Viejo, the summers are short, warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from *47 °F* to *82 °F* and is rarely below *41 °F* or above *90 °F*.
- This project does not require any 401 certifications.
- There are no known drinking water reservoirs or recharge facilities within the project limits.

- The project does not involve using soil containing Aerially Deposited Lead (ADL).
- The project limits are within these hydrologic areas:
  - Santa Monica Bay Hydrologic Unit, Interior Santa Monica Bay Hydrologic Area, Wilshire Hydrologic Sub-Area #405.20
  - Santa Monica Bay Hydrologic Unit, Interior Santa Monica Bay Hydrologic Area, Culver City Hydrologic Sub-Area #404.61
  - Santa Monica Bay Hydrologic Unit, Interior Santa Monica Bay Hydrologic Area, Wilshire Hydrologic Sub-Area #404.63
  - Santa Ana River Hydrologic Unit, Lower Santa Ana River Hydrologic Area, East Coastal Plain Hydrologic Sub-Area #801.11
  - San Gabriel River Hydrologic Unit, Lower San Gabriel Hydrologic Area, Central (Split) Hydrologic Sub-Area #845.15
  - San Gabriel River Hydrologic Unit, Lower San Gabriel Hydrologic Area, Central (Split) Hydrologic Sub-Area #405.15
  - San Gabriel River Hydrologic Unit, Anaheim Hydrologic Area, undefined Hydrologic Sub-Area #845.61
  - Los Angeles River Hydrologic Unit, Los Angeles Hydrologic Area, undefined Hydrologic Sub-Area #412.10
  - Los Angeles River Hydrologic Unit, San Fernando Hydrologic Area, Bull Canyon Hydrologic Sub-Area #412.21
  - Los Angeles River Hydrologic Unit, Raymond Hydrologic Area, Pasadena Hydrologic Sub-Area #412.31
  - Dominguez Channel Hydrologic Unit, undefined Hydrologic Area, undefined Hydrologic Sub-Area #411.01
  - San Juan Hydrologic Unit, San Clemente Hydrologic Area, Segunda Deshecha Hydrologic Sub-Area #901.32
  - San Juan Hydrologic Unit, Mission Viejo Hydrologic Area, Lower San Juan Hydrologic Sub-Area #901.27
  - San Juan Hydrologic Unit, San Mateo Canyon Hydrologic Area, undefined Hydrologic Sub-Area #901.40

- The nearest 303 (d) listed receiving water bodies are Alamitos Bay, Alhambra Wash, Aliso Canyon Wash, Alondra Park Lake, Anaheim Bay, Arroyo Seco Reach 1 (LA River to West Holly Ave.), Arroyo Seco Reach 2 (West Holly Ave to Devils Gate Dam), Arroyo Trabuco Creek, Lower, Artesia-Norwalk Drain, Balboa Beach, Balboa Lake, Ballona Creek, Ballona Creek Estuary, Ballona Creek Wetlands, Bell Creek, Bolsa Bay Marsh, Bolsa Chica Channel, Bolsa Chica Ecological Reserve, Bolsa Chica State Beach, Bonita Creek, Borrego Creek (from Irvine Blvd to San Diego Creek Reach 2), Buck Gully Creek, Bull Creek (Los Angeles County), Burbank Western Channel, Centinela Creek, Clark Channel, Colorado Lagoon, Compton Creek, Coyote Creek, Coyote Creek, North Fork, Cristianitos Creek, Crystal Cove State Park, Dominguez Channel (lined portion above Vermont Ave), Dominguez Channel Estuary (unlined portion below Vermont Ave), Downtown Shoreline Marina part of San Pedro Bay Near Off Shore Zones, Dry Canyon Creek, Earvin Magic Johnson Park Lakes (Los Angeles County), East Garden Grove Wintersburg Channel, Echo Park Lake, El Dorado Lakes, Huntington Beach State Park, Huntington City Beach, Huntington Harbour, La Mirada Park Lake, Lake Calabasas, Legg Lake, Lincoln Park Lake, Little Corona Del Mar Beach, Long Beach City Beach, Los Angeles - Long Beach Inner Harbor, Los Angeles - Long Beach Outer Harbor inside breakwater, Los Angeles River Estuary (Queensway Bay), Los Angeles Harbor - Consolidated Slip, Los Angeles River Reach 1 (Estuary to Carson Street), Los Angeles River Reach 2 (Carson to Figueroa Street), Los Angeles River Reach 3 (Figueroa St. to Riverside

Dr.), Los Angeles River Reach 4 (Sepulveda Dr. to Sepulveda Dam), Los Angeles River Reach 5 (within Sepulveda Basin), Los Angeles River Reach 6 (Above Sepulveda Flood Control Basin), Los Cerritos Channel, Los Coyotes Channel, Los Trancos Creek (Crystal Cove Creek), Marina del Rey Harbor, Marina del Rey Harbor Beach, McCoy Canyon Creek, Monrovia Canyon Creek, Morning Canyon Creek, Moro Canyon Creek, Newport Bay, Lower (entire lower bay, including Rhine Channel, Turning Basin and South Lido Channel to east end of H-J Moorings), Newport Bay, Upper (Ecological Reserve), Newport Beach, Newport Slough, Oxford Retention Basin (Los Angeles County), Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Linda Lane, Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Mariposa Lane, Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Pier, Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach, 45ft North of Pier, Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach, North Beach, Pacific Ocean Shoreline, Lower San Juan HSA, 1000 feet south of outfall, Pacific Ocean Shoreline, Lower San Juan HSA, at North Beach Creek, Pacific Ocean Shoreline, Lower San Juan HSA, at San Juan Creek, Pacific Ocean Shoreline, Lower San Juan HSA, at surfzone outfall at Doheny State Beach, Pacific Ocean Shoreline, San Mateo Canyon HA, at San Mateo Creek outlet, Peck Road Park Lake, Peters Canyon Wash (Orange County), Rattlesnake Reservoir (Orange County), Rhine Channel, Rio Hondo Reach 1 (Confl. LA River to Snt Ana Fwy), Rio Hondo Reach 2 (At Spreading Grounds), Rio Hondo Reach 3 (above Spreading Grounds), San Gabriel River Estuary, San Gabriel River Reach 1 (Estuary to Firestone), San Gabriel River Reach 2 (Firestone to Whittier Narrows Dam, San Gabriel River Reach 3 (Whittier Narrows to Ramona), San Diego Creek Reach 1, San Diego Creek Reach 2, San Juan Creek, San Juan Creek (mouth), San Mateo Creek (San Diego County), San Pedro Bay Near Off Shore Zones, Sand Canyon Reservoir (Orange County), Santa Ana Delhi Channel, Santa Anita Wash (Peck Road Park to Elkins Ave.), Santa Monica Bay Offshore/Nearshore, Sawpit Creek, Seal Beach (Orange County), Segunda Deshecha Creek, Sepulveda Canyon, Serrano Creek, Siphon Reservoir (Orange County), Spring Street Channel, Sunset Beach, Talbert Channel (Orange County), Torrance Carson Channel, Tujunga Wash (LA River to Hansen Dam), Veeh Reservoir (Orange County), Venice Beach, Verdugo Wash Reach 1 (LA River to Verdugo Rd.), Verdugo Wash Reach 2 (Above Verdugo Road) and Wildlife Lake.

- Alamitos Bay has the following pollutants of concern (POCs): Copper, DDD (Dichlorodiphenyldichloroethane), DDT (Dichlorodiphenyltrichloroethane), Indicator Bacteria, Oxygen, Dissolved and PCBs (Polychlorinated biphenyls).
- Alhambra Wash has the following pollutants of concern (POCs): Ammonia.
- Aliso Canyon Wash has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Selenium.
- Alondra Park Lake has the following pollutants of concern (POCs): Mercury.
- Anaheim Bay has the following pollutants of concern (POCs): Nickel, PCBs (Polychlorinated biphenyls) and Toxicity.
- Arroyo Seco Reach 1 (LA River to West Holly Ave.) has the following pollutants of concern (POCs): Indicator Bacteria and Trash.
- Arroyo Seco Reach 2 (West Holly Ave to Devils Gate Dam) has the following pollutants of concern (POCs): Indicator Bacteria and Trash.
- Arroyo Trabuco Creek, Lower has the following pollutants of concern (POCs): Benthic Community Effects, Indicator Bacteria, Nitrogen, Phosphorus and Toxicity.
- Artesia-Norwalk Drain has the following pollutants of concern (POCs): Indicator Bacteria and Selenium.

- Balboa Beach has the following pollutants of concern (POCs): DDT (Dichlorodiphenyltrichloroethane), Dieldrin and PCBs (Polychlorinated biphenyls).
- Balboa Lake has the following pollutants of concern (POCs): Oxygen, Dissolved, Temperature, water and Toxicity.
- Ballona Creek has the following pollutants of concern (POCs): Aluminum, Bifenthrin, Chlordane, Copper, Cyanide, Cyfluthrin, Cyhalothrin, Lambda, Cypermethrin, DDT (Dichlorodiphenyltrichloroethane), Deltamethrin, Esfenvalerate/Fenvalerate, Fipronil, Imidacloprid, Indicator Bacteria, Lead, Permethrin, pH, Pyrethroids, Toxicity, Trash, Viruses (enteric) and Zinc.
- Ballona Creek Estuary has the following pollutants of concern (POCs): Cadmium, Chlordane, Copper, DDE (Dichlorodiphenyldichloroethylene), DDT (Dichlorodiphenyltrichloroethane), Indicator Bacteria, Lead, PAHs (Polycyclic Aromatic Hydrocarbons), PCBs (Polychlorinated biphenyls), Silver, Toxicity and Zinc.
- Ballona Creek Wetlands has the following pollutants of concern (POCs): Exotic Vegetation, Habitat alterations, Reduced Tidal Flushing and Trash.
- Bell Creek has the following pollutants of concern (POCs): Indicator Bacteria and Indicator Bacteria.
- Bolsa Bay Marsh has the following pollutants of concern (POCs): Toxicity
- Bolsa Chica Channel has the following pollutants of concern (POCs): Ammonia (Unionized), Indicator Bacteria and pH.
- Bolsa Chica Ecological Reserve has the following pollutants of concern (POCs): Toxicity.
- Bolsa Chica State Beach has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Nickel.
- Bonita Creek has the following pollutants of concern (POCs): Benthic Community Effects and Toxicity.
- Borrego Creek (from Irvine Blvd to San Diego Creek Reach 2) has the following pollutants of concern (POCs): Ammonia (Unionized) and Indicator Bacteria.
- Buck Gully Creek has the following pollutants of concern (POCs): Indicator Bacteria
- Bull Creek (Los Angeles County) has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Toxicity.
- Burbank Western Channel has the following pollutants of concern (POCs): Chlorine, Copper, Indicator Bacteria, Lead, pH, Selenium and Trash.
- Centinela Creek has the following pollutants of concern (POCs): Copper, Indicator Bacteria, Lead and Zinc.
- Clark Channel has the following pollutants of concern (POCs): Aluminum, Copper, Indicator Bacteria and Oil and Grease.
- Colorado Lagoon has the following pollutants of concern (POCs): Chlordane, DDT (Dichlorodiphenyltrichloroethane), Dieldrin, Indicator Bacteria, Lead, PAHs (Polycyclic Aromatic Hydrocarbons), PCBs (Polychlorinated biphenyls), Toxicity and Zinc.
- Compton Creek has the following pollutants of concern (POCs): Aluminum, Benthic Community Effects, Copper, Indicator Bacteria, Lead, pH, Trash and Zinc.
- Coyote Creek has the following pollutants of concern (POCs): Aluminum, Chlorine, Copper, Dissolved, Indicator Bacteria, Iron, Malathion, pH and Toxicity.

- Coyote Creek, North Fork has the following pollutants of concern (POCs): Indicator Bacteria, Oil and Grease, Selenium and Zinc.
- Cristianitos Creek has the following pollutants of concern (POCs): Cadmium, Indicator Bacteria and Selenium.
- Crystal Cove State Park has the following pollutants of concern (POCs): Indicator Bacteria
- Dominguez Channel (lined portion above Vermont Ave) has the following pollutants of concern (POCs): Aluminum, Copper, Indicator Bacteria, Lead, Toxicity and Zinc.
- Dominguez Channel Estuary (unlined portion below Vermont Ave) has the following pollutants of concern (POCs): Benthic Community Effects, Benzo(a)anthracene, Benzo(a)pyrene, Chlordane, Chlordane (tissue), Chrysene (C1-C4), Copper, DDT (tissue & sediment), Dieldrin (tissue), Indicator Bacteria, Lead, PCBs (Polychlorinated biphenyls), Phenanthrene, Pyrene, Toxicity and Zinc.
- Downtown Shoreline Marina part of San Pedro Bay Near Off shore Zones has the following pollutants of concern (POCs): Copper and Oxygen, Dissolved.
- Dry Canyon Creek has the following pollutants of concern (POCs): Dry Canyon Creek and Selenium, Total.
- Earvin Magic Johnson Park Lakes (Los Angeles County) has the following pollutants of concern (POCs): Mercury.
- East Garden Grove Wintersburg Channel has the following pollutants of concern (POCs): Ammonia (Unionized).
- Echo Park Lake has the following pollutants of concern (POCs): Algae, Chlordane, Dieldrin, Eutrophic, Odor, PCBs (Polychlorinated biphenyls), pH and Trash.
- El Dorado Lakes has the following pollutants of concern (POCs): Algae, Ammonia, Copper, Eutrophic, Lead, Mercury and pH.
- Huntington Beach State Park has the following pollutants of concern (POCs): Indicator Bacteria and PCBs (Polychlorinated biphenyls).
- Huntington City Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Huntington Harbour has the following pollutants of concern (POCs): Chlordane, Copper, Indicator Bacteria, Lead, PCBs (Polychlorinated biphenyls) and Toxicity.
- La Mirada Park Lake has the following pollutants of concern (POCs): DDT (Dichlorodiphenyltrichloroethane) and Mercury.
- Lake Calabasas has the following pollutants of concern (POCs): Ammonia, Eutrophic, Odor, Organic Enrichment/Low Dissolved Oxygen and pH.
- Legg Lake has the following pollutants of concern (POCs): Ammonia, Chlorophyll-a, DDT (Dichlorodiphenyltrichloroethane), Mercury, Odor, PCBs (Polychlorinated biphenyls), pH and Trash.
- Lincoln Park Lake has the following pollutants of concern (POCs): Ammonia, Eutrophic, Odor, Organic Enrichment/Low Dissolved Oxygen, PCBs (Polychlorinated biphenyls) and Trash.
- Little Corona Del Mar Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Long Beach City Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Los Angeles-Long Beach Inner Harbor has the following pollutants of concern (POCs): Benthic Community Effects, Copper, DDD (Dichlorodiphenyldichloroethane), DDE (Dichlorodiphenyldichloroethylene), DDT (Dichlorodiphenyltrichloroethane), PCBs (Polychlorinated biphenyls), Silver and Toxicity.

- Los Angeles-Long Beach Outer Harbor inside breakwater has the following pollutants of concern (POCs): Chlordane, Copper, DDT (Dichlorodiphenyltrichloroethane), PCBs (Polychlorinated biphenyls) and Toxicity.
- Los Angeles River Estuary (Queensway Bay) has the following pollutants of concern (POCs): Chlordane, Copper, DDT (Dichlorodiphenyltrichloroethane), DDT (sediment), Indicator Bacteria, Oxygen, Dissolved, PCBs (Polychlorinated biphenyls), PCBs (Polychlorinated biphenyls) (sediment), Toxicity, Trash and Zinc.
- Los Angeles Harbor-Consolidated Slip has the following pollutants of concern (POCs): 2-Methylnaphthalene, Benthic Community Effects, Benzo(a)anthracene, Benzo(a)pyrene, Cadmium, Cadmium (sediment), Chlordane, Chlordane (tissue & sediment), Chromium, Chrysene (C1-C4), Copper, Copper (sediment), DDE (Dichlorodiphenyldichloroethylene), DDT (Dichlorodiphenyltrichloroethane), DDT (tissue & sediment), Dieldrin, Lead, Lead (sediment), Mercury, Mercury (sediment), Oxygen, Dissolved, PCBs (Polychlorinated biphenyls), PCBs (Polychlorinated biphenyls) (tissue & sediment), Phenanthrene, Pyrene, Toxaphene Toxaphene (tissue), Toxicity, Zinc and Zinc (sediment).
- Los Angeles River Reach 1 (estuary to Carson Street) has the following pollutants of concern (POCs): Aluminum, Ammonia, Bifenthrin, Copper, Copper, Dissolved, Cyanide, Cyfluthrin, Cypermethrin, Deltamethrin, Fipronil, Imidacloprid, Indicator Bacteria, Iron, Lead, Nutrients (Algae), Oil and Grease, Permethrin, pH, Profenofos, Pyrethroids, Toxicity, Trash, Zinc and Zinc, Dissolved.
- Los Angeles River Reach 2 (Carson to Figueroa Street) has the following pollutants of concern (POCs): Ammonia, Copper, Indicator Bacteria, Lead, Nutrients (Algae), Oil, Oil and Grease, Trash and Zinc.
- Los Angeles River Reach 3 (Figueroa St. to Riverside Dr.) has the following pollutants of concern (POCs): Copper, Indicator Bacteria, Nutrients (Algae), Toxicity and Trash.
- Los Angeles River Reach 4 (Sepulveda Dr. to Sepulveda Dam) has the following pollutants of concern (POCs): Indicator Bacteria, Nutrients (Algae), Toxicity and Trash.
- Los Angeles River Reach 5 (within Sepulveda Basin) has the following pollutants of concern (POCs): Benthic Community Effects, Copper, Lead, Nutrients (Algae), Oil, Selenium, Toxicity and Trash.
- Los Angeles River Reach 6 (Above Sepulveda Flood Control Basin) has the following pollutants of concern (POCs): Chlordane, Chloride, Copper, Indicator Bacteria, Selenium, Sulfates, Total Dissolved Solids, Toxicity and Zinc.
- Los Cerritos Channel has the following pollutants of concern (POCs): Ammonia, Bis(2ethylhexyl)phthalate (DEHP), Copper, Indicator Bacteria, Lead, pH, Trash and Zinc.
- Los Coyotes Channel has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Oil and Grease.
- Los Trancos Creek (Crystal Cove Creek) has the following pollutants of concern (POCs): Indicator Bacteria.
- Marina del Rey Harbor has the following pollutants of concern (POCs): alpha-Endosulfan (Endosulfan 1), Chlordane, Copper, DDT (Dichlorodiphenyltrichloroethane), Dieldrin, Indicator Bacteria, Lead, Oxygen, Dissolved, PCBs (Polychlorinated biphenyls), Toxicity and Zinc.
- Marina del Rey Harbor Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- McCoy Canyon Creek has the following pollutants of concern (POCs): Indicator Bacteria, Nitrate, Nitrogen, Nitrate and Selenium, Total.

- Monrovia Canyon Creek has the following pollutants of concern (POCs): Lead.
- Morning Canyon Creek has the following pollutants of concern (POCs): Indicator Bacteria.
- Moro Canyon Creek has the following pollutants of concern (POCs): Nitrogen, Phosphorus, Selenium and Toxicity.
- Newport Bay, Lower (entire lower bay, including Rhine Channel, Turning Basin and South Lido Channel to east end of H-J Moorings) has the following pollutants of concern (POCs): Chlordane, Copper, DDT (Dichlorodiphenyltrichloroethane), Dieldrin, Indicator Bacteria, Nutrients, PCBs (Polychlorinated biphenyls) and Toxicity.
- Newport Bay, Upper (Ecological Reserve) has the following pollutants of concern (POCs): Chlordane, Copper, DDT (Dichlorodiphenyltrichloroethane), Indicator Bacteria, Malathion, Nutrients, PCBs (Polychlorinated biphenyls), Sedimentation/Siltation and Toxicity.
- Newport Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Newport Slough has the following pollutants of concern (POCs): Indicator Bacteria.
- Oxford Retention Basin (Los Angeles County) has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Zinc.
- Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Linda Lane has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Mariposa Lane has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach at Pier has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach, 45ft North of Pier has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, San Clemente HA, at San Clemente City Beach, North Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, Lower San Juan HSA, 1000 feet south of outfall has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, Lower San Juan HSA, at North Beach Creek has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, Lower San Juan HSA, at San Juan Creek has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, Lower San Juan HSA, at surfzone outfall at Doheny State Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Pacific Ocean Shoreline, Lower Mateo HSA, at San Mateo Creek outlet has the following pollutants of concern (POCs): Indicator Bacteria.
- Peck Road Park Lake has the following pollutants of concern (POCs): Chlordane (tissue), DDT (tissue), Mercury, Odor, Organic Enrichment/Low Dissolved Oxygen and Trash.
- Peters Canyon Wash (Orange County) has the following pollutants of concern (POCs): Benthic Community Effects, Copper, DDT (Dichlorodiphenyltrichloroethane), Indicator Bacteria, Malathion, pH, Selenium, Toxaphene, Toxicity
- Rattlesnake Reservoir (Orange County) has the following pollutants of concern (POCs): pH.

- Rhine Channel has the following pollutants of concern (POCs): Copper, Lead, Mercury, PCBs (Polychlorinated biphenyls), Toxicity and Zinc.
- Rio Hondo Reach 1 (Confl. LA River to Snt Ana Fwy) has the following pollutants of concern (POCs): Copper, Indicator Bacteria, Lead, Oil and Grease, pH, Toxicity, Trash and Zinc.
- Rio Hondo Reach 2 (At Spreading Grounds) has the following pollutants of concern (POCs): Coliform Bacteria and Cyanide.
- Rio Hondo Reach 3 (above Spreading Grounds) has the following pollutants of concern (POCs): Copper, Indicator Bacteria, Iron, Oxygen, Dissolved and Zinc.
- San Gabriel River Estuary has the following pollutants of concern (POCs): Chlordane, Chlorine, Copper, Dioxin, Indicator Bacteria, Nickel and Oxygen, Dissolved.
- San Gabriel River Reach 1 (estuary to Firestone) has the following pollutants of concern (POCs): Indicator Bacteria, Oil and Grease and pH.
- San Gabriel River Reach 2 (Firestone to Whittier Dam) has the following pollutants of concern (POCs): Aluminum, Cyanide and Indicator Bacteria.
- San Gabriel River Reach 3 (Whittier Narrows to Ramona) has the following pollutants of concern (POCs): Chlorine and Indicator Bacteria.
- San Diego Creek Reach 1 has the following pollutants of concern (POCs): Benthic Community Effects, Bifenthrin, DDT (Dichlorodiphenyltrichloroethane), Indicator Bacteria, Malathion, Nitrogen, Nutrients, Pyrethroids, Sedimentation/Siltation, Selenium, Toxaphene and Toxicity.
- San Diego Creek Reach 2 has the following pollutants of concern (POCs): Benthic Community Effects, Indicator Bacteria, Nutrients, Sedimentation/Siltation and Toxicity.
- San Juan Creek has the following pollutants of concern (POCs): Benthic Community Effects, Bifenthrin, DDE (Dichlorodiphenyldichloroethylene), Indicator Bacteria, Nitrogen, Oxygen, Dissolved, Phosphorus, Pyrethroids, Selenium and Toxicity.
- San Juan Creek (mouth) has the following pollutants of concern (POCs): Cadmium, Copper, Indicator Bacteria, Nickel and Nitrogen, ammonia (Total Ammonia).
- San Mateo Creek (San Diego County) has the following pollutants of concern (POCs): Indicator Bacteria, Invasive Species and Oxygen, Dissolved.
- San Pedro Bay Near Off Shore Zones has the following pollutants of concern (POCs): Chlordane, Copper, DDE (Dichlorodiphenyldichloroethylene), DDT (Dichlorodiphenyltrichloroethane), PCBs (Polychlorinated biphenyls), Total DDT (sum of 4,4'- and 2,4'- isomers of DDT, DDE, and DDD) and Toxicity.
- Sand Canyon Reservoir (Orange County) has the following pollutants of concern (POCs): pH.
- Santa Ana Delhi Channel has the following pollutants of concern (POCs): Chlordane, DDT (Dichlorodiphenyltrichloroethane) and PCBs (Polychlorinated biphenyls).
- Santa Anita Wash (Peck Road Park to Elkins Ave.) has the following pollutants of concern (POCs): Indicator Bacteria and Lead.
- Santa Monica Bay Offshore/Nearshore has the following pollutants of concern (POCs): Arsenic, DDT (Dichlorodiphenyltrichloroethane), Mercury, PCBs (Polychlorinated biphenyls) and Trash.
- Sawpit Creek has the following pollutants of concern (POCs): Bis(2ethylhexyl)phthalate (DEHP), Chlordane, Indicator Bacteria and Lead.
- Seal Beach (Orange County) has the following pollutants of concern (POCs): Indicator Bacteria and PCBs (Polychlorinated biphenyls).

- Segunda Deshecha Creek has the following pollutants of concern (POCs): Benthic Community Effects, Indicator Bacteria, Malathion, Nitrogen, Phosphorus, Selenium, Toxicity and Turbidity.
- Sepulveda Canyon has the following pollutants of concern (POCs): Copper, Indicator Bacteria, Lead, Selenium and Zinc.
- Serrano Creek has the following pollutants of concern (POCs): Ammonia (Unionized), Benthic Community Effects, Indicator Bacteria, pH and Toxicity.
- Siphon Reservoir (Orange County) has the following pollutants of concern (POCs): pH.
- Spring Street Channel has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Zinc.
- Sunset Beach has the following pollutants of concern (POCs): Indicator Bacteria
- Talbert Channel (Orange County) has the following pollutants of concern (POCs): Toxicity.
- Torrance Carson Channel has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Lead.
- Tujunga Wash (LA River to Hansen Dam) has the following pollutants of concern (POCs): Ammonia, Copper, Indicator Bacteria and Trash.
- Veeh Reservoir (Orange County) has the following pollutants of concern (POCs): Mercury.
- Venice Beach has the following pollutants of concern (POCs): Indicator Bacteria.
- Verdugo Wash Reach 1 (LA River to Verdugo Rd.) has the following pollutants of concern (POCs): Copper, Indicator Bacteria and Trash.
- Verdugo Wash Reach 2 (Above Verdugo Road) has the following pollutants of concern (POCs): Indicator Bacteria and Trash.
- Wildlife Lake has the following pollutants of concern (POCs): Oxygen, Dissolved.

The project limits are in the Santa Monica Bay, Los Angeles River, San Gabriel River, Dominguez Channel, San Juan and Santa Ana River Total Maximum Daily Load (TMDL) Watershed Boundary. The TMDLs are as follows:

1 Dominguez Channel

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements[1] [2]
Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL			

Toxic pollutants (dichlorodiphenyl-trichloroethane (DDT), polycyclic aromatic hydrocarbons (PAHs), total polychlorinated biphenyls (PCBs), metals (Cu, Pb, Zn))	03/23/2012	R11-008	Targeted pollutants are to be monitored in the water column in the channel and harbors as well as the sediment in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each river. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

Los Angeles River

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements[1,2]
Title: Los Angeles River Trash TMDL			
Trash	12/24/2008, revised 06/30/2016	R15-006	Discharge of trash to receiving waters from Caltrans R/W is prohibited. Caltrans is assigned a WLA and compliance schedule in the Los Angeles River Trash TMDL. Installation/retrofit of Gross Solid Removal Devices (GSRDs) and/or full capture systems at existing drainage outfalls within Caltrans R/W are required for TMDL compliance. Existing projects with GSRDs do not require additional implementation.
Title: TMDL for Metals for the Los Angeles River and its Tributaries			
Metals (Cu, Pb)	12/22/2005, revised 12/12/2016	R15-004	Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain metals. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil. Compliance of the TMDL will be achieved through implementation of BMPs.
Title: TMDL for Indicator Bacteria for the Los Angeles River Watershed			
Indicator bacteria	03/23/2012	R10-007	Dry-weather non-storm water and wet-weather storm water discharges may significantly increase bacteria loading to receiving waters. Caltrans shall implement control measures and/or BMPs to prevent the discharge of bacteria from its R/W. Source control measures include street sweeping, illegal dumping clean-up, public education on littering. BMPs include devices which treat storm water through retention/detention, infiltration and/or diversion.

Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL			
Toxic pollutants (dichlorodiphenyl-trichloroethane (DDT), polycyclic aromatic hydrocarbons (PAHs), total polychlorinated biphenyls (PCBs), metals (Cu, Pb, Zn))	03/23/2012	R11-008	Targeted pollutants are to be monitored in the water column in the channel and harbors as well as the sediment in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each river. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

San Gabriel River

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements[1,2]
Title: TMDL for Metals and Selenium in the San Gabriel River and its Tributaries			
Metals (Cu, Pb, Zn) and Se	03/26/2007, revised 10/13/2014	R13-004	Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain metals and Se. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.
Title: TMDL for Indicator Bacteria in the San Gabriel River, Estuary and Tributaries			
Indicator bacteria	06/14/2016	R15-005	Dry-weather non-storm water and wet-weather storm water discharges may significantly increase bacteria loading to receiving waters. Caltrans shall implement control measures and/or BMPs to prevent the discharge of bacteria from its R/W. Source control measures include street sweeping, illegal dumping clean-up, public education on littering. BMPs include devices which treat storm water through retention/detention, infiltration and/or diversion.
Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL			

Toxic pollutants (dichlorodiphenyl-trichloroethane (DDT), polycyclic aromatic hydrocarbons (PAHs), total polychlorinated biphenyls (PCBs), metals (Cu, Pb, Zn))	03/23/2012	R11-008	Targeted pollutants are to be monitored in the water column in the channel and harbors as well as the sediment in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each river. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

Santa Monica Bay

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements[1] [2]
Title: Santa Monica Bay Beaches Dry- and Wet-Weather Bacteria TMDLs			
Indicator bacteria	07/15/2003	2002-004 (dry-weather) 2002-022 (wet-weather)	Dry-weather non-storm water and wet-weather storm water discharges may significantly increase bacteria loading to receiving waters. Caltrans shall implement control measures and/or BMPs to prevent the discharge of bacteria from its R/W. Source control measures include street sweeping, illegal dumping clean-up, public education on littering. BMPs include devices which treat storm water through retention/detention, infiltration and/or diversion.
Title: Santa Monica Bay Nearshore and Offshore Debris TMDL			
Debris (trash and plastic pellets)	03/20/2012	R10-010	Discharge of trash to receiving waters from Caltrans R/W is prohibited. Caltrans is assigned a WLA and compliance schedule in the Trash TMDL. Installation/retrofit of Gross Solid Removal Devices (GSRDs) and/or full capture systems at existing drainage outfalls within Caltrans R/W are required for TMDL compliance. Existing projects with GSRDs do not require additional implementation.
Title: Santa Monica Bay TMDLs for DDT and PCBs			
Dichlorodiphenyl-trichloroethane (DDT), total polychlorinated biphenyls (PCBs)	03/26/2012	US EPA established TMDL	Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

3. Construction Site BMPs

- This project requires a Water Pollution Control Program (WPCP), since total Disturbed Soil Area (DSA) created by the project is less than one (1) acre.
- The following BMPs will be implemented under, "Job Site Management":
    - Material Delivery and Storage
    - Material Use
    - Stockpile Management
    - Spill Prevention and Control
    - Solid Waste Management
    - Hazardous Waste Management
    - Contaminated Soil Management
    - Concrete Waste Management
    - Sanitary/Septic Waste Management
    - Liquid Waste Management
    - Sweeping
    - Paving, Sealing, Sawcutting, and Grinding Operations
    - Illegal Connection/Illegal Discharge Detection and Reporting
    - Vehicle and Equipment Fueling and Maintenance
    - Concrete Curing and Finishing
    - Water Control and Conservation Practices

- The following Contract Bid Items are required for the implementation of temporary Construction Site BMP Strategy:
    - WPCP
    - Job Site Management
- "Additional Water Pollution Control" is included as a Supplemental Work item.
- Temporary Construction BMPs are estimated to $2,069,000.00 in accordance with the guidelines of Appendix F, 2023 PPDG.
- On October 20, 2025, Arthur Hedayati, District 7 Construction Stormwater Coordinator, concurs with the temporary construction site BMP strategy used (at PAED phase) for the scope of work of this project.

Required Attachments[1]

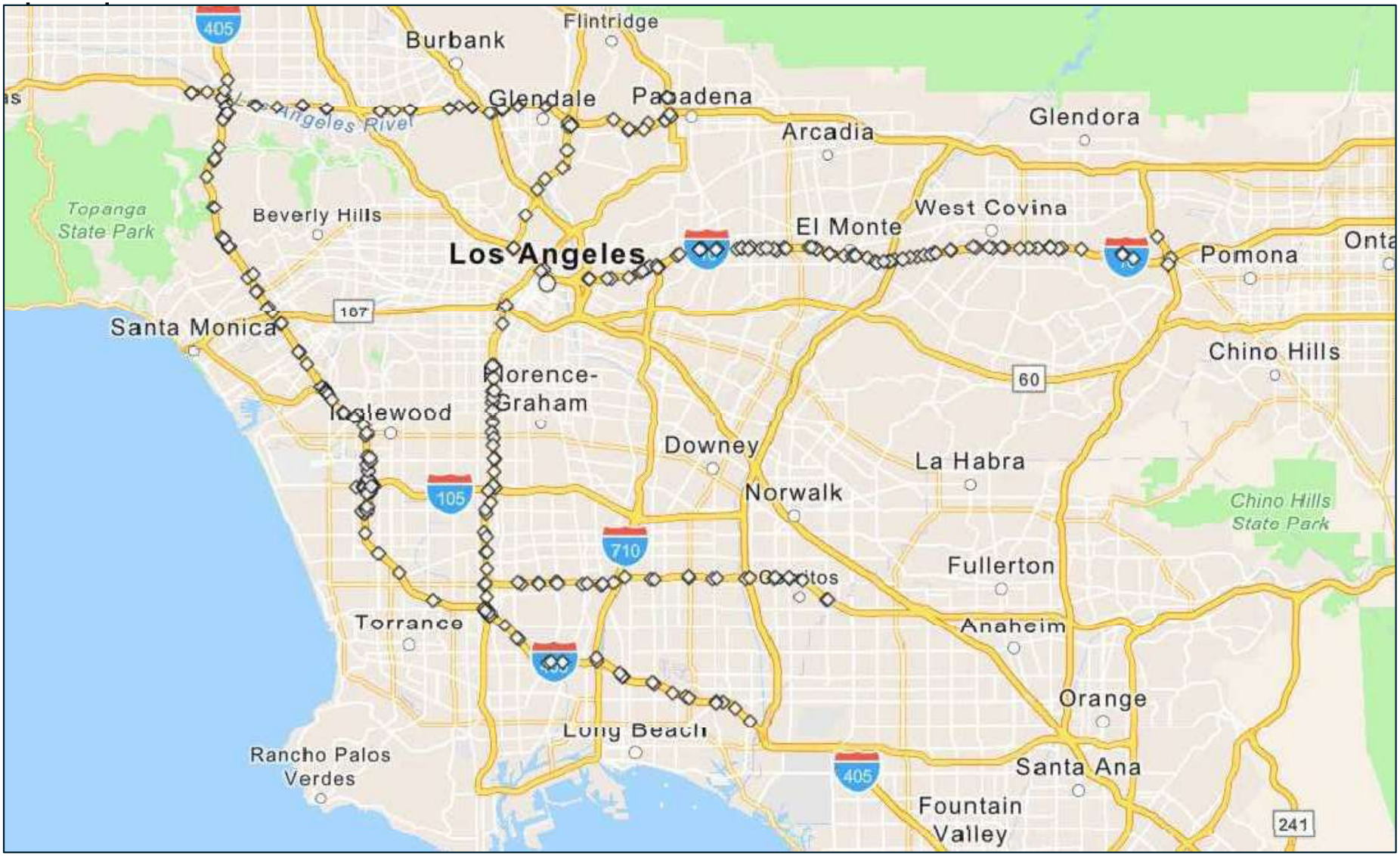
- Vicinity Map
- Evaluation Documentation Form
- SWDR Summary Spreadsheets

[1] Additional attachments may be required as applicable or directed by the District/Regional Design Stormwater Coordinator. (e.g., BMP line item estimate, SW, DPP, and CS Checklists).

Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?	 ✓ ✓	✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. SL *(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more (or 5,000 ft² for "non-highway facilities projects") of new impervious surface (NIS)?		✓	If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. SL *(Dist./Reg. Design SW Coord. Initials)* JN *(Project Engineer Initials)* 11-12-2025 *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

Game Route Network (GRN) CCTV Locations



E#	Location	Route	NAME	Latitude	Longitude	Comment
1	3	2	Proposed CCTV 069	34.091252	-118.258234	1
2	4	2	Proposed CCTV 072	34.107083	-118.249715	1
3	5	2	Proposed CCTV 073	34.113266	-118.244286	1
4	6	2	Proposed CCTV 075	34.119803	-118.231819	1
5	8	2	Proposed CCTV 077	34.129662	-118.228880	1
6	9	2	WB 134 to SB 2 connector	34.143636	-118.227781	1
7	17	10	EB ON FROM SB RTE 5	34.054308	-118.213324	1
8	18	10	EB ON FROM MARENGO/SOTO ST	34.054606	-118.200756	1
9	19	10	EB OFF TO RTE 710	34.059108	-118.176141	1
10	22	10	EB ON FROM EASTERN AVE	34.060363	-118.173212	1
11	23	10	WB ON FROM CAMPUS RD	34.061641	-118.171354	1
12	24	10	WB ON FROM RTE 710/WINTHROP	34.062179	-118.166377	1
13	25	10	Proposed CCTV 048	34.061280	-118.164731	1
14	26	10	EB OFF TO FREMONT ST	34.067832	-118.151695	1
15	28	10	EB OFF TO ATLANTIC BLVD	34.071228	-118.135828	1
16	29	10	WO ATLANTIC BLVD	34.071817	-118.135373	1
17	31	10	EB OFF TO GARFIELD AVE	34.071359	-118.124664	1
18	32	10	WB ON FROM GARFIELD AVE	34.071866	-118.123839	1
19	33	10	EB OFF TO NEW AVE	34.071530	-118.109736	1
20	34	10	WB OFF TO NEW AVE	34.072241	-118.106389	1
21	35	10	NEW AVE	34.072287	-118.106222	1
22	36	10	EB OFF TO DEL MAR AVE	34.071603	-118.101436	1
23	37	10	WB ON FROM SB DEL MAR AVE	34.072842	-118.099742	1
24	38	10	EB OFF TO SAN GABRIEL BLVD	34.071779	-118.092733	1
25	39	10	WB OFF TO SAN GABRIEL BLVD	34.072276	-118.088968	1
26	40	10	EB OFF TO WALNUT GROVE AVE	34.071830	-118.084168	1
27	42	10	W/O ROSEMEAD BLVD	34.072486	-118.077002	1
28	43	10	EB OFF TO ROSEMEAD BLVD	34.071934	-118.075395	1
29	44	10	WB ON FROM TEMPLE CITY BLVD	34.072713	-118.059333	1
30	46	10	EB OFF TO BALDWIN AVE	34.072170	-118.054280	1
31	47	10	EB ON FROM BALDWIN AVE	34.071541	-118.053635	1
32	50	10	EB OFF TO SB PECK RD	34.067750	-118.034816	1
33	51	10	EB OFF TO NB PECK RD	34.067714	-118.029287	1
34	52	10	WB ON FROM WB VALLEY BLVD	34.068435	-118.027223	1
35	54	10	WB OFF TO EXLINE/ STEWART	34.066579	-118.018089	1
36	56	10	EB ON FROM GARVEY AVE	34.063613	-118.011133	1
37	57	10	WB OFF TO GARVEY AVE	34.064475	-118.006422	1
38	60	10	WB RTE 10 - RTE 605	34.065532	-117.998679	1
39	61	10	EB OFF TO BESS AVE/FRAZIER	34.065781	-117.993293	1
40	62	10	WB OFF TO BESS AVE/FRAZIER	34.066863	-117.988473	1
41	63	10	EB OFF TO BALDWIN PARK BLVD	34.067127	-117.983302	1
42	65	10	EB OFF TO FRANCISQUITO AVE	34.068368	-117.973868	1
43	70	10	WB ON FROM PACIFIC AVE	34.072949	-117.944307	1
44	71	10	WB OFF TO PACIFIC AVE	34.072455	-117.942132	1
45	72	10	WB OFF TO SUNSET AVE	34.072670	-117.933158	1
46	73	10	EB OFF TO VINCENT AVE	34.072099	-117.930090	1
47	74	10	WB OFF TO VINCENT AVE	34.072523	-117.923666	1
48	75	10	Proposed CCTV 051	34.072265	-117.922024	1
49	76	10	EB OFF TO AZUSA AVE	34.071993	-117.911005	1
50	77	10	WB OFF TO AZUSA AVE	34.072352	-117.904567	1
51	78	10	Proposed CCTV 052	34.072088	-117.898849	1
52	79	10	WB ON FROM SB CITRUS ST	34.072793	-117.890393	1
53	80	10	WB ON FROM NB CITRUS ST	34.072634	-117.889945	1
54	81	10	EB OFF TO BARRANCA ST	34.071725	-117.884227	1
55	82	10	WB ON FROM SB BARRANCA ST	34.072292	-117.881572	1
56	83	10	Proposed CCTV 053	34.071519	-117.867929	1
57	84	10	EB ON FROM VIA VERDE	34.068349	-117.839330	1
58	85	10	WB ON FROM VIA VERDE	34.069268	-117.839507	1
59	86	10	Proposed CCTV 055	34.066187	-117.831515	1
60	87	57	WB 10 to SB 57 connector	34.066522	-117.805555	1

61	88	57	EB 10 to SB 57 connector	34.062958	-117.807164	1
62	89	57	VIA VERDE AVE	34.078657	-117.814258	1
63	98	91	EB on-ramp from SB 110	33.872658	-118.287103	1
64	99	91	WB On-ramp from SB 110	33.873255	-118.285799	1
65	100	91	Avalon Bl On/Off Ramp	33.873957	-118.263662	1
66	101	91	Avalon Bl On/Off Ramp	33.873084	-118.261162	1
67	102	91	WB on-ramp from Central Ave	33.873875	-118.249003	1
68	103	91	EB on-ramp from Central Ave	33.873003	-118.248405	1
69	104	91	WB on-ramp from Wilmington Ave	33.874208	-118.236391	1
70	105	91	EB on-ramp from Wilmington Ave	33.873216	-118.235746	1
71	106	91	EB ON FROM ALAMEDA ST	33.873203	-118.214794	1
72	107	91	EB OFF TO ALAMEDA ST	33.872881	-118.218203	1
73	108	91	EB OFF TO LONG BEACH BL	33.872329	-118.204772	1
74	109	91	WB ON FRM LONG BEACH BL	33.873123	-118.203617	1
75	110	91	EB OFF TO RTE 710	33.873903	-118.196154	1
76	111	91	WB OFF TO RTE 710	33.877134	-118.188692	1
77	112	91	EB ON CHERRY AVE	33.875695	-118.167414	1
78	113	91	WB OFF CHERRY AVE	33.875901	-118.169924	1
79	114	91	WB ON FR NB 19/LAKEWOOD	33.877521	-118.143798	1
80	115	91	WB ON FR SB 19/LAKEWOOD	33.876579	-118.143543	1
81	116	91	WB ON BELLFLOWER BLVD	33.876462	-118.123597	1
82	117	91	EB OFF BELLFLOWER BLVD	33.875941	-118.126701	1
83	118	91	EB on-ramp, from SB Rte 605	33.876125	-118.104017	1
84	119	91	WB On-ramp from NB Rte 605	33.876691	-118.100791	1
85	120	91	EB on-ramp from sb Pioneer Blvd	33.876186	-118.083401	1
86	121	91	WB on-ramp from SB Pioneer Blvd	33.876913	-118.082610	1
87	122	91	EB On-ramp from NB Norwalk Blvd	33.876104	-118.072296	1
88	123	91	WB on-ramp from SB Norwalk Blvd	33.876966	-118.072876	1
89	124	91	Proposed CCTV 119	33.875221	-118.063929	1
90	125	91	EB Off-ramp to Carmenita Rd	33.863881	-118.046920	1
91	126	91	WB Off-ramp to Carmenita Rd	33.864012	-118.045609	1
92	127	101	Grand Avenue Off Ramp	34.059922	-118.244873	1
93	128	101	Grand Avenue On Ramp	34.059078	-118.247373	1
94	129	101	Alvarado Street On Ramp	34.072467	-118.266653	1
95	130	101	Alvarado Street Off Ramp	34.071667	-118.267189	1
96	131	101	NB ON LAUREL CANYON BL	34.154792	-118.397772	1
97	132	101	SB OFFLAUREL CANYON BL	34.154186	-118.398128	1
98	133	101	NB ON COLDWATER CANYON	34.157065	-118.414678	1
99	134	101	SB OFF COLDWATER CANYON	34.156403	-118.414458	1
100	135	101	SB OFF WOODMAN AVE	34.155385	118.433045	1
101	136	101	NB ON WOODMAN AVE	34.155922	-118.432558	1
102	137	101	NB OFFVAN NUYS BLVD	34.157018	-118.447743	1
103	138	101	SB ON VAN NUYS BLVD	34.156170	-118.447587	1
104	139	101	SB 405 to SB 101 connector	34.161270	-118.470825	1
105	140	101	NB 405 to SB 101 connector	34.158820	-118.467757	1
106	142	101	Hayvenhurst Av On Ramp 1	34.164826	-118.492311	1
107	144	105	NB 405 to EB 105 connector	33.927544	-118.367388	1
108	145	105	SB 405 to EB 105 connector	33.934221	-118.368890	1
109	146	105	Prairie Ave On Ramp 1	33.931211	-118.347983	1
110	147	105	Prairie Ave Off Ramp	33.932831	-118.345923	1
111	148	105	WB ON FR NB CRENSHAW BLD	33.925008	-118.326549	1
112	150	105	EBOFF TO VERMONT AVE	33.928334	-118.295130	1
113	152	105	Proposed CCTV 081	33.925490	-118.317264	1
114	153	105	SB 110 to WB 105 connector	33.931239	-118.280571	1
115	154	105	NB 110 to WB 105 connector	33.929868	-118.279047	1
116	155	110	SB 405 to SB 110 connector	33.856734	-118.285999	1
117	156	110	SB 405 to NB 110 connector	33.854649	-118.283854	1
118	157	110	NB 405 to SB 110 connector	33.858836	-118.285635	1
119	158	110	NB 405 to NB 110 connector	33.857411	-118.283725	1
120	162	110	Proposed CCTV 036	33.881852	-118.284959	1
121	163	110	NB OFF TO ROSECRANS AVE	33.900533	-118.285240	1

122	164	110	SB OFF TO ROSECRANS AVE	33.903125	-118.287129	1
123	165	110	SB OFF TO EL SEGUNDO BL	33.917092	-118.286016	1
124	166	110	NB OFF TO EL SEGUNDO BL	33.914880	-118.285437	1
125	167	110	Proposed CCTV 038	33.921318	-118.282212	1
126	168	110	EB 105 to SB 110 connector	33.928105	-118.284133	1
127	169	110	EB 105 to NB 110 connector	33.930277	-118.280914	1
128	170	110	Proposed CCTV 039	33.939122	-118.279895	1
129	173	110	Proposed CCTV 040	33.954359	-118.280753	1
130	174	110	NB OFF TO MANCHESTER AVE	33.958655	-118.280002	1
131	176	110	Proposed CCTV 041	33.967707	-118.280882	1
132	178	110	SB ON FLORENCE AVE	33.969700	-118.281195	1
133	179	110	SB ON GAGE AVE	33.980920	-118.281156	1
134	180	110	SB OFF GAGE AVE	33.983789	-118.280907	1
135	181	110	NB OFF TO SLAUSON AVE	33.987751	-118.280002	1
136	183	110	Proposed CCTV 043	33.995073	-118.280538	1
137	185	110	NB OFF VERNON AVE	34.002513	-118.280710	1
138	189	134	EB on-ramp from Cahuenga Blvd	34.152813	-118.360596	1
139	190	134	WB off-ramp to Cahuenga Blvd	34.153409	-118.360195	1
140	191	134	Proposed CCTV 064	34.153459	-118.350395	1
141	192	134	WB off-ramp to Alameda Ave	34.153960	-118.338650	1
142	194	134	EB off-ramp to Forest Lawn Dr	34.154397	-118.312165	1
143	195	134	WB on-ramp from Forest Lawn Dr	34.155127	-118.311722	1
144	196	134	Proposed CCTV 065	34.156407	-118.304733	1
145	197	134	EB off-ramp to Riverside Dr	34.155228	-118.295364	1
146	200	134	EB off-ramp to SB RTE 5	34.151836	-118.283133	1
147	202	134	EB off-ramp to San Fernando Rd	34.153737	-118.274512	1
148	204	134	EB on-ramp from Pacific Ave	34.155898	-118.263672	1
149	206	134	EB off-ramp to Glendale Ave	34.155780	-118.244206	1
150	207	134	NB 2 to EB 134 connector	34.144222	-118.226364	1
151	208	134	EB off-ramp to RTE 2	34.145892	-118.227790	1
152	209	134	EB on-ramp from EB RTE 2	34.144790	-118.225823	1
153	210	134	Proposed CCTV 067	34.147706	-118.196071	1
154	212	134	WB on-ramp from Figueroa St	34.141362	-118.185559	1
155	213	134	Proposed CCTV 068	34.141952	-118.175257	1
156	214	134	WB off-ramp to Orange Grove Blvd	34.147805	-118.160258	1
157	216	134	SB 210 to WB 134 connector	34.151076	-118.156734	1
158	217	210	Mountain Street Off Ramp	34.162148	-118.157959	1
159	218	210	Mountain Street On Ramp	34.162201	-118.159022	1
160	219	210	EB 134 to NB 210 connector	34.149425	-118.155533	1
161	220	405	Proposed CCTV 001	33.791400	-118.100256	1
162	221	405	Proposed CCTV 002	33.799175	-118.110899	1
163	222	405	Proposed CCTV 003	33.802741	-118.119654	1
164	223	405	NB OFF TO BELLFLOWER	33.803104	-118.124429	1
165	225	405	SB ON FR SB LAKEWOOD	33.805078	-118.143007	1
166	226	405	SBOFF TO LAKEWOOD	33.805935	-118.145392	1
167	227	405	Proposed CCTV 005	33.807947	-118.154930	1
168	228	405	NBON FROM CHERRY AV	33.814291	-118.169353	1
169	229	405	SBOFF TO CHERRY AV	33.813173	-118.167855	1
170	230	405	Proposed CCTV 007	33.819464	-118.191751	1
171	231	405	NB OFF WARDLOW/LONG BEACH	33.817685	-118.189034	1
172	232	405	SB OFF TO WARDLOW/LONG BEACH	33.817472	-118.189934	1
173	233	405	NBON FR RTE 710	33.828561	-118.208416	1
174	234	405	SB OFF TO NB 710	33.826302	-118.208128	1
175	235	405	Proposed CCTV 010	33.825953	-118.231791	1
176	236	405	SB ON WILMINGTON AVE	33.825635	-118.242201	1
177	237	405	NB ON WILMINGTON AVE	33.826163	-118.239972	1
178	238	405	SB OFF AVALON BLVD	33.840047	-118.264524	1
179	239	405	NB ON AVALON BLVD	33.839391	-118.263055	1
180	240	405	Proposed CCTV 012	33.848161	-118.272861	1
181	241	405	NB 110 to SB 405 connector	33.854114	-118.282716	1
182	242	405	NB 110 to NB 405 connector	33.856288	-118.283424	1

183	243	405	SB 110 to NB 405 connector	33.858765	-118.287287	1
184	244	405	SB 110 to SB 405 connector	33.857411	-118.285999	1
185	245	405	Proposed CCTV 012	33.863450	-118.322772	1
186	246	405	Proposed CCTV 013	33.879520	-118.346890	1
187	247	405	Proposed CCTV 014	33.890849	-118.361310	1
188	248	405	Proposed CCTV 015	33.902640	-118.370537	1
189	249	405	SBON FR SB COLLECTOR	33.914683	-118.370612	1
190	250	405	SB ON FR WB EL SEGUNDO	33.916226	-118.373122	1
191	251	405	SB OFF TO EL SEGUNDO BL	33.916297	-118.370987	1
192	252	405	NB ON WB EL SEGUNDO BL	33.916528	-118.369320	1
193	253	405	Proposed CCTV 016	33.917919	-118.369979	1
194	254	405	NB ON FR EB EL SEGUNDO	33.919054	-118.369045	1
195	255	405	NBOFF TO RTE 105	33.926921	-118.367518	1
196	256	405	SBON FR ROUTE 105	33.926442	-118.369162	1
197	257	405	NBOFF TO IMPERIAL HWY	33.930684	-118.366390	1
198	258	405	WB 105 to SB 405 connector	33.927901	-118.369169	1
199	259	405	SBON FR LACIENAGA-SOUTH	33.929026	-118.369730	1
200	260	405	EB OFF TO SB/NB RTE 405	33.930061	-118.376733	1
201	261	405	WBON FR SB/NB RTE 405	33.930610	-118.372000	1
202	262	405	NBOFF TO IMPERIAL HWY	33.930684	-118.366390	1
203	263	405	EBON FR NB ROUTE 405	33.930798	-118.364666	1
204	264	405	SBON FR LACIENAGA-NORTH	33.932655	-118.369757	1
205	265	405	NBON FR WB ROUTE 105	33.931881	-118.366391	1
206	266	405	NBON FR EB ROUTE 105	33.932100	-118.366783	1
207	267	405	EBON FR IMPERIAL HWY	33.929838	-118.371112	1
208	268	405	WB OFF TO IMPERIAL HWY	33.929838	-118.371095	1
209	269	405	WB 105 to NB 405 connector	33.933989	-118.367882	1
210	270	405	SBOFF TO RTE 105	33.934994	-118.368815	1
211	271	405	Proposed CCTV 017	33.939533	-118.368477	1
212	272	405	Century Bl On/Off Ramp 2	33.943053	-118.369338	1
213	273	405	Century Bl On/Off Ramp	33.945189	-118.367063	1
214	274	405	NBON FR CENTURY BLVD	33.947154	-118.367404	1
215	275	405	Century Bl On/Off Ramp 1	33.947966	-118.368941	1
216	276	405	Manchester Bl On Ramp	33.959865	-118.369982	1
217	277	405	Manchester Bl On/Off Ramp	33.961635	-118.369295	1
218	278	405	Manchester Bl Off Ramp	33.965951	-118.371269	1
219	279	405	SB ON LA TIJERA BLVD	33.971440	-118.378112	1
220	280	405	SB OFF LA TIJERA BLVD	33.971613	-118.378473	1
221	281	405	NB ON FR H HUGHES PKWY	33.974854	-118.385817	1
222	282	405	NB OFF TO H HUGHES PKWY	33.975037	-118.386583	1
223	283	405	NB OFF TO NB SEPULVEDA	33.982301	-118.394251	1
224	284	405	NB OFF TO WB RTE 90	33.985664	-118.396825	1
225	285	405	Proposed CCTV 019	33.986731	-118.398346	1
226	286	405	SB ON JEFFERSON BLVD	33.987166	-118.399237	1
227	287	405	NB OFF JEFFERSON BLVD	33.987686	-118.398546	1
228	288	405	NB ON FR EB RTE 90	33.989128	-118.399226	1
229	289	405	SB OFF TO RTE 90	33.989964	-118.401587	1
230	290	405	Proposed CCTV 021	34.003098	-118.411263	1
231	291	405	NBOFF VENICE/WASHINGTON	34.010173	-118.416460	1
232	292	405	SBOFF VENICE/WASHINGTON	34.010159	-118.417555	1
233	293	405	NB OFF NATIONAL	34.026544	-118.430472	1
234	294	405	NB OFF NATIONAL	34.026934	-118.429448	1
235	295	405	ON RAMP-RT DUM NB ON FR WBRTE 10	34.031348	-118.435690	1
236	296	405	DUM SB ON FR EB RTE 10	34.031333	-118.437153	1
237	297	405	Proposed CCTV 022	34.033511	-118.436283	1
238	299	405	NB ON FR OLYMPIC/PICO	34.037782	-118.438274	1
239	300	405	SB OFF TO RTE 2	34.047017	-118.447388	1
240	301	405	NB ON FR RTE 2	34.047344	-118.446356	1
241	302	405	Wilshire Bl On/Off Ramp	34.057255	-118.449520	1
242	303	405	Wilshire Bl On/Off Ramp	34.055064	-118.453366	1
243	304	405	Sunset Bl On/Off Ramp	34.073075	-118.466107	1

244	308	405	Proposed CCTV 023	34.078345	-118.471087	1
245	309	405	SB ON SEPULVEDA&GETTY	34.096520	-118.477559	1
246	310	405	NB ON SEPULVEDA&GETTY	34.096218	-118.476093	1
247	311	405	Proposed CCTV 025	34.114559	-118.482084	1
248	314	405	Proposed CCTV 027	34.131579	-118.473273	1
249	316	405	SB OFF VALLEY VISTA/SEP	34.148771	-118.469949	1
250	317	405	Proposed CCTV 029	34.150333	-118.468553	1
251	323	405	SB 101 to SB 405 connector	34.161714	-118.471597	1
252	324	405	NB 101 to SB 405 connector	34.162690	-118.470289	1
253		110	NB Off to 3rd St	34.055761	-118.255714	1
254		110	NB/SB From 5th Street	34.056127	-118.255392	1
255		110	NB/SB From 5th Street	34.052851	-118.258073	1
256		110	SB Off to 4th St	34.054151	-118.256308	1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
SWDR Signed Date	District	EA/Project ID	County	Route	Beg_PM	End_PM	Project Description	Project Phase	Long SWDR	Risk Level	DSA (ac)	TMDL Waterbody	BioStrip	BioSwale	Bioretention	Detention	Infiltration Basin	Infil Trench	Infil Gallery	GSRD IS	GSRD LR	Capture Housing	Trash Net	TST	Austin Vault Med Filter	Delaware Media	Austin/Del Sand Filter	Compost Media	DPPIA	OGFC	Other BMP	Est. Const_Start	Est. Const _Comp	New Impervious Surface (ac)	Net New Impervious area (NNI) (ac)	Replaced Impervious Surface (RIS) (ac)	Additional Treatment Area (ATA) (ac)	Post Const Treatment Area (ac)	Treated Impervious Area (ac)	Treated Impervious Area Balance (ac)	Treated Pervious Area (ac)	Stabilized Area (ac)	MWELO	RSA	SW Comment
	7	50320	LA	2	12.78	18.84	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	10	5.49	21.84	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0360	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	10	21.84	43.66	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	57	7.72	8.65	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	91	6.35	20.72	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	101	0.00	2.84	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	101	11.81	17.10	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0250	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	101	17.10	18.62	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	105	2.11	7.34	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	110	8.82	24.54	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	134	0.00	13.33	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	164	3.12	5.61	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	210	24.14	30.62	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	405	0.00	41.38	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0420	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	7	50320	LA	210	24.14	30.62	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	11	50320	SD	5	71.38	72.36	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	12	50320	ORA	5	0.00	21.06	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	12	50320	ORA	57	12.53	15.60	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	12	50320	ORA	91	0.00	6.12	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	
	12	50320	ORA	405	0.00	24.17	Mobility Operational Improvements.	PA/ED	No	WPCP	0.0140	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3/1/2029	4/1/2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	

ATTACHMENT J
TMP DATA SHEET

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co-Rte-PM LA, OC, SD-Var-Var EA/EFIS 503200/0724000249 Alternative No. PA_ED

Project Limit On Various Routes in Los Angeles, Orange and San Diego Counties

Project Description LA 2028 Games Route Network (GRN) and Wayfinding Routes for the Los Angeles Olympics and Paralympic Games

1) Public Information	
☒ a. Brochures and Mailers	$ See LA28 TDM Project
☒ b. Press Release	
☒ c. Paid Advertising	$ See LA28 TDM Project
☐ d. Public Information Center/Kiosk	$
☐ e. Public Meeting/Speakers Bureau	
☐ f. Telephone Hotline	
☒ g. Internet	
☒ h. Others Fact Sheets, Fliers & Web Notices	$ See LA28 TDM Project
2) Motorists Information Strategies	
☒ a. Changeable Message Signs (Fixed)	$ Use Existing
☒ b. Changeable Message Signs (Portable)	$ See LA28 ITM Project
☒ c. Ground Mounted Signs	$74,100
☐ d. Highway Advisory Radio	$
☐ e. Caltrans Highway Information Network (CHIN)	
☐ f. Others _____	$
3) Incident Management	
☒ a. Construction Zone Enhanced Enforcement Program (COZEEP)	$5,258,000
☒ b. Freeway Service Patrol	$11,823,527
☒ c. Traffic Management Team	
☐ d. Helicopter Surveillance	$
☒ e. Traffic Surveillance Stations (Loop Detector and CCTV)	$ See LA28 ITM Project
☐ f. Others _____	$

4) Construction Strategies

☒	a. Lane Requirement Charts	
☐	b. Reversible Lanes	
☐	c. Total Freeway Mainline Closure	
☐	d. Extended Weekend Closure	
☐	e. Contra Flow	
☒	f. Truck Traffic Restrictions	$ Design to Include
☒	g. Reduced Speed Zone	$ Design to Include
☒	h. Connector and Ramp Closures	
☐	i. Incentive and Disincentive	$
☐	j. Moveable Barrier	$
☐	k. Others _____	$

5) Demand Management

☐	a. HOV Lanes/Ramps (New or Convert)	$
☒	b. Park and Ride Lots	$ Use Existing
☐	c. Rideshare Incentives	$
☒	d. Variable Work Hours	
☒	e. Telecommute	
☐	f. Ramp Metering (Temporary Installation)	$
☒	g. Ramp Metering (Modify Existing)	$ Use Existing
☐	h. Others _____	$

6) Alternative Route Strategies

☐	a. Add Capacity to Freeway Connector/Ramps	$
☒	b. Street Improvement (widening, traffic signal... etc)	$ Cities to Include
☒	c. Traffic Control Officers	$ Cities to Include
☒	d. Parking Restrictions	
☐	e. Others _____	$

7) Other Strategies

☐	a. Application of New Technology	$
☐	b. Others _____	$

TOTAL ESTIMATED COST OF TMP ELEMENTS = $17,155,627

Project Notes:

6/20/2025

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1. Project Information:

A) This TMP was developed to include strategies that will be implemented on the State Highway System (SHS) in Districts 7 (LA County), 11 (San Diego County) and 12 (Orange County) to construct the Games Route Network (GRN) and Wayfinding Routes for the Los Angeles 2028 Olympic and Paralympic Games (LA28 Games). The majority of the LA28 GRN will be within District 7.

B) The TMP will be implemented during the following phases:

- Pre-GRN: Converting existing carpool and/or interior lane to LA28 Games lane.
- GRN Activation: LA28 Games.
- Post-GRN: Restoring LA28 Games lane back to original field conditions.

C) Project phases schedule:

- Pre-GRN (Construction): 7/1/2027 - 12/31/2027.
- Operation Readiness and Testing:1/1/2028 - 05/31/2028.
- Construction Moratorium: 6/1/2028 - 9/1/2028.
- Post-GRN(Construction): 9/2/2028 - 12/1/2028.

D) Total Estimated Project Cost: $245.9 Million.

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2. Public Information:

A) Southern California Association of Governments (SCAG) will lead a comprehensive and robust regional **Public Awareness Campaign (PAC)** that will commence a year prior to the LA28 Games to inform the public about the LA28 Games and the development of the LA28 GRN.

B) The Office of Public Affairs and Media Relations from each District provided a cost estimate for PAC to supplement SCAG's effort within their respective District. The funding for this TMP element will be included in the LA28 TDM project.

C) Construction will notify the Office of Public Affairs and Media Relations at least one month prior to start of Construction to initiate the PAC.

D) All project road closures information will be made available to the public via the Caltrans internet website at http://www.dot.ca.gov > Click "Travel" > Click "Planned Closures."

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3. Motorist Information Strategies:

A) Existing **Changeable Message Signs (CMS)** located along and in the vicinity of the GRN may be utilized during construction and LA28 Games to provide real-time traffic information to motorist to supplement information displayed on the PCMS.

B) An **Automated Work Zone Information System (AWIS)** will be deployed to mitigate recurring delays and queuing generated due to shifting HOV traffic onto general purpose lanes during GRN Activation. The AWIS will provide real time information to motorist using **Portable Changeable Message Sign (PCMS)**. The PCMS messages and locations will be shown on the Motorist Information Plans that will be developed during PS&E phase. Funding for PCMS will be included in the LA28 ITM project.

C) A number of ramps leading directly to the LA28 venues will be closed long-term for the duration of LA28 Games to provide direct access for LA28 vehicles from the Olympic Village to LA28 venues. **Ground Mounted Signs** (trailblazer) will be placed along the detour routes during GRN Activation. A cost estimate of $74,100 for detour trailblazer signs installation should be added to Bid Item No. 120090.

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4. Incident Management:

A) The Construction Traffic/Safety Advisor reviewed the scope of the work and determined the need for **Construction Zone Enhanced Enforcement Program (COZEEP)** funding for Pre- and Post-GRN. Include COZEEP funding of $5,258,000 in Department Furnished Materials, Bid Item No. 066062. CHP coverage during GRN activation will require additional funding and a cooperative agreement to reimburse CHP directly for services rendered.

B) **Freeway Service Patrol (FSP)** is a joint effort between Caltrans and Metro to remove disabled vehicle from the freeway during AM and PM peak hours. FSP beats will be enhanced during GRN Activation by providing additional tow trucks and extending the hours of coverage. FSP funding of $11,823,527 shall be included in Department Furnished Materials, Bid Item No. 066065.

C) The **Traffic Management Team (TMT)** may be deployed during the LA28 Games to assist in managing traffic in the vicinity of the LA28 venues by protecting the end of queue, ramp balancing or encouraging traffic diversion away from the venues.

D) **Traffic Surveillance Stations (CCTV)** will be installed to monitor traffic conditions along the GRN to assist Los Angeles Regional Transportation Management Center (LARTMC) dispatchers to respond to incidents and manage traffic during the LA28 Games. Funding for CCTV will be included in the LA28 ITM project.

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5. Construction Strategies:

A) All construction work shall conform to the **Lane Requirement Charts** that will be included in the "Maintaining Traffic" specification that will be developed during PS&E phase.

B) To improve worker and public safety on SHS, Caltrans' policy issued on 4/19/2019 requires a ten miles per hour (10 mph) speed limit reduction in work zones. Design should perform an assessment and allocate necessary funds for any **Construction Work Zone Speed Limit Reduction** bid items.

C) Utilization of **Positive Work Zone Protection (PWP)** devices may be implemented during construction to reduce the likelihood of preventable injuries or fatalities to highway workers and the traveling public. Design shall determine if any PWP devices may be included for this project.

D) The project manager should **identify and coordinate with other projects** concurrently in construction to avoid conflicts in planned lane closures or detours.

E) **Truck Traffic Restrictions** may be required if heavy vehicles are not allowed to traverse through certain segments within the SHS.

F) A **Command Post** will be established potentially at the TMC or an existing Caltrans Maintenance Yard to coordinate with field staff (i.e. TMT, Maintenance or Construction) to assist with traffic management during the LA28 Games.

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6. Demand Management:

A) The Public Awareness Campaign will encourage a no vehicles campaign to reduce the traffic demand along and in the vicinity of the LA28 GRN.

B) **Park and Ride Lots** will be utilized to encourage LA28 Games spectators to use mass transit (light rail trains and buses) instead of driving vehicles to LA28 venues.

C) **Variable Work Hours** will be recommended to disperse existing commuting hours to reduce the concentration of traffic volumes during existing AM and PM peak hours.

D) **Telecommute** will be encourage to companies that may be able to provide this opportunity to their employees.

E) **Ramp Metering** adjustments may be necessary for regulating vehicles entering the freeway during LA28 Games to improve the flow of traffic through the GRN.

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7. Alternative Route Strategies:

A) Due to long-term ramp closures during LA28 Activation, street improvements (e.g. **Traffic Signal Re-Timing**) will be implemented by local agencies to enhance traffic flow along designated detour routes.

B) At specific intersections along the designated detour route where signal re-timing does not mitigate traffic flow, **Traffic Control Officers** may be deployed during the LA28 Games.

C) **Parking Restrictions** may be required along designated detour routes to increase vehicular capacity and storage.

Funding for the above TMP elements will be included in city's cost estimate.

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8. Any changes to the scope of the project that will result in different types of traffic lane closure than anticipated will require a re-evaluation of TMP cost and strategies.

PREPARED BY _____ DATE 11/04/2025

Julio C. Valdez,
Transportation Engineer

APPROVAL RECOMMENDED BY _____ DATE 11/04/2025

Mohammad Islam (Nov 4, 2025 15:39:44 PST)

Mohammad Islam,
Acting Senior Transportation Engineer

APPROVED BY _____ DATE 11/05/2025

Kenneth Young,
District Traffic Manager

EA 503200_TMP DS_110425

Final Audit Report 2025-11-05

Created:	2025-11-04
By:	Julio Valdez (s119625@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAXOcC9Po8iuyJ3Cus1lO0RsY7QMfgu5Ke

"EA 503200_TMP DS_110425" History

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Agreement completed.
2025-11-05 - 4:29:17 PM GMT

ATTACHMENT K
DESIGN STANDARD RISK ANALYSIS

Design Standards Risk Assessment Matrix for Alternative 1			
Feature	**Standard**		
1	Shoulder Width - Index 302.1 of the Highway Design Manual sates: **"The shoulder widths given in table 302.1 shall be the minimum continuous usable width paved shoulder on highways."** Horizontal Clearance - Index 309.1(3)(a) Highway Design manual States: **"The minimum horizontal clearance to all objects, such as bridge rails and safety shaped concrete barriers, as well as sand- filled barrels, guardrail, etc., on all freeway and expressway facilities, including auxiliary lanes, ramps, and collector distributor roads, shall be equal to the standard shoulder width of the highway facility as stated in Table 302.1. A minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet."**		
Feature 1 Location	**Description**	**Probability of Nonstandard Design Feature Conceptual Approval (None, Low, Medium, High)**	**Justification for the approval risk rating and additional data/studies needed for approval**
1	*LA10 PM R11.8* *Overhead sign structure 2-post on WB I- 10* *WB/EB Median shoulder/Horizontal Clearance:* *Proposed: 0' – 3'* *Existing: 3'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 3-foot to 0ft median shoulder EB and 3-foot to 0ft median shoulder WB is due to the placement of the Active Transportation Management (ATM) gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 0' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed on non-tranversable slope above 4' from roadway surface.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

2	*LA10 PM R11.9* *Overhead sign structure 2-post on EB I- 10 WB/EB Median shoulder/Horizontal Clearance:* *Proposed: 0' – 3'* *Existing: 3'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 3-foot to 0ft median shoulder EB and 3-foot to 0ft WB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 0' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed on non-tranversable slope above 4' from roadway surface.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*
3	*LA10 PM R5.9* *Overhead sign structure 2-post on EB I- 10 WB/EB Median shoulder/Horizontal Clearance:* *Proposed: 5' – 8'* *Existing: 8'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 8-foot to 5ft median shoulder EB and 8-foot to 5ft WB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 5' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing MGS on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

4	*LA10-EB PM R9.7* *Overhead sign structure 2-post on EB I- 10 WB/EB Median shoulder/Horizontal Clearance:* *Proposed: 1' – 4'* *Existing: 4'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 4-foot to 1ft median shoulder EB and 4-foot to 1ft WB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 1' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing MGS on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*
5	*LA101-NB PM R12.3* *Overhead sign structure 2-post on NB US-101* *NB Median shoulder/Horizontal Clearance:* *Proposed: 0' – 2'* *Existing: 2'* *Standard: 10'* *SB Median shoulder/Horizontal Clearance:* *Proposed: 0' – 4'* *Existing: 4'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 2-foot to 0 median shoulder SB and 4-foot to 0ft NB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 0' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing barrier protected soundwall on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

6	*LA101-SB PM R16.8* *Overhead sign structure 2-post on SB US-101* *SB Median shoulder/Horizontal Clearance:* *Proposed: 0' – 2'* *Existing: 2'* *Standard: 10'* *NB Median shoulder/Horizontal Clearance:* *Proposed: 2' – 6'* *Existing: 6'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 2-foot to 0 median shoulder SB and 6-foot to 2ft NB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 0' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing MGS on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*
7	*LA405-NB PM R26.3* *Overhead sign structure 2-post on NB I- 405* *NB Median shoulder/Horizontal Clearance:* *Proposed: 7.5' – 10'* *Existing: 10'* *Standard: 10'* *SB Median shoulder/Horizontal Clearance:* *Proposed: 7.5' – 10'* *Existing: 10'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 10-foot to 7.5 median shoulder NB and 10-foot to 7.5ft SB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 7.5' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing concrete barrier protected soundwall on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

8	*LA405-SB PM R27.1* *Overhead sign structure 2-post on SB I- 405* *SB Median shoulder/Horizontal Clearance:* *Proposed: 7.5' – 10'* *Existing: 10'* *Standard: 10'* *NB Median shoulder/Horizontal Clearance:* *Proposed: 7.5' – 10'* *Existing: 10'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 10-foot to 7.5 median shoulder NB and 10-foot to 7.5ft SB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 7.5' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing concrete barrier protected soundwall on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*
9	*LA405-NB PM R27.8* *Overhead sign structure 2-post on EB I- 405* *NB Median shoulder/Horizontal Clearance:* *Proposed: 8' – 10'* *Existing: 10'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 10-foot to 8 median shoulder NB and 14-foot to 10ft SB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 8' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind concrete barrier at existing Edge of Shoulder 10' from ETW. Concrete barrier to be protected with mash compliant crash cushion.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

10	*LA405-SB PM R28.0* *Overhead sign structure 2-post on EB I- 405 SB Median shoulder/Horizontal Clearance:* *Proposed: 8' – 10'* *Existing: 10'* *Standard: 10'*	*Medium*	*The median shoulder reduction from 10-foot to 8 median shoulder NB and 14-foot to 10ft SB is due to the placement of the ATM gantry. Existing width and shape of the median barrier needs to be modified to protect the column in the median. The current Standard Plan S100 through S122 require larger overhead sign pedestal to fit in the median. Providing 10 feet wide shoulder will require freeway widening, additional Right of way, relocation Drainage Inlet (DI) drainage facilities, potential increase to environmental impacts which would delay the delivery of the project beyond the LA2028 games, and possibly risk cancellation to the project due to ROW condemnation necessities.* *The sign structure cannot be moved to an alternate location with standard shoulder widths and function as intended providing up to date information to the travelling public. The reduction in shoulder width will occur over a length of 200', with the minimal width of 8' being for a length of 6'. Sign structure will be placed on tangent section of roadway outside of decision points for ramps.* *Exterior Column support is to be placed behind existing concrete barrier protected soundwall on outside shoulder.* *The new ATM gantry will provide up-to-date lane information to the public to best utilize the existing freeway lanes and optimize traffic flow through the region for LA28 Games vehicles as well as the general public. Optimized traffic movement will reduce idling which will lead to reduced Green House Gas emissions, and noise in the region.*

The nonstandard design features proposed for all viable alternatives presented in the PIR have been discussed with the Design Manager, District Design Liaison, Geographical Design Office Chief and Project Delivery Coordinator and they concurred on the Probability Rating of Conceptual Approval for all nonstandard features based on the justifications provided. More detailed studies and information, in the Project Approval and Environmental Document phase, may change the probabilities of certain listed non-standard features, and therefore the final Design Standard Decision Document approval.

	Initial	Date
Sunil Gandrathi Project Delivery Coordinator	SG	08/13/2025
Asadour Terterian Design Office Chief	A.T.	08/13/2025
Susan Chau District Design Liaison	SC	8/13/2025
Anh Nguyen Design Manager	ADN	08/13/2025

ATTACHMENT L
RISK REGISTER MANAGEMENT PLAN

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 08/2025)

The risk register is to be approved and signed-off by the District Deputies listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information ☒ Capital Project ☐ Major Maintenance Project(Check One) Risk-Based Total Construction Capital Cost ($K): $193,593

Project ID/District-EA: Project ID: 0724000249/ EA-07-503200

Project Description/ Route/ Post-Mile: LA-2028 Games Route Network (GRN)/ Various Locations

Project Manager: Manny Marcos

Project Risk Manager: Cardiel Bugarin

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Required for Capital Projects)

Project Manager		Date:
Deputy District Director, Planning		Date:
Deputy District Director, Design		Date:
Deputy District Director, Rightof Way		Date:
Deputy District Director, Environmental		Date:
Deputy District Director,Traffic Operations		Date:
Deputy District Director, Maintenance		Date:
Deputy District Director,Project Management		Date:

PA&ED (Required for Capital Projects)

Project Manager	Tasha Higgins (Jan 5, 2026 08:51:10 PST)	Date: 01/05/2026
Deputy District Director, Design	Greg Fam (Jan 2, 2026 18:27:17 PST)	Date: 01/02/2026
Deputy District Director, Construction		Date: 01/07/2026
Deputy District Director, Rightof Way		Date: 01/02/2026
Deputy District Director, Environmental		Date: 01/05/2026
Deputy District Director,Traffic Operations		Date: 01/07/2026
Deputy District Director, Maintenance		Date: 01/02/2026
Deputy District Director,Project Management	Tasha Higgins (Jan 7, 2026 11:49:50 PST)	Date: 01/07/2026

Prior to PS&E (Required for Capital Projects)

Project Manager		Date:
Deputy District Director, Design		Date:
Deputy District Director, Construction		Date:
Deputy District Director, Rightof Way		Date:
Deputy District Director, Environmental		Date:
Deputy District Director,Traffic Operations		Date:
Deputy District Director, Maintenance		Date:
Deputy District Director,Project Management		Date:

EA-07-503200, EFIS ID: 0724000249

Route & Post Mile: Various Routes and Locations

Project Description: LA-2028 Games Route Netwrk (GRN)

Milestones					Duration		
PID	PA&ED	PS&E	RTL	CCA	Con Working Days: 400	Base Con Cap Est (k): $161,327	PM: Manny Marcos
(M010)	(M200)	(M380)	(M460)	(M600)	Plan: Est Days: 0	Risk Based Contingency (k): $32,265	DM: Anh D Nguyen
8/15/2025A	01/16/26	10/13/26	07/13/26	04/02/29	Total Con Days: 400	Risk Based Total Construction Capital Est (k): $193,593	RM: Cardiel Bugarin

Scope Summary: The California Department of Transportation (Caltrans) plays a key role in the LA 2028 Olympic and Paralympic Games by ensuring efficient and safe transportation for athletes, Games stakeholders, and the public. This includes creating a Games Route Network (GRN) with dedicated lanes for Games vehicles, working with other transportation agencies, and implementing a supplement to the Manual on Uniform Traffic Control Devices for the Games period.Construction of the Games Route Network is the viable build alternative with the proposed construction activities listed below:
Legacy Scope- Eleven (11) ATM gantries; 256 CCTV Cameras.
Staging Scope- 210 Dedicated managed lanes; 300 Barrier Mounted Roadside Signs; 400 Overhead Sign Overlays;1200 Roadside Sign Overlays; 320 LM of Pavement Striping; 10,800 SQFT Pavement Markings;58,000 EA Channelizers; Nightly Inspection; Restoration (320 LM Pavement Striping; 64,512 SQFT Pavement Marking; Remove 58,000 EA Channelizers).

Risk Identification							Risk Impact Assessment							Response Strategy				
							Contingency (@70th Percentile):			20%	Risk Impact on Working Days* (@51th Percentile):		553					
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low ($)	Most Likely ($)	High ($)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
1	Active	Threat	CON	Low Vendor and Contractor Pool	If there is a low vendor and contractor pool for firms due to competition with other companies and agencies doing improvements for the Games, this may cause higher bid prices or a low bid turnout	Due to low vendor and contractor pool for improvement of the Games, higher bid prices or a low turnout may occur. Currently, due to the current tariffs and economic conditions, this may occur. For example, there may be a low vendor and contractor pool for striping due to the length and nature of the project.	40%	$5,000,000	$10,000,000	$20,000,000	30	60	90	With the scope of work and the nature of the project, there is a risk that not many vendors can take on the project.	Accept	Follow the Caltrans process to list and advertise this project for the maximum competition. The Project Engineer will work with the Construction Estimate Specialist in the PS&E Phase to determine the appropriate pricing and cost for the proposed work using recent bids information.	Project Manager, Resident Engineer, and Project Engineer	June 04, 2025
2	Active	Threat	CON	Mega Size Projects- Job Order Contracting	Because a few contractors may be qualified for such large projects, the bidding process may be less competitive, which may cause an increase capital costs.	The project will be going through a Job Order Contract (JOC) delivery method for District 7. This may also be the case for D11 and D12 as well.	40%	$5,000,000	$10,000,000	$20,000,000	30	60	90	Due to the size of the project, an alternative delivery method such as Job Order Contract (JOC) may be ideal.	Mitigate	Determine the most feasible delivery method for this project that will meet all requirements and be delivery most effectively.	Project Manager & Project Engineer	June 04, 2025
3	Active	Threat	DGN	Prices and Economic Conditions	As a result of changes in the demand and supply of materials during the Construction Phase, equipment costs, labor rates, and material price increases may occur, which would lead to increased project costs.	In the past year, there have been noticeable increases in the cost of building construction materials and fuel; e.g., the cost of steel, concrete, and gas. Also, the availability of products/materials has decreased and there have been shipping delays (up to 6 months). For example, it has been difficult to obtain concrete additives like Fly Ash. Uncertainty in prices and economic climate is expected to vary during the development of the project. The US and California economies may be negatively impacted resulting in fewer competitive bids and difficulty obtaining some materials, such as steel and concrete. In addition, labor costs and shortages have been increasing and the uncertainty of tariffs may cause a potential increase on equipment and material costs. The construction industry is in a period of exceptionally fast- rising costs for various construction materials, compounded by the rising price of diesel fuel and major supply- chain disruptions.	50%	$5,750,000	$8,050,000	$11,500,000	0	0	0	Construction materials/equipment not readily available during construction may lead to delay and incur TRO/claims cost.	Mitigate	Follow the Caltrans process to list and advertise this project for the maximum competition. The Project Engineer will work with the Construction Estimate Specialist in the PS&E Phase to determine the appropriate pricing and cost for the proposed work using recent bids information.	Resident Engineer & Project Engineer	June 04, 2025
4	Active	Threat	PPM	Funding Gap- BCP	Because legislature approves the Budget Change Proposal, there is a possibility that the request for the FY 27 BCP funding will not be approved, which may add additional costs to the project.	There is a risk that legislature will not approve the future request for funding to FY 27 BCP. There is a funding gap of $6.5 million to cover the FY 27 BCP, if unfunded for leasing of AWIZ.	60%	$5,525,000	$6,500,000	$7,800,000	0	0	0	There is a risk that the state legislature will not approve the funding request to FY 27 BCP for the LA 2028 Games.	Mitigate	Pursue different funding sources to cover/ reduce the funding gap that is being identified.	LA 28 Principal & Traffic Safety and Operations	June 19, 2025
5	Active	Threat	DGN	Scope Change	As a result of scope changes to the project during its development, a requirement for additional work may occur, which would lead to increased project cost and schedule delays.	The project s in the initiation phase and there is a possibility that 85 CCTV locations wil be added into the project in the PS&E Phase. These CCTVs may require guardrails and MVPs, which may also require environmental clearances. With these additions, it will add additional costs, time, and resources for these additional scopes of work. Also, additional scope of work may be needed depending on the additional venues, route changes, and change in network.	50%	$1,875,000	$3,750,000	$5,625,000	0	0	0	By firmly establishing an acceptable scope, the cost of the project will be more reliable.	Mitigate	Work with all functional units and stakeholders to firm up the project scope.	Project Engineer & Project Manager	June 18, 2025
6	Active	Threat	CON	Field Inspection for Large Project Area	As a result of limited field inspection covering a large area for LA28 GRN, a timely inspection may not be done, resulting in rework and increasing project costs.	The LA GRN project will cover District 7, District 11, and District 12. Field engineers may need to cover several active locations in a shift, which may lead to consultants completing inspections. With consultants to complete the inspection, it will need pre-approval and may lead to increased costs.	85%	$750,000	$1,250,000	$1,750,000	0	0	0	Due to the size of the project, construction office staff may be overextended to provide services.	Mitigate	Construction personnel will need to attempt to foresee the workload needs in particular work area of responsibility and coordinate with other field offices, Caltrans non-field units, and consultant support for additional staff.	Resident Engineer & Project Manager	June 04, 2025
7	Active	Threat	CON	Inspection of CCTV	As a result of limited field inspection covering a large area for LA28 GRN, a timely inspection may not be done, resulting in rework and increasing project costs.	The project currently proposes to install 256 CCTVs on 40' poles along various roubs and locations of the GRN. There is a risk that there may be an inability b configure or inspect all CCTV cameras before the event begins. It is anticipated to start construction on 10/1/2026 with a completion date of 12/31/2027.	85%	$750,000	$1,250,000	$1,750,000	0	0	0	The project spans over 410 lane miles and there are approximately 325 CCTV that needs to be inspected to make sure the are working before and during the games.	Mitigate	In the subsequent phase, the Resident Engineer, Project Manager, Project Engineer should discuss plans on how to complete inspections of the CCTV cameras.	Resident Engineer, Construction Electrical, Electrical Engineer	June 04, 2025
8	Active	Threat	DGN	Constructability and Safety Issues	If constructability issues such as adequate working space, traffic handling, utility conflicts, effort to correct deficiencies may be required during construction, which would lead to increased project cost and schedule delays.	1. Construction staging is complicated due to the following factors: a. Numerous work locations (i.e. limited space in the median for the gantries). b. The closure of lanes #1 & 2, shoulders or ramps may be required. c. Limited traffic staging and construction width/area. d. The contractor will also need to maintain the striping as well.	15%	$1,000,000	$5,000,000	$10,000,000	20	60	80	Appropriate modifications to plans will be made.	Accept	R.E. will monitor construction progress and work with contractors and functionals to develop appropriate plans. Expect to use contingency funds to cover risk.	Resident Engineer & Project Engineer	June 04, 2025
9	Active	Threat	PPM	Quality Review	If errors and omissions have been unintentionally overlooked during the quality control (QC) and quality assurance (QA) process, corrective actions may be required during construction, which would lead to increased project cost and schedule delays.	Although the project plans will go through several iterations of quality control and assurance in the PS&E phase, errors may still occur which will cause the project plans to be inadequate and incomplete. Additionally, as some structures will be designed through A&E contracts, delays or incomplete design information could postpone contract execution or increase project costs.	15%	$1,000,000	$5,000,000	$10,000,000	20	60	80	By following the QMS process the cost and schedule impact on the estimate can be minimized.	Accept	Inform the Project Manager and Project Engineer as soon as any discrepancies are discovered between the field conditions and what is in the plans, specifications, or quantities during construction. Expect to use contingency funds to pay for work increases arising from inadequate project plans.	Resident Engineer, Project Manager, & Project Engineer	December 31, 2025
10	Active	Threat	CON	Vandalism of Fiber Network	If the fiber network is vandalized before and/ or during the games, it will need to be continually replaced, which would lead to additional project costs and schedule delays.	There is a possibility that fiber network may be tampered and/ or stolen before and during the LA 2028 Games. The contractor will be responsible for the newly installed fiber network.	50%	$1,000,000	$1,500,000	$2,000,000	60	90	110	Fiber may be vandalized in search of copper wire.	Accept	Construction will employ antitheft strategies to mitigate impact, such as reinforced pull boxes.	ITS	June 17, 2025
11	Active	Threat	CON	Modifications from External Agencies during Construction	As a result of improving various routes and creating a Games Route Network (GRN) with various external agencies, last-minute requests or modifications may occur from external agencies, which would result to additional costs.	The LA 2028 GRN will be completed through the coordination efforts of various agencies to provide a safe and efficient transportation network for games participants, media, officials, and spectators. There is a risk that last-minute requests or modifications from external agencies, such as Homeland Security may occur. The risk may be potential security issues that may need to deviate or modify the GRN.	15%	$500,000	$4,000,000	$8,000,000	0	0	0	Coordination of the Department's effort, along with cooperation from different agencies, is necessary to complete the project in a timely manner.	Mitigate	In the subsequent phase, coordinate and keep constant communication with the different agencies involved to make sure that everything is clear and concise.	Project Engineer & Project Manager	June 04, 2025
12	Active	Threat	SUP	Limited Staffing & Functional Support	If staffing with the proper experience is unattainable, securing consultant to augment the effort or delaying project may be required, which would lead to increased project support costs.	Because the project work sites are scattered throughout various locations on the D7 State Highway System (SHS), maintaining effective worksite inspections may be challenging during construction. Staffing and resources may be different than anticipated, (new and retired staff), in our efforts to support the Order, most staff are exploring the option of telework and continuing to perform their duties through telework arrangements. Also, due to the limited availability of traffic operations specialists for electrical support, consultant task orders may be utilized to supplement the shortfall. Construction has a potential staffing shortfall which requires A&E dollars to supplement Any delays while in construction may have project hours consumed to run the project, causing insufficient available hours after events.	75%	$300,000	$500,000	$1,000,000	0	0	0	Staffing and productivity contribute mainly to the support cost, however, it may translate to delay cost as well as cost for potential re-work and repairs. This is a support risk and does not affect the project's contingency.	Accept	Balance experienced and knowledgeable staff with new staff and consider succession planning in addition to having sufficient A&E capacity to supplement the shortfall.	Construction Senior & Project Manager	June 04, 2025

*Risk impact on construction schedule is estimated using Monte Carlo simulator without consideration of overlapping concurrent activities.

EA-07-503200, EFIS ID: 0724000249	Milestones					Duration	Base Con Cap Est (k): $161,327	PM: Manny Marcos
Route & Post Mile: Various Routes and Locations	PID	PA&ED	PS&E	RTL	CCA	Con Working Days: 400	Risk Based Contingency (k): $32,265	DM: Anh D Nguyen
Project Description: LA-2028 Games Route Netwrk (GRN)	(M010)	(M200)	(M380)	(M460)	(M600)	Plan: Est Days: 0	Risk Based Total Construction Capital Est (k): $193,593	RM: Cardiel Bugarin
	8/15/2025A	01/16J26	10/13/26	07/13/26	04/02/29	Total Con Days: 400		

Scope Summary: The California Department of Transportation (Caltrans) plays a key role in the LA 2028 Olympic and Paralympic Games by ensuring efficient and safe transportation for athletes, Games stakeholders, and the public. This includes creating a Games Route Network (GRN) with dedicated lanes for Games vehicles, working with other transportation agencies, and implementing a supplement to the Manual on Uniform Traffic Control Devices for the Games period.Construction of the Games Route Network is the viable build alternative with the proposed construction activities listed below:
Legacy Scope- Eleven (11) ATM gantries; 256 CCTV Cameras.
Staging Scope- 210 Dedicated managed lanes; 300 Barrier Mounted Roadside Signs; 400 Overhead Sign Overlays;1200 Roadside Sign Overlays; 320 LM of Pavement Striping; 10,800 SQFT Pavement Markings;58,000 EA Channelizers; Nightly Inspection; Restoration (320 LM Pavement Striping; 64,512 SQFT Pavement Marking; Remove 58,000 EA Channelizers).

Risk Identification							Risk Impact Assessment							Response Strategy				
							Contingency (@70th Percentile):				20%	Risk Impact on Working Days* (@51th Percentile):	553					
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low ($)	Most Likely ($)	High ($)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
13	Active	Threat	CON	**Theft and Vandalism (Electrical)**	As result of vandalism of theft of the electrical components, repairs may be required, which would lead to increased costs and schedule delays.	Electrical equipment, including buildings are being vandalized in D7 at an alarming rate. Theft and vandalism may occur after the contractor installs equipment and conduits which impact the project cost significantly as the Departmenthas to pay on a Contract Change Order (CCO) for repairs before the CCA milestone. Examples of electrical items may be the power lines, communications lines, and cabinets in places were there are high homeless encampments.	70%	$250,000	$500,000	$1,000,000	90	120	180	Theft and vandalism have occurred on similar projects located near homeless encampments. All possible security tools must be implemented. The range of cost is based on the different locations that may be impacted by vandalism and thefts.	Mitigate	Contract specifications will include provisions for Contractor to mitigate the potential for vandalism of the electrical system before and during the games.	Resident Engineer/ Electrical Engineer	June 04, 2025
14	Active	Threat	CON	**Maintaining and Replacing Channelizers**	If the channelizers are damaged and/ or need replacement before and during the games, additional costs to repair and replace may be needed.	The project currently proposes for 59,000 channelizers (approximately $2,900,000 allocated) to be installed for the GRN with a lump sum of $2,310,000 to maintain the GRN. The channelizers are a section of the GRN, but there is a risk that there will be a high maintenance costs for the channelizers and/ or contractor delays in maintaining missing and/ or damaged channelizers before and during the games.	80%	$200,000	$400,000	$600,000	0	0	0	There is a possibility that the channelizers will be damaged and needs replacement before and during the games.	Mitigate	Update the cost estimate to reflect the actual cost of what potential replacing and maintaining would be. If the risk occurs, expect to use contingency funds to cover the risk.	Project Manager, Resident Engineer, Maintenance	June 18, 2025
15	Active	Threat	CON	**Vandalism of Signages Before and During the Games**	If vandalism of roadway signs, overhead signs, and signages, repairs and cleaning up may occur, which would lead to increased costs and schedule delays.	There is a risk that graffiti may occur on the road signs and potential overhead signs before and during the LA 2028 games. These signages are important before and during the LA 2028 games because they direct and advise the public on the routes and direction to get to the necessary destination for the venue. The signages will have anti-graffiti but it does not deter graffiti from occurring. In addition, it will take time and money to clean and remove the graffiti from the signages.	75%	$200,000	$400,000	$600,000	60	90	120	Vandalism have occurred on similar projects located near encampments. All possible mitigation efforts will be utilized but there is a possibility that the risk will occur based on the different locations, the impacts, and the long stretch of the project limits.	Mitigate	Contract specifications will include provisions for Contractor to mitigate the potential for vandalism of the roadway signs, overhead signs, or any signages associated to the LA 2028 games.	Resident Engineer/ Traffic Engineer	June 04, 2025
16	Active	Threat	CON	**Existing Conditions of Electrical and Irrigation Systems**	If electrical and/or irrigation systems are missing or damaged, service must be maintained and/or replaced, which would result in a cost increases and schedule delays.	The current field conditions are unknown at this time and may differ when the project gets awarded. Fiber optic cables and existing electrical wiring may be encountered during Midwest Guardrail System (MGS) installation and if it is damaged either or during the removal process, a replacement will be required. Also, most of the conduits are PVC, but some segments are metal, which may be corroded and need replacement. Also, it has been discovered that the power/electrical connection/condition to irrigation systems has been an issue in recent projects.	25%	$500,000	$1,000,000	$1,500,000	30	60	90	This is a low probability that the risk may occur, it may be costly to replace the damaged fiber optic cables.	Accept	Traffic engineer (electrical) has identified and shown the know impacted electrical facilities in the project limits on the project plans. It is advisable to have contingency funds in place to mitigate any potential risks.	Resident Engineer & Project Engineer	June 04, 2025
17	Active	Threat	CON	**Weather related and Non-working Days**	If impacts from weather and natural disaster or nonworking days are encountered, additional contract non-working days, extension of contract duration, and subsequent remediation or repairs may be required, which would lead to increased project costs and schedule delays.	Impacts from inclement weather or natural disasters may require subsequent remediation and repair time. Also, permitted traffic closure times may be affected. An accelerated schedules and different approach may be needed with a limited construction window and schedule.	50%	$225,000	$450,000	$900,000	15	30	60	Some weather related non working days are expected (on avg. of 10%).	Accept	RE to work with the Contractor to minimize the non-working days.	Resident Engineer	June 04, 2025
18	Active	Threat	CON	**Delays and Unavailability of Poles**	As a result of improving various routes and creating a Games Route Network (GRN) with dedicated lanes for Games vehicles with various agencies, there may be delays in procurement or the unavailability of certain materials, which would add costs and time to the project.	There is a risk that there may be a potential delay in procurement or unavailability of the manufactured 40' poles where the cameras are proposed to be installed one.	40%	$100,000	$500,000	$1,000,000	20	40	100	There is a large quantity of 40' poles that will need to be purchases. There is a risk that there is a chance of some unavailability.	Mitigate	In the subsequent phase, coordinate with the PDT and try to minimize the risk from happening. If the risk occurs during Construction, the Resident Engineer will work with the contractor to minimize the impact.	Project Manager, Electrical & and Resident Engineer	June 09, 2025
19	Active	Threat	CON	**Traffic Operations and Handling**	Because traffic operations need to be maintained throughout the construction zone, modifications to the traffic handling plans may occur, which would result in additional project costs and schedule delays.	There is a risk that additional traffic operations and handling may be needed to accommodate the public before (even during construction) and during the LA 2028 Games. Per the TMP Data Sheet: 1. $5,258,000 is allocated for COZEEP, which is included in the estimate. 2. Traffic through the construction site must be maintained and all transportation systems must be protected during construction. 3. Temporary shoulder and lane closures are anticipated. 4. It is anticipated that work will be performed in accordance with the Lane Closure Charts provided in the Maintenance Traffic Specifications. 5. Changeable Message Signs (Fixed & Portable), Ground Mounted Signs, and Public Information will be used to inform the public.	25%	$500,000	$750,000	$1,000,000	0	1	2	Detailed traffic management and handling plan would help minimize disruptions and impacts on traffic due to construction activities. Range of cost will be based on needing additional traffic management items (COZEEP, detours, and etc.)	Accept	Funds for "Maintain Traffic" have been included in the Engineer Estimate to pay for any necessary traffic control measures needed to address the project site traffic conditions and demand during construction.	DTM Traffic Engineer & Resident Engineer	June 18, 2025
20	Active	Threat	ENV	**Potential to Effect Cultural Resources.**	Because the Arroyo Seco Parkway Historic District (ASPHD) which includes the four-level interchange, and the Century Freeway Transitway Historic District (CFTHD) are within the GRN.	The Arroyo Seco Parkway Historic District (ASPHD) and Century Freeway Transitway Historic District (CFTHD) are within the GRN. Impacts to features or characteristics that qualify these properties for NRHP listing/eligibility, particularly the ASPHD pavement, could result in higher level cultural documentation requiring additional evaluation to minimize impacts to scenic historic resources and consultation with SHPO; which would increase project costs and schedule delays. Further, a finding of No Adverse Effect or No Historic Properties Affected is needed in order to keep the project as a CE and to meet project milestones.	30%	$330,000	$550,000	$1,100,000	60	240	360	Coordination with engineering, design, and environmental to refine proposed components or come up with alternative pavement markings and signage within these historic districts to avoid adverse impacts to qualifying characteristics or features of the ASPHD and CFTHD.	Mitigate	Coordination with the design and cultural team will be ongoing to avoid potential affects to qualifying characteristics or features.	Environmental Planner/ Cultural	June 10, 2025
21	Active	Threat	ENV	**Hazardous Materials**	If additional unanticipated hazardous waste is discovered during the construction, additional hazardous waste mitigation planning may occur, which would lead to design schedule delays and project cost increases.	Potential sources of hazardous waste in this project are anticipated to be limited to (a) lead based thermoplastic traffic striping and pavement markings, (b) ADL from impacted soils, (c) treated wood waste (MBGR posts), (d) discarded electrical equipment, etc. There may be unanticipated hazardous materials encountered when this goes into construction.	20%	$100,000	$500,000	$1,000,000	30	90	180	Notifying the district hazardous waste unit as soon as possible will lead to effective handling of hazardous waste issues encountered in the field.	Accept	If needed, the District Hazardous Waste unit will coordinate with the RE and send the emergency contract consultant to the field to test the suspected hazardous waste issue. Should the presence of the hazardous material be confirmed, a work plan will be prepared to address the issue(s).	Hazardous Waste Engineer & Resident Engineer	June 04, 2025
22	Active	Threat	DGN	**Coordination with Different Agencies**	As a result of working and coordinating with different agencies, additional delays and concessions may occur, which would lead to increased project costs and schedule delays.	Due to the nature of the project, the LA 2028 GRN is to work and coordinate with different agencies. Working and coordinating with different agencies may lead to additional scope of work and time to communicate and coordinate. Metro and different cities along the GRN, which may modify the on and off ramp due to venues, leads to signage. .	30%	$100,000	$350,000	$500,000	20	40	80	Coordination of the Department's effort, along with cooperation from different agencies, is necessary to complete the project in a timely manner.	Mitigate	In the subsequent phase, coordinate and keep constant communication with the different agencies involved to make sure that everything is clear and concise.	Project Manager & Project Engineer	June 04, 2025
23	Active	Threat	DGN	**Survey and Mapping**	If surveying data and mapping information are not completed in a timely manner nor consistent with existing field conditions, adjustments and modifications may be required, which would lead to increased costs and schedule delays.	Assumed existing conditions will be reflected in the available surveying and mapping data. There is a risk that additional topography which may be needed for certain gantries that are proposed or will be proposed during the development of the project.	20%	$210,000	$420,000	$560,000	15	30	40	Surveys and maps serve as the basis for the design. PY cost per day with a man power of 10 assisting with survey and mapping.	Accept	1. Request survey and mapping information as early as possible in the PS&E Phase. 2. If needed during Construction, Resident Engineer will coordinate with the contractor. 3. Expect to use contingency to cover risk.	Design Senior	June 04, 2025

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EA-07-503200, EFIS ID: 0724000249

Route & Post Mile: Various Routes and Locations

Project Description: LA-2028 Games Route Netwrk (GRN)

Milestones					Duration		
PID	PA&ED	PS&E	RTL	CCA	Con Working Days: 400	Base Con Cap Est (k): $161,327	PM: Manny Marcos
(M010)	(M200)	(M380)	(M460)	(M600)	Plan: Est Days: 0	Risk Based Contingency (k): $32,265	DM: Anh D Nguyen
8/15/2025A	01/16.26	10/13/26	07/13/26	04/02/29	Total Con Days: 400	Risk Based Total Construction Capital Est (k): $193,593	RM: Cardiel Bugarin

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Risk Identification							Risk Impact Assessment							Response Strategy				
							Contingency (@70th Percentile):			20%	Risk Impact on Working Days* (@51th Percentile):		553					
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low ($)	Most Likely ($)	High ($)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
24	Active	Threat	ENV	**Potential to Encounter Cultural Resources.**	As result of the discovery of unknown buried man-made objects during construction, excavation and disposal activities may occur which would lead to increased project costs and schedule delays.	The 12 Gantries and 256+ CCTVs would require excavation; however, they would be implemented within Caltrans ROW and previously disturbed soil.	15%	$220,000	$385,000	$550,000	200	240	360	The GRN route is in a development environment and would be entirely within Caltrans ROW. Therefore, the GRN routes are not considered as an archaeologically sensitive.	Avoid	Measures to avoid impacts on cultural resources will be determined and implemented (i.e., avoiding known and potential cultural resources to the extent feasible, treating inadvertent discoveries, and identifying human remains if found in the project area during construction).	Environmental Planner/ Cultural	June 10, 2025
25	Active	Threat	CON	**Procurement Delays and Unavailability of Cameras**	As a result of improving various routes and creating a Games Route Network (GRN) with dedicated lanes for Games vehicles with various agencies, there may be delays in procurement or the unavailability of certain materials, which would add costs and time to the project.	There is a risk that there may be a potential delay in procurement or unavailability of cameras due to factory issues and/ or logistical challenges. Currently, the project proposes 256 CCTV cameras to be installed on 40' poles. The camera will be purchased by another contract and given to this contract for installation. There is a risk that this contractor may need to purchase the cameras during construction.	30%	$112,500	$168,750	$225,000	30	60	90	The cameras will be purchased through another contract, but there is still a risk that the contractor may need to purchase an assumption of 50- 100 cameras to complete the games route network in a timely manner.	Mitigate	In the subsequent phase, coordinate and follow up with the procurement contract for the purchase of the necessary cameras. In addition, update and coordinate with Electrical unit to see if there are any modifications needs to be done. If the risk occurs, expect to use contingency funds to cover the risk. In addition, avoid any potential delays to the project.	Project Manager, Electrical & and Resident Engineer	June 09, 2025
26	Active	Threat	CON	**Differing Site Conditions**	If unexpected site conditions, soil and materials are encountered during construction, design modifications may be required, which would lead to increased project costs and schedule delays.	1. Variations in site (subsurface or latent physical condition) are possible. Field conditions may differ from the design data because of natural events(i.e. rain, rock slides, etc.) 2. Concrete barriers may be used instead of standard MGS due to site condition limitations (slope hinge requirements). 3. During drilling of the foundations for the poles, buried objects (such as concrete pieces) may be encountered.	15%	$100,000	$250,000	$500,000	80	160	240	Adequately characterizing the project site will reduce the cost of uncertainty.	Mitigate	1. Conduct a site visit and a comprehensive site investigation. 2. Expect to use contingency funds to pay for work increases arising from site condition variations after conducting site visits and investigations. 3. R.E. will work with contractor and functionals to reach an agreement on appropriate compensation.	Design Senior & Construction Senior	June 04, 2025
27	Active	Threat	UTI	**Unidentified Utilities**	If unidentified utilities or utilities that are not shown on existing as built plans are encountered during construction, additional effort for relocation or protection in place may be required, which would lead to project cost increases and schedule delays.	1. The following utilities were identified near the site although no potholing will be performed (not yet- but may be performed in the PSE Phase) 2. Utilities easement and agreement are not required. 3. New electrical poles proposed assumed no subsurface obstruction and may require relocation of poles or removal of obstruction. 4. The project spans over 420 lane miles, but if unidentified utilities occur, the design will try to be modified or the utilities may need to be relocated.	15%	$100,000	$250,000	$500,000	20	60	80	Identifying all impacted utilities is critical to establishing the cost of utility relocations. Potholing will minimize this risk.	Avoid	The will project will avoid any potential utility conflicts by modifying the design, plans, and construction of the proposed scope of work.	Project Engineer, Resident Engineer & Utility Engineer	June 04, 2025
28	Active	Threat	ENV	**Nesting Birds& Natural Habitat**	As a result of construction activities, encountering birds may occur which would lead to schedule delays during nesting season and increase costs.	No clearing and grubbing of vegetation or trees and vegetation would occur as part of this project. However, if nesting birds are observed near the project area(150 ft. for songbirds, or 500 ft. for raptors), construction will be halted until fledglings have left the nest.	20%	$80,000	$100,000	$150,000	10	15	20	There is a possibility to encounter nesting birds adjacent to the GRN Route during construction.	Avoid	Include special provisions for bird protection in the project specifications. Contact Caltrans biologist as early as possible to evaluate whether the work in the area could continue or if suspension of work is necessary or until bird nesting activities are no longer present.	Environmental & Biologist	June 06, 2025
29	Active	Threat	ENV	**Environmental Impacts**	If there are changes in the project scope, environmental setting, and/or laws during the construction phase, the project may require additional reviews and environmental studies, which may lead to increased project support costs and schedule delays.	The process to prepare a CEQA Exemption form was initiated in October 2025 and will be completed by December 2025. No Clearing and Grubbing of Vegetation or Trees and vegetation would occur as part of the project. The project is not anticipated to have significant noise, visual, hazardous waste, biological and cultural impacts. If the project's scope or activities change in a manner that may impact environmental resources, the Division of Environmental Planning (DEP) may need to prepare a Revalidation to re-evaluate or additional scope for environmental impacts during PS&E and/or construction.	80%	$10,000	$20,000	$30,000	20	30	40	Based on the information at the design phase, the project scope, environmental setting, and laws are not expected to change.	Accept	Inform the Division of Environmental Planning of any change in scope or means/methods. Initiate the revalidation/reevaluation process as soon as possible.	Environmental Planner & Construction Senior	December 08, 2025
30	Active	Threat	CON	**Construction Coordination**	If other adjacent Caltrans and/or local projects are in construction at the same time as this project, difficulties in coordinating traffic and work activities between the projects may occur, which would lead to increased project costs and schedule delays.	1. Coordination with other planned and programmed improvement projects (i.e. EA 07-047904) near and within the project limits is required. 2. There could be additional locally-permitted projects scheduled during the same time-frame. 3. Because this project stretches over 420 lane miles, this project will be a priority. If there projects within the GRN, they will be asked to stop work or be on-hold. 4. If projects have 55- closure, the GRN construction work can be modified to avoid the other project's closure.	10%	$20,000	$100,000	$240,000	5	20	60	Coordination efforts with all necessary parties will help minimize the impacts of the risk.	Accept	1. Coordinate with permitting agencies to identify local projects within the same project limits and adjust the construction schedule to avoid conflicts. 2. The contractor will coordinate with TMC and other contractors to resolve conflicts. 3. Expect to use contingency funds to cover risk.	Resident Engineer	June 10, 2025
31	Active	Threat	DGN	**Unanticipated Items Within the Project Limits**	If unanticipated items (assets or deficiencies) are discovered within the project limits, a requirement to protect in place, relocate or remediate these items may be required, which would lead to increased project costs and schedule delays.	1. There may be additional work items/assets that may require repairs, upgrades or replacement, such as additional MGS, ITS elements (damaged or aging corduits, cables, IP nodes power), electrical components (loop detector, pull boxes etc.), cabinets, irrigation systems (missing irrigation wires and value boxes), and MVPs, etc. 2. Some components and equipment (Ethernet Switch, SFP Modules etc.) may become obsolete because of technological advancement or is incompatible with existing TMC equipment. For example, the camera type and power may be an older version and may to be upgraded.	5%	$100,000	$150,000	$250,000	20	60	120	Identifying all items of work improves the reliability of the cost estimate.	Mitigate	Work with all functional units to comprehensively identify all necessary work items. Include the funds in the cost estimate to cover the costs.	Project Engineer	June 04, 2025
32	Active	Threat	CON	**Stormwater Requirements**	As a result of changes to stormwater requirements, Best Management Practices (BMP) design changes may occur, which would lead to increased costs.	Per the Drat Stormwater Data Report: 1. Total Disturbed Soil Area (DSA) is 0.33 acres and total new impervious Surface (NIS) is 0.05 acres. 2. The project will require a Water Pollution Control Program (WPCP) since the total DSA will be less than 1 acre. 3. This project is not required to implement permanent Best Management Practices (BMPs) because the New Impervious Surface (NIS) does not exceed 1 acre of area. 4. Construction Site BMPs are estimated to cost about $XXX,XXX 5. This project will not require 401 certifications. 6. Assumed existing hydraulics features encountered during construction are consistent with as-builts and surveys. If above-average rains are encountered, additional construction BMPs may be required.	25%	$12,750	$25,500	$33,750	0	0	0	Storm water requirements must be met. Surveys and maps serve as the basis for the design.	Accept	The Resident Engineer will ensure all the legislative stormwater requirements for construction are met. If additional temporary BMPs are needed, expect to use contingency funds to cover the risk.	Resident Engineer & Stormwater	June 18, 2025

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Project Description: LA-2028 Games Route Netwrk (GRN)	(M010)	(M200)	(M380)	(M460)	(M600)	Plan: Est Days: 0	Risk Based Total Construction Capital Est (k): $193,593	RM: Cardiel Bugarin
	8/15/2025A	01/16/26	10/13/26	07/13/26	04/02/29	Total Con Days: 400		

Scope Summary: The California Department of Transportation (Caltrans) plays a key role in the LA 2028 Olympic and Paralympic Games by ensuring efficient and safe transportation for athletes, Games stakeholders, and the public. This includes creating a Games Route Network (GRN) with dedicated lanes for Games vehicles, working with other transportation agencies, and implementing a supplement to the Manual on Uniform Traffic Control Devices for the Games period.Construction of the Games Route Network is the viable build alternative with the proposed construction activities listed below:
Legacy Scope- Eleven (11) ATM gantries; 256 CCTV Cameras.
Staging Scope- 210 Dedicated managed lanes; 300 Barrier Mounted Roadside Signs; 400 Overhead Sign Overlays;1200 Roadside Sign Overlays; 320 LM of Pavement Striping; 10,800 SQFT Pavement Markings;58,000 EA Channelizers; Nightly Inspection; Restoration (320 LM Pavement Striping; 64,512 SQFT Pavement Marking; Remove 58,000 EA Channelizers).

Risk Identification							Risk Impact Assessment							Response Strategy				
							Contingency (@70th Percentile):			20%	Risk Impact on Working Days* (@51th Percentile):		553					
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low ($)	Most Likely ($)	High ($)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
33	Active	Threat	ENV	Community (Traffic)	As a result of construction and operation of the GRN, substantial temporary traffic related impacts to adjacent communities and commuters would occur.	The temporary shift in volumes from GRN dedicated lanes to GP lanes and temporary cosures of points of ingress/egress (e.g., ramps) may result in traffic related impacts to project adjacent communities and commuters. Substantial impacts without sufficient traffic management strategies and measures.	10%	$10,000	$20,000	$30,000	10	20	30	SCAG is developing a regional Transportation Demand Management (TDM) Plan which will detail strategies to address traffic impacts, such as early public messaging/education, in coordination with Caltrans, to minimize the impacts of the risk.	Mitigate	Coordinate with applicable agencies to develop TDM Strategies and ensure documentation in the Environmental Revalidation during PS&E.	Environmental Planner	June 04, 2025
34	Active	Threat	CON	Vandalism (Soundwalls and etc.)	As a result of vandalism and theft of electrical components and signages, there may be a potential for vandalism on soundwalls as well, which would lead to additional costs and time to remove and repair.	The project stretches approximately 420 lane miles for the LA 2028 GRN. There is a potential of vandalism of the soundwalls through the long stretch of the project. Certain locations within the GRN may have higher level of the vandalism. Maintenance will be the ones maintaining the soundwalls. Currently, the risk will be handled by the Division of Maintenance and this is for documentation purpose for the time being. In the subsequent phases, further discussion may occur where the contractor may need to assist with the vandalism.	80%	$0	$0	$0	0	0	0	Vandalism have occurred on similar projects located near encampments. All possible mitigation efforts will be utilized but there is a possibility that the risk will occur based on the different locations, the impacts, and the long stretch of the project limits.	Transfer	This risk is to document that the risk of vandalism of items that are not on the mainline will be transferred to the Division of Maintenance program.	Field Maintenance	June 18, 2025
35	Active	Threat	DGN	Utility Clearance	Because the project is in an accelerated schedule, certain requests and clearances may be expedited or not completed in a timely manner, which may delay the project and add additional costs.	There is a risk that the utility clearance may not be received at the end of the PS&E Phase. With the limited time, the drawing and utility clearance may not be completed in a timely manner. If there is a conflict the design may be modified to avoid any impact. In previous projects, the communication with the utility owners may not be completed in a timely manner.	30%	$0	$0	$0	0	0	0	The projects spans approximately 420 lane miles and with the expected schedule, there is a risk that the utility clearance may not be completed before the project RTL. This is for documentation as there is a potential that the risk may be transferred to the contractor. This is a low risk, but it may occur due to the expedited schedule/ time frame.	Transfer	In the subsequent phase, review as-builts and coordinate with the Design Team to not delay the utility clearance. If it cannot be completed, the risk may be transferred to the contractor, if needed.	Utility Engineer & Project Engineer & Electrical Engineer	August 18, 2025
36	Active	Threat	CON	Unsheltered / Homeless	If unsheltered or homeless encampments are encountered within the project area during construction, additional effort may be required for their removal or possible relocation, which would lead to potential delays.	1. Established encampments within the project limits have not been observed at this time, however, there is a possibility that future encampments could take place in this area during construction. 2. PDT is not anticipating delays to contract due to this risk. 3. Order of work can be modified to avoid project delay if unsheltered or homeless encampments are encountered. 4. For the LA 2028 games, there may be a discussion on how to handle unsheltered/ homeless encampments because the project spans over 420 lane miles.	80%	$75,000	$150,000	$300,000	10	30	60	In early 2021, new protocols/guidelines were issued regarding the proper handling of unsheltered/homeless encampments. The assessment did not include any range of cost because this was more of a time impact risk.	Accept	The Resident Engineer will work with Persons Experiencing Homelessness (PEH) Liaison and local partners to promptly assess and address the existing encampments (if any) within the project limits.	Resident Engineer & PEH	December 31, 2025
	Retired	Threat	ENV	Air Quality (Conformity)	If the project cannot demonstrate that we have met the fiscal constraint with SHOPP funding or if the TCWG does not concur with the approach to program the project as a SHOPP project, then the project may not be able to be exempt from conformity.	Retired: FHWA officially determined on 9/10/25 that in accordance with 40 CFR §93.126, the GRN and its associated projects are classified as Exempt Projects.												December 08, 2025

*Risk impact on construction schedule is estimated using Monte Carlo simulator without consideration of overlapping concurrent activities.

EA 503200 Risk Register Certification

Final Audit Report 2026-01-07

Created:	2026-01-02
By:	Ryan Nai (s148568@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAdLPVHCYxT6Ak_yyOrN-6js3jo5qYV5QM

"EA 503200 Risk Register Certification" History

Document created by Ryan Nai (s148568@dot.ca.gov)
2026-01-02 - 6:15:20 PM GMT- IP address: 149.136.33.247

Document emailed to Manny Marcos (manny.t.marcos@dot.ca.gov) for signature
2026-01-02 - 6:17:10 PM GMT

Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature
2026-01-02 - 6:17:10 PM GMT

Document emailed to Patricia Galvan (patricia.galvan@dot.ca.gov) for signature
2026-01-02 - 6:17:10 PM GMT

Document emailed to Carly Corona (carly.corona@dot.ca.gov) for approval
2026-01-02 - 6:17:10 PM GMT

Document sent to Wayne Lee (wayne.d.lee@dot.ca.gov) and Zoltan Elo (zoltan.elo@dot.ca.gov) for signature. One of them to sign
2026-01-02 - 6:17:11 PM GMT

Document emailed to Dawn Montano (dawn.kukla@dot.ca.gov) for signature
2026-01-02 - 6:17:11 PM GMT

Document emailed to Amir Elsharief (amir.elsharief@dot.ca.gov) for signature
2026-01-02 - 6:17:11 PM GMT

Document emailed to Jackie Tan (jackie.tan@dot.ca.gov) for approval
2026-01-02 - 6:17:12 PM GMT

Document emailed to Paul Crispi (paul.j.crispi@dot.ca.gov) for signature
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Email viewed by Carly Corona (carly.corona@dot.ca.gov)
2026-01-02 - 6:17:19 PM GMT- IP address: 54.225.206.80

Email viewed by Manny Marcos (manny.t.marcos@dot.ca.gov)
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2026-01-02 - 6:17:31 PM GMT- IP address: 107.23.116.18

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Email viewed by Paul Crispi (paul.j.crispi@dot.ca.gov)
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Document approved by Carly Corona (carly.corona@dot.ca.gov)
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Email viewed by Jackie Tan (jackie.tan@dot.ca.gov)
2026-01-02 - 6:20:44 PM GMT- IP address: 34.226.181.172

Document e-signed by Greg Farr (greg.farr@dot.ca.gov)
Signature Date: 2026-01-02 - 6:27:17 PM GMT - Time Source: server- IP address: 76.171.218.113

Document e-signed by Paul Crispi (paul.j.crispi@dot.ca.gov)
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Document e-signed by Zoltan Elo (zoltan.elo@dot.ca.gov)
Signature Date: 2026-01-02 - 7:07:36 PM GMT - Time Source: server- IP address: 149.136.33.250

Document e-signed by Dawn Montano (dawn.kukla@dot.ca.gov)
Signature Date: 2026-01-05 - 4:34:08 PM GMT - Time Source: server- IP address: 149.136.33.249

Ryan Nai (s148568@dot.ca.gov) added alternate signer Tasha Higgins (tasha.higgins@dot.ca.gov). The original signer Manny Marcos (manny.t.marcos@dot.ca.gov) can still sign.
2026-01-05 - 4:39:16 PM GMT- IP address: 149.136.33.250

Document emailed to Tasha Higgins (tasha.higgins@dot.ca.gov) for signature
2026-01-05 - 4:39:16 PM GMT

Document e-signed by Tasha Higgins (tasha.higgins@dot.ca.gov)
Signature Date: 2026-01-05 - 4:51:11 PM GMT - Time Source: server- IP address: 149.136.33.252

Document approved by Jackie Tan (jackie.tan@dot.ca.gov)
Approval Date: 2026-01-06 - 7:35:42 PM GMT - Time Source: server- IP address: 149.136.17.250

Email viewed by Amir Elsharief (amir.elsharief@dot.ca.gov)
2026-01-07 - 5:42:00 PM GMT- IP address: 104.28.111.144

Document e-signed by Amir Elsharief (amir.elsharief@dot.ca.gov)
Signature Date: 2026-01-07 - 6:31:49 PM GMT - Time Source: server- IP address: 149.136.33.247

Document e-signed by Patricia Galvan (patricia.galvan@dot.ca.gov)
Signature Date: 2026-01-07 - 7:41:50 PM GMT - Time Source: server- IP address: 149.136.33.246

Document emailed to Tasha Higgins (tasha.higgins@dot.ca.gov) for signature
2026-01-07 - 7:41:53 PM GMT

Email viewed by Tasha Higgins (tasha.higgins@dot.ca.gov)
2026-01-07 - 7:48:56 PM GMT- IP address: 149.136.33.253

Document e-signed by Tasha Higgins (tasha.higgins@dot.ca.gov)
Signature Date: 2026-01-07 - 7:49:50 PM GMT - Time Source: server- IP address: 149.136.33.253

Agreement completed.
2026-01-07 - 7:49:50 PM GMT

ATTACHMENT M
COMPLETE STREETS DECISION DOCUMENT (CSDD)

Complete Streets Decision Document (CSDD)

1) Is it infeasible to include complete streets improvements because the project is located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

_____ NO – Proceed to Question 2
__X__ YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the scope of the primary project not suitable because the purpose is to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and the proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etcetera.

_____ NO – Continue to Question 3
_____ YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
_____ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
_____ YES – Describe them here and proceed to Question 6: _____
_____
_____
_____

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and

provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	APPROXIMATE QUANTITY	ESTIMATED TOTAL COST

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

_____ NO
_____ YES – Describe the opposition position here: _____
_____
_____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO – Proceed to Question 9
_____ YES – Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	APPROXIMATE QUANTITY	ESTIMATED TOTAL COST

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

Michael Zwissler, PID Preparer in responsible charge
District 07 Office of Projects and Special Studies

Concurred by:

Romeo Estrella
District Complete Streets Coordinator
06/30/2025
Date

Marlon Regisford
Deputy District Director, Planning
06/30/2025
Date

Gregory Farr
Deputy District Director, Design
06/30/2025
Date

Gloria Roberts
District Director
06/30/2025
Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation or supersession of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a superseding CSDD (answer questions 1 through 11) replacing the original CSDD, certify, and obtain concurrence signatures in sequence. Attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

Michael J Zwissler 06/30/2025

Michael Zwissler, Project Engineer — Date
District 07 Office of Projects and Special Studies

Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*

Name, District Complete Streets Coordinator — Date

Name, Chief, Office of Complete Streets, — Date
Headquarters Division of Design

Name, Deputy District Director, Planning — Date

Name, Deputy District Director, Design or — Date
Division Chief, Design/Project Development

Name, District Director — Date

Revalidation or supersession of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the revalidated CSDD (or superseding CSDD, if applicable) certified at PA&ED and the project approval document?

_____ NO – Prepare a superseding CSDD (answer questions 1 through 11) replacing the CSDD that was revalidated or superseded at PA&ED, certify, and obtain concurrence signatures in sequence. Attach completed superseding CSDD to the supplemental PR. If a supplemental PR is not required, place in the project history file. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.

_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was completed at PA&ED and place the CSDD in the project history file. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*

_____ _____
Name, District Complete Streets Coordinator Date

_____ _____
Name, Chief, Office of Complete Streets, Date
Headquarters Division of Design

_____ _____
Name, Deputy District Director, Planning Date

_____ _____
Name, Deputy District Director, Design or Date
Division Chief, Design/Project Development

Name, District Director

Date

Zwissler, Michael@DOT

From: Sanchez, Rafael@DOT
Sent: Thursday, June 26, 2025 1:06 PM
To: Zwissler, Michael@DOT; CSDD@DOT
Cc: Estrella, Romeo F@DOT; Bautista, Denrick@DOT; Higgins, Tasha@DOT
Subject: Re: 50320 LA28 GRN CSDD for Approval

Hello Michael,

Thank you for your email. The HQ Office of Complete Streets Planning reviewed the submitted CSDD justification for EA 50320 and determined the following:

HQ **concurs** that the project is exempt on the basis the primary project is located on freeways where bicycles and pedestrians are prohibited.

The District can proceed to finalize the CSDD.

Thank you,

Rafael Sanchez (he/him)
Transportation Planner
Active Transportation Planning Branch
Office of Complete Streets Planning
(916) 917-4578
Chat With Me on Teams!

From: Zwissler, Michael@DOT <Michael.Zwissler@dot.ca.gov>
Sent: Tuesday, June 24, 2025 3:50 PM
To: CSDD@DOT <CSDD@dot.ca.gov>
Cc: Estrella, Romeo F@DOT <Romeo.Estrella@dot.ca.gov>; Bautista, Denrick@DOT <Denrick.Bautista@dot.ca.gov>; Higgins, Tasha@DOT <Tasha.Higgins@dot.ca.gov>
Subject: 50320 LA28 GRN CSDD for Approval

Hello,

Please find the attached CSDD for approval regarding the LA28 Games Route Network in support of the 2028 Olympic and Paralympic Games.
We determined that this project is exempt from CSDD because of the reasons listed below:

Currently the bike/ped configuration for the event areas are TBD based on security measures to be input by US Secret Service(USSS), making it difficult to provide a viable estimate at this time.

The GRN on local arterial roadways is going to be taking a dedicated lane with buffer on the current roadway. Placing bike/peds adjacent to trucks/busses associated with the GRN vehicle makeup wouldn't be an ideal

location for bike/peds with the preferred bike placement being barrier or buffer separated lanes depending on roadway design speed.

Additionally, the USSS has designated all of the LA28 games as a National Security Special Event (NSSE) the vehicles associated with the GRN are screened from venue to venue. Having them intermingle with unscreened personnel outside of the secure venues is not ideal from an event security perspective.

There are additional projects for LA28 running concurrent with the GRN project (50320) that address trailblazing, wayfinding, landscaping at on/off ramps.

These are the reasons why the LA28 GRN project has been determined to be exempt from the CSDD as shown in the response to question #1.

I've attached our draft PSR/PR as well as the CSDD document for approval.
ATTACHMENTS (A-T).pdf

Please expedite the review as fast as possible as we are trying to circulate for final approval at beginning of July to partially fund project elements at October CTC.
I apologize for the late notice as this has been an a-typical delivery program for this project. Any and all support in helping us achieve success for the Olympics and Caltrans is appreciated.

Thanks,
Michael Zwissler, PE
Mobile: 213-269-1122

California Dept. of Transportation
District 07 – Office of Projects and Special Studies
LA28 GRN Senior Engineer
100 S. Main Street
Los Angeles, CA 90012

CALTRANS *Safety / Equity / Climate Action / Prosperity*

ATTACHMENT N
TRAFFIC ANALYSIS MEMO

Memorandum

Date: June 23, 2025

To: Tasha Higgins, Caltrans, Ernesto Chaves, LA Metro

From: Anna Luo, Mike Wallace, Chelsea Richer, and Jeremy Klop, Fehr & Peers
Loren Bloomberg, Allan Gooch, and Philip Clarke, Jacobs

CC: Chris Liban, Metro
Hoan Tang, Metro
Jacqueline Torres, Metro
Heather Shepard, TRC
Katie Wilson, TRC
Siew Mei Tan, Caltrans
Chao Wei, Caltrans

Subject: Los Angeles 2028 Games Route Network Modeling – Traffic Section Memorandum for PSR/PR

LA24-3333.01

This memorandum presents the content of Traffic Section to be used in support of the Los Angeles 2028 Olympic & Paralympic Games Route Network (GRN) Project Study Report/Project Report (PSR/PR) led by Caltrans for CEQA and NEPA approval.

The scope of this traffic analysis was developed in coordination with Metro and Caltrans, which focuses on Games Lanes on the GRN of the State Highway System (SHS). Other facilities such as intersections and ramps are not part of this study scope and could be assessed under separate efforts in the future. The primary objective of this study is to evaluate the traffic effect on the freeway mainline segments where Games Lanes will be implemented. The traffic analysis for this study focuses on changes in traffic demand volumes and resulting travel times, travel speeds, and travel delays on the Games Lanes segments.

The traffic analysis was performed in close coordination with Metro and Caltrans. This memorandum includes a summary of the traffic analysis. The detailed traffic analysis results will be used in preparation of the GRN environmental analysis.

The following topics are addressed in the memorandum:

1. Methodology
2. Existing (2023) Conditions
3. 2028 No Games Conditions
4. 2028 With Games Conditions
5. Findings

1. Methodology

The traffic analysis methodology was prepared at the early stage of the project and contained in the *Games Route Network Modeling Technical Analysis Approach Memorandum* (see **Attachment 1**), which was approved by Caltrans on February 6, 2025. The methodologies used to develop the traffic demand forecasts and to conduct traffic analysis are summarized below. More details are included in the attached memorandum.

a. Traffic Demand Forecasting

Existing (2023) traffic data including traffic volumes and travel time/speeds were obtained from the Caltrans PeMS database, the Caltrans Census traffic count database, and the StreetLight Insight tool. Each data source was evaluated to maximize the data quality based on availability. Cross comparisons were conducted between PeMS and StreetLight data, where both datasets were available, to eliminate data with significant anomalies, and to develop adjustment factors when needed.

Future Year 2028 traffic forecasts were developed using a combination of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Regional Travel Demand Model (RTDM) and existing/historic traffic volume patterns. The SCAG model reflecting the 2020 RTP land use and demographics for the forecast year of 2026 was used to forecast 2028 conditions. Transit improvements anticipated to be complete by 2028 were incorporated into the SCAG model to represent the 2028 No Games conditions.

For the 2028 No Games scenario, traffic volumes were forecasted by applying an annual growth rate of 1.1 percent to the existing 2023 traffic volumes. This growth rate was determined by reviewing existing and historic traffic volumes at 10 locations for 2022 and 2025 to capture post COVID-19 traffic patterns. Since the travel demand model was calibrated to Year 2019 prior to COVID-19, the post COVID-19 traffic volumes were used in lieu of the travel demand model to develop the growth rate that more accurately represents the traffic growth for the 2028 No Games scenario.

For the Future Year 2028 With Games scenario, the traffic forecasts were developed via three steps. The first step was to develop the Games demand related to 1) Games Family vehicles using the Games Lanes in the GRN on the SHS, 2) spectator and workforce cars driving to venues and park & ride sites, and 3) Games Enhanced Transit Service (GETS) buses. The second step was to develop the 2028 With Games background traffic forecasts by applying the volume delta between the 2028 With Games and 2028 No Games travel demand models to the 2028 No Games traffic forecasts discussed above. The third step was to incorporate the Games demand into the background traffic forecasts from Step 2 to produce the 2028 With Games traffic demand volumes. The detailed methodologies to develop the Games demand are presented in Section 4 below.

b. Traffic Analysis

Traffic analysis was conducted using the following performance metrics. The results were reported at the segment level and separated by travel direction and by lane group (e.g. General Purpose, Managed Lanes, and Games Lanes) during the AM and PM peak hours. To support the environmental analysis, daily traffic volumes and estimates of vehicle miles traveled (VMT) were also developed for study corridors and segments. The analysis time periods, key metrics, and demand segments are summarized in **Table 1-1**.

Table 1-1 Traffic Analysis Results Overview

Scenario	Existing (2023)	2028 No Games	2028 With Games
Time Periods	AM and PM peak hours, Daily	AM and PM peak hours, Daily	AM and PM peak hours, Daily
Traffic Volume	**GP:** Auto, Truck, Total Vehicles **ML:** Auto	**GP:** Auto, Truck, Total Vehicles **ML:** Auto	**GP:** Background Auto, GD Auto, Truck, Total Vehicles **GL:** GF Auto, GF Bus, GETS bus
Travel Time	GP & ML	GP & ML	GP & GL
Average Speed	GP & ML	GP & ML	GP & GL
Travel Delay	GP & ML	GP & ML	GP & GL
VMT	**GP:** Auto, Truck **ML**: Auto	**GP:** Auto, Truck **ML**: Auto	**GP:** Background Auto, GD Auto, Truck **GL:** GF Auto

Note: **GP:** General Purpose Lanes, **ML:** Managed Lanes, **GL:** Games Lanes in GRN on SHS, **GD:** Games, Demand (Spectator and Workforce), **GF:** Games Family

The traffic analysis approach was developed to utilize field-collected travel times and speeds, which provide more accurate results than the planning-level assessments from the travel demand model.

Travel times and speeds for the 2028 No Games scenario were first calculated using the speed-flow curve from the SCAG model, in conjunction with the forecasted 2028 No Games volumes and segment capacity. The difference between the calculated speeds and the direct speed outputs from the 2028 No Games travel demand model were then applied to the Existing 2023 field-collected speeds to develop the final travel speeds and times for the 2028 No Games scenario.

For the 2028 With Games scenario, travel times and speeds were also estimated using the same approach as described above for the 2028 No Games scenario.

Traffic delays were developed by comparing the congested travel time to free flow travel time for each time of day and for each scenario for each study segment. VMT was calculated by multiplying the volumes for each time of day and for each scenario and the segment distance.

2. Existing (2023) Conditions

a. Data Sources

The traffic analysis used available data from the PeMS database, the Caltrans Census traffic count database, and the Streetlight Insight tool. These data sources provided recent data on traffic volumes and travel time/speeds. Each data source was evaluated to maximize data quality. Cross comparisons were conducted between PeMS and StreetLight data to leverage the best data from each source, and to develop adjustments.

Existing data were extracted for multiple hours, days, and months and then averaged to develop values for peak hours and daily totals for a representative summer weekday. In general, PeMS was used to summarize existing traffic volumes, and Streetlight Insight was used for travel times/speeds. In cases where poor detector health resulted in limited PeMS data, Streetlight was used to supplement the volume data. StreetLight provided separate GP and managed lane travel time/volume data along some segments (e.g., I-10 between I-710 and I-605). For segments where StreetLight did not provide separate general purpose and managed lane data, PeMS was used to obtain travel times. The Census database was used to validate and supplement the volume data estimates for daily traffic.

A baseline existing conditions year of 2023 was used to ensure consistent comparison between datasets, because StreetLight lacked complete data for 2024. Detailed 2023 traffic volume and speed data for the GRN segments are provided in **Attachment 2**.

The GRN on the SHS is approximately 228 centerline miles. Over half of the study area for the GRN network consists of freeway with managed (HOV or Express) lanes. **Table 2-1** summarizes the GRN by SHS facility type. A significant portion of this network, 139 miles (104 HOV + 35 Express Lanes), are managed lanes, while 89 miles are exclusively general purpose only.

Table 2-1 Existing 2023 SHS GRN Centerline Miles by Facility Type

Facility Type	Miles
Freeway with HOV Lane	104
Freeway with Express Lane	35
Freeway with GP Only	89
Total	228

b. Summary of Analysis Results

Table 2-2 summarizes the traffic volumes for the GRN study segments, delineated by managed and general purpose lanes. The data in Table 2-2 represent segment locations for each facility type. General purpose lane volumes range from 4,304 to 5,837 vehicles per hour across facility types, while managed lanes carry between 1,116 and 1,942 vehicles per hour. The total study segments average shows 5,179 vehicles per hour for general purpose lanes and 1,323 vehicles per hour for managed lanes, with a daily total of 107,956 vehicles.

For the general purpose lane segments, there are often congested locations where traffic volumes are lower due to upstream bottlenecks. Therefore, the HOV segment volumes are nearly as high as the general purpose lanes on a per lane basis. HOV volumes per lane are slightly higher than Express Lane volumes, likely because of high demand from carpools and exempt vehicles.

Table 2-2 Existing 2023 GRN Study Segments Average Volumes by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
Freeway with HOV Lane	5,837	1,116	5,410	1,147	115,530
Freeway with Express Lane	5,447	1,942	5,297	1,853	122,458
Facilities with GP Only	4,304	-	4,103	-	74,131
Total	5,179	1,322	4,882	1,323	107,956

Table 2-3 shows the corridor totals for the GRN daily and peak hour traffic volumes (delineated by managed and general purpose lanes). The numbers for each corridor reflect the average volumes from multiple segments.

Managed lanes volumes serve approximately 15 to 20 percent of the overall corridor volumes. In some cases, the managed lanes do not exist for the entire corridor, so only those corridors with complete managed lanes have data shown in the table below.

Table 2-3 Existing 2023 Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
405	6,503	1,219	5,980	1,212	127,546
101	6,840	-	6,178	-	114,399
134	6,283	1,171	5,253	1,148	117,754
210	3,814	-	3,917	-	68,503
2	3,601	-	4,231	-	70,012
10	5,430	804	5,245	788	94,217
71	2,750	179	2,777	175	48,926
91	5,495	1,210	5,385	1,244	114,044
15	3,518	140	3,691	137	63,973
105	5,319	1,265	4,344	1,692	106,365
57	6,274	868	6,135	851	109,613
110	5,844	1,699	4,750	1,666	92,456
39	1,341	-	1,523	-	25,539
1	1,992	-	1,815	-	33,470

Table 2-4 is a summary of the average peak hour and daily speeds by facility type. Speeds are generally higher on the managed lanes than general purpose lanes. As with the other summaries, the speed data reflect multiple segments, including congested and uncongested segments.

Table 2-4 Existing 2023 GRN Study Segments Average Speed by Facility Type

Facility Type	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	ML	GP	ML	
Freeway with HOV Lane	50	54	45	46	57
Freeway with Express Lane	53	63	48	60	58
Facilities with GP Only	44	-	40	-	49
Total	49	58	44	53	55

Table 2-5 is a summary of the peak hour and daily average speeds by corridor. Managed lanes speeds are somewhat higher than the general purpose lanes speeds, and the peak hour speeds are generally lower than the daily speeds, as expected.

Table 2-5 Existing 2023 Average Speed by Corridor

Corridor	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	ML	GP	ML	
405	49	49	44	42	56
101	33	-	27	-	44
134	50	57	45	50	55
210	55	-	58	-	60
2	33	-	31	-	37
10	44	60	42	58	53
71	52	74	43	61	56
91	51	57	46	46	59
15	66	74	62	61	67
105	46	57	44	61	56
57	62	55	54	35	65
110	43	57	29	61	49
39	35	-	32	-	35
1	41	-	40	-	42

3. 2028 No Games Conditions

a. Background Traffic Demand

Traffic volumes and speeds/travel times for 2028 were developed by applying factors to the 2023 data. The GRN traffic escalation rate was developed by reviewing recent historic PeMS traffic data at multiple locations throughout the network. The review included

traffic data from 10 locations for the years 2022 and 2025. These years were selected to capture any traffic patterns that have emerged post-COVID-19. An annual traffic escalation rate was calculated between these years for each location and then averaged together to develop a single average traffic escalation rate. A 1.1% per year average traffic escalation rate was calculated. That rate was applied to all the existing 2023 traffic volume data to escalate them to the year 2028.

b. Summary of Analysis Results

Using the No Games traffic volumes, the segment capacity, and the SCAG model volume-delay-functions, the 2028 No Games travel speeds were calculated. The 2028 No Games travel speeds were used to calculate the travel time in minutes, and the difference between the free-flow travel time and the 2028 No Games travel time was used to calculate the segment delay. Detailed 2028 No Build traffic volume and speed data for the GRN segments are provided in **Attachment 3**.

There are anticipated freeway improvements between 2023 and 2028, which modify the mileage of managed lanes for the 2028 No Games scenario compared to the 2023 Existing. A summary of the centerline miles by each facility type in 2028 is shown in **Table 3-1**.

Table 3-1 2028 No Games SHS GRN Centerline Miles by Facility Type

Facility Type	Miles
Freeway with HOV Lane	110
Freeway with Express Lane	35
Freeway with GP Only	83
Total	228

Table 3-2 presents 2028 No Games average GRN study segments average volumes by facility type, showing modest increases in traffic volumes compared to existing conditions. General purpose lane volumes range from 4,387 to 5,971 vehicles per hour across facility types, while managed lanes carry between 1,175 and 1,898 vehicles per hour. The total study segments average shows 5,134 vehicles per hour for general purpose lanes and 1,308 vehicles per hour for managed lanes, with a daily total of 111,214 vehicles. The data follow a similar pattern as shown in Table 2-2, with volumes approximately 6 percent higher than in 2023.

Table 3-2 2028 No Games GRN Study Segments Average Volumes by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
Freeway with HOV Lane	5,965	1,175	5,526	1,151	105,670
Freeway with Express Lane	5,971	1,898	5,801	1,984	135,471
Facilities with GP Only	4,387	-	4,096	-	78,230
Total	5,134	1,308	4,802	1,313	111,214

Table 3-3 shows the corridor totals for the GRN daily and peak hour traffic volumes (delineated by managed and general purpose lanes). The volumes are approximately 6 percent higher than in 2023, consistent with the application of the 1.1% annual growth rate for background traffic.

Table 3-3 2028 No Games Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily Total
	GP	ML	GP	ML	
405	6,869	1,280	6,317	1,287	134,721
101	7,225	-	6,525	-	120,835
134	6,636	1,213	5,548	1,237	124,382
210	4,028	-	4,137	-	72,350
2	3,804	-	4,469	-	73,950
10	5,736	835	5,539	860	99,617
71	2,905	213	2,933	256	52,470
91	5,804	1,314	5,688	1,278	120,450
15	3,716	144	3,898	144	67,535
105	5,618	1,787	4,588	1,336	112,349
57	6,627	899	6,480	991	116,355
110	6,173	1,849	5,017	1,967	99,392
39	1,416	-	1,608	-	26,968
1	2,103	-	1,917	-	35,348

Table 3-4 summarizes 2028 No Games GRN study segments average speeds by facility type, showing reduced speeds compared to existing levels due to increased traffic volumes. General purpose lane speeds decline across all facility types, with freeways with HOV lanes dropping to 42 mph (from 50 mph) and express lane facilities falling to 50 mph (from 53 mph). Managed lanes also show reduced speeds, though they maintain speed advantages over general purpose lanes. The regional average drops to 41 mph for general purpose lanes and 53 mph for managed lanes, with an overall daily average of 50 mph.

Table 3-4 2028 No Games GRN Study Segments Average Speed by Facility Type

Facility Type	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	ML	GP	ML	
Freeway with HOV Lane	42	52	42	45	54
Freeway with Express Lane	50	56	45	52	55
Facilities with GP Only	37	65	35	57	47
Total	41	53	38	47	50

Table 3-5 presents 2028 No Games average speeds by corridor, demonstrating speed reductions across the network due to increased traffic volumes. Some routes experience higher congestion than others. I-210 shows a projected peak hour speed of 9-12 mph, however, this is only for a less than 0.5-mile segment and the effect on the entire I-210 corridor is not anticipated to be significant. Most corridors show speed reductions of 5-15 mph compared to existing conditions. The corridor-level analysis reveals that background traffic growth alone will reduce speeds across the network by 2028.

Table 3-5 2028 No Games Average Speed by Corridor

Corridor	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	ML	GP	ML	
405	41	47	41	41	53
101	27	-	26	-	42
134	39	55	42	49	57
210	12	-	9	-	57
2	29	-	26	-	35
10	39	60	39	49	51
71	47	73	37	60	53
91	47	52	44	42	56
15	65	73	59	61	63
105	31	47	42	60	53
57	44	53	36	34	61
110	34	53	28	49	47
39	33	-	30	-	33
1	33	-	35	-	40

4. 2028 With Games Conditions

This section outlines the anticipated traffic conditions during the 2028 Olympics (the Games) when the GRN is operational and the Games are active. It builds upon the 2028 No Games Conditions described in Section 3 by incorporating the traffic demand generated by Games-related activities and the effect of the GRN implementation.

a. With Games Traffic Demand Development

i. Background Traffic Demand

The 2028 No Games background demand from the SCAG ABM was reduced to represent Games-specific Travel Demand Management (TDM) activities and trip suppression. In the absence of specific TDM analysis, a 10% background auto traffic reduction factor was applied to reflect the TDM goal set by LA28 and other regional agencies responsible for delivering the Games. Background traffic was not allowed to use Games Lanes.

ii. Spectator and Workforce Demand

The demand generated by Games spectators and workforce supporting the events involved the use of a "Living Model" suite of tools, including the Spectator Games Time Demand Model (SGTDM) and the Workforce Games Time Demand Model (WGTDM). These models use the Olympic event schedule, accommodation allocation, and various assumptions about travel behavior to estimate hourly demand for travel to and from events and other activities.

Private car trips by spectators and workforce to Park & Ride sites and parking lots near venues are not allowed to use the Games Lanes. Instead, they would use general purpose lanes. An important element for serving spectators and workforce will be the GETS, which will operate shuttle buses between designated rail/BRT stations, GETS Park & Ride sites, and competition venues. It is assumed that GETS shuttle buses will be allowed to run in the Games Lanes. The demand levels and GETS bus movements are crucial inputs for the PSR/PR assessment.

iii. Games Family Demand

The "Games Family" includes accredited individuals such as athletes, team officials, technical officials, media and broadcast personnel, Games stakeholders, and marketing partners. The development of the Games Family Demand (GFD) utilizes the Games Family Demand Model (GFDM). The purpose of the GFDM is to estimate the number of Games Family accredited vehicles expected to travel between Games competition and non-competition venues. The GFD vehicles are

represented by passenger vehicles and buses and are allowed to use the Games Lanes within the GRN on the SHS.

Non-competition venues include accommodation locations, official Ports of Entry (POEs) like LAX and Union Station, and key Games locations such as the International Broadcast Center (IBC) and the Main Press Center (MPC). The GFDM estimates vehicle trips between the venues outlined in Tables 2 and 3 of the *Games Family Demand Model Memorandum* (submitted 2/25/2025). These venues, although draft and subject to change, encompass accommodation venues (Olympic Village, Olympic Family Hotel, Media Village, Technical Official Hotels, Marketing Partner Hotels), all competition venue clusters in Southern California as of October 2024, Ports of Entry (LAX, Union Station), Broadcast and Media centers (IBC at SoFi Stadium, MPC at USC), and Live Sites.

Demand forecasts are developed on an hourly basis for Monday July 24th of 2028, Day 10 of the Olympic Games. The GFDM takes the event schedule and assumptions about Games Family travel behavior to estimate the demand for travel to and from various locations. The output of the GFDM, in the form of demand matrices, is then allocated to the GRN to estimate traffic flow on different segments. Further details regarding the methodology and assumptions of the GFDM are provided in **Attachment 4**.

b. Summary of Analysis Results

To develop the 2028 With Games traffic volumes and speeds, the difference method was employed. This approach first established a baseline based on adjusted 2023 existing traffic conditions. Then, the projected changes (the delta value) in volume and speed/travel time between the 2028 No Games and 2028 With Games scenario results were determined using travel demand model traffic volume outputs. Finally, this delta value was applied to the 2028 No Games data to estimate the 2028 With Games traffic volumes and speeds. Detailed 2028 With Games traffic volume and speed data for the GRN segments are provided in **Attachment 5**.

Table 4-1 shows that the modeled network includes a total of 228 centerline miles of freeways. The With Games scenario includes Games Lane(s) that replace the existing managed lane(s) or remove a single general purpose lane for use as the Games Lane. For example, the 210 does not have a managed lane in the No Games scenario, so a general purpose lane was converted to be a Games Lane, while the existing managed lane on 134 was converted to a Games Lane and the general purpose lanes remain the same. Only Games Family and GETS vehicles are allowed in the Games Lane.

Table 4-1 2028 With Games SHS GRN Centerline Miles by Facility Type

Facility Type	Miles
Freeway with HOV Lane converted to Games Lane	110
Freeway with Express Lane converted to Games Lane	35
Freeway with GP Only with inside GP Lane converted to Games Lane	83
Total	228

Table 4-2 presents the GRN study segments average volumes in vehicles for the general purpose lanes for different freeway types in 2028 with Games. Since the Games Family have a substantial portion of the trips occurring in buses and there will be additional few but not insignificant number of GETS buses, passenger car equivalents (PCEs) are reported rather than vehicles for Games Lanes. Across the entire region, the average number of PCEs in the Games Lanes is below the capacity of the typical managed lane. It is important to note that the geographic location of the individual corridors and study segments may have Games Lanes volumes that are much higher than the average.

Table 4-2 2028 With Games GRN Study Segments Average Volumes by Facility Type

Facility Type	AM Peak Hour		PM Peak Hour		Daily
	GP	GL	GP	GL	
Freeway with HOV Lane	6,660	222	6,152	190	135,489
Freeway with Express Lane	6,620	373	6,701	321	142,758
Facilities with GP Only	4,612	221	4,371	176	90,616
Total	5,576	238	5,273	197	112,625

Table 4-3 summarizes the average volumes by corridor and shows corridors like I-405 and US-101 have relatively high average total volumes compared to others. It also highlights the variation in Games Lane volumes by corridor, with some corridors (like I-110) showing significantly higher Games Lane volumes than others, reflecting the differing usage patterns of the Games Lanes on those specific routes. As with the regional summary, it is important to note that the corridor averages do not identify specific segments where the Games Lanes PCEs may be much higher than the average. The segment level data provided in the attachment can be used to identify specific segments that have higher or lower volumes.

Table 4-3 2028 With Games Average Volumes by Corridor

Corridor	AM Peak Hour		PM Peak Hour		Daily
	GP	GL	GP	GL	
405	7,923	229	7,168	215	164,148
101	7,485	237	7,052	189	142,200
134	6,922	44	5,837	119	118,737
210	4,057	19	4,621	79	78,696
2	3,872	94	4,620	80	81,294
10	6,103	324	6,277	261	131,366
71	2,925	78	2,979	72	54,925
91	6,468	242	6,241	138	137,652
15	3,845	62	3,967	62	73,153
105	6,825	325	5,626	265	130,515
57	6,769	116	6,709	48	124,719
110	6,863	910	5,871	766	151,291
39	1,436	10	1,632	10	28,294
1	2,385	83	2,043	37	42,927

Table 4-4 contains the average speed experienced across the GRN study segments during the 2028 Games, broken down by the type of facility. A crucial takeaway is the significant difference between average general purpose lanes speeds and average Games Lanes speeds across all facility types and time periods. For instance, in the AM peak, average general purpose speeds are lower (e.g., 33 mph on HOV freeways, 43 mph on Express freeways, 23 mph on general purpose only facilities), while Games Lane speeds are consistently much higher, often at or near free-flow speeds (e.g., 70 mph on HOV freeways and Express freeways, 61 mph on general purpose only). This indicates that while general purpose lanes regionally experience significant congestion, the Games Lanes are generally maintaining higher speeds, showing a faster travel option during the Games. As noted in the volume summaries, the specific corridors may have lower speeds given the location and demand of the segment.

Table 4-4 2028 With Games GRN Study Segments Average Speed by Facility Type

Facility Type	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	GL	GP	GL	
Freeway with HOV Lane	33	70	34	70	45
Freeway with Express Lane	42	70	40	70	46
Facilities with GP Only	23	60	20	61	42
Total	29	65	28	65	44

Table 4-5 contains the average speed experienced across the regional freeway network during the 2028 Games, broken down by corridor. It illustrates the corridor-specific variations in speed and the speed differential between general purpose and Games Lanes. The GRN corridors would anticipate reduced general purpose speeds, particularly during peak hours, indicating increased congestion on general purpose lanes. Conversely, the Games Lanes speeds on these same congested corridors remain significantly higher. This highlights the expected challenges on specific routes for drivers using general lanes and underscores the potential benefit and intended function of the Games Lanes to provide a higher-speed option during the With Games scenario for both Games Family and GETS buses carrying spectators and workforce. The variation in general purpose speeds across corridors (ranging from lows of 3 mph on I-210 to highs of 49 mph on the I-15 in AM) points to the uneven distribution of congestion effects. As noted in the regional summaries, the specific segments may have lower speeds given the location and demand of the segment.

Table 4-5 2028 With Games Average Speed by Corridor

Corridor	AM Peak Hour (mph)		PM Peak Hour (mph)		Daily (mph)
	GP	GL	GP	GL	
405	28	70	32	70	44
101	12	65	14	65	42
134	29	70	38	70	47
210	3	40	2	40	42
2	20	47	16	47	28
10	26	69	25	69	45
71	33	66	24	66	48
91	40	70	37	70	45
15	49	74	40	74	59
105	21	70	34	70	45
57	37	64	29	64	54
110	20	63	24	66	42
39	28	43	23	43	26
1	16	45	15	45	28

c. Comparison with 2028 No Games

Table 4-6 compares the GRN study segments average volumes in Passenger Car Equivalents (PCE) during the AM peak hour for the No Games and With Games scenarios, broken down by facility type (Freeway with HOV, Freeway with Express, GP Only) and lane group (GP, ML, or GL). It shows that in the With Games scenario, general purpose lanes carry higher average volumes than in the No Games scenario, while the Games Lanes carry significantly lower average volumes than the managed lanes did in the No Games scenario. For instance, general purpose volumes on Freeways with HOV lanes increase from 5,965 under No Games to 6,660 under With Games, while

managed lanes volumes of 1,179 under No Games are replaced by Games Lanes volumes of 222 under With Games.

Table 4-6 AM Peak Hour GRN Study Segments Average Volumes by Facility Type

Facility Type	No Games		With Games	
	GP	ML	GP	GL
Freeway with HOV Lane	5,965	1,175	6,660	222
Freeway with Express Lane	5,971	1,898	6,620	373
Facilities with GP Only	4,387	-	4,612	221
Total	5,134	1,308	5,576	238

Table 4-7 presents a similar comparison for the PM peak hour average volumes by facility type and lane group. It mirrors the AM peak findings, indicating that general purpose lanes experience increased volumes in the With Games scenario compared to No Games. Conversely, the Games Lanes have substantially lower volumes regionally during the PM peak compared to the managed lanes in the No Games scenario. For example, general purpose volumes on Freeway with Express Lanes increase from 5,801 (No Games) to 6,701 (With Games), while the corresponding managed lane volumes of 1,984 drop to Games Lanes volumes of 321.

Table 4-7 PM Peak Hour GRN Study Segments Average Volumes by Facility Type

Facility Type	No Games		With Games	
	GP	ML	GP	GL
Freeway with HOV Lane	5,526	1,151	6,152	190
Freeway with Express Lane	5,801	1,984	6,701	321
Facilities with GP Only	4,096	-	4,371	176
Total	4,802	1,313	5,273	197

Table 4-8 details the average volumes by corridor during the AM peak hour, comparing the No Games (GP, ML) and With Games (GP, GL) scenarios. It shows that general purpose volumes generally increase across most corridors in the With Games scenario. The Games Lanes volumes vary considerably by corridor, with some corridors like I-110 showing relatively higher Games Lanes volumes (910 PCE) compared to others such as I-210 (19 PCE), indicating specific routes would experience more Games Lanes traffic.

Table 4-8 AM Peak Hour Average Volumes by Corridor

Corridor	No Games		With Games	
	GP	ML	GP	GL
405	6,869	1,280	7,923	229
101	7,225	-	7,485	237
134	6,636	1,213	6,922	44
210	4,028	-	4,057	19
2	3,804	-	3,872	94
10	5,736	835	6,103	324
71	2,905	213	2,925	78
91	5,804	1,314	6,468	242
15	3,716	144	3,845	62
105	5,618	1,787	6,825	325
57	6,627	899	6,769	116
110	6,173	1,849	6,863	910
39	1,416	-	1,436	10
1	2,103	-	2,385	83

Table 4-9 provides the PM peak hour average volumes comparison by corridor for the two scenarios. Similar to the AM peak, general purpose volumes are higher in the With Games scenario on most corridors. Games Lanes volumes again show significant corridor-to-corridor variation, with I-110 having the highest average Games Lanes volumes (766 PCE).

Table 4-9 PM Peak Hour Average Volumes by Corridor

Corridor	No Games		With Games	
	GP	ML	GP	GL
405	6,317	1,287	7,168	215
101	6,525	-	7,052	189
134	5,548	1,237	5,837	119
210	4,137	-	4,621	79
2	4,469	-	4,620	80
10	5,539	860	6,277	261
71	2,933	256	2,979	72
91	5,688	1,278	6,241	138
15	3,898	144	3,967	62
105	4,588	1,336	5,626	265
57	6,480	991	6,709	48
110	5,017	1,967	5,871	766
39	1,608	-	1,632	10
1	1,917	-	2,043	37

Table 4-10 compares GRN study segments average speeds during the AM peak hour by facility type and lane group for No Games (GP, ML) and With Games (GP, GL). A critical finding is the significant decrease in average general purpose speeds in the With Games scenario compared to No Games (e.g., Total general purpose speed drops from 37 mph to 23 mph). In contrast, Games Lanes speeds are consistently high, often near free-flow conditions, indicating authorized vehicles using the Games Lanes experience much faster travel than general purpose traffic.

Table 4-10 AM Peak Hour GRN Study Segments Average Speed by Facility Type

Facility Type	No Games (mph)		With Games (mph)	
	GP	ML	GP	GL
Freeway with HOV Lane	42	52	33	70
Freeway with Express Lane	50	56	42	70
Facilities with GP Only	37	65	23	60
Total	41	53	29	65

Table 4-11 presents the comparison of average speeds during the PM peak hour. It reinforces the pattern seen in the AM peak, showing lower average general purpose speeds in the With Games scenario (Total general purpose speed drops from 38 mph to 28 mph). Meanwhile, Games Lanes speeds remain high, highlighting the speed differential between general purpose and Games Lanes during the PM peak.

Table 4-11 PM Peak Hour GRN Study Segments Average Speed by Facility Type

Facility Type	No Games (mph)		With Games (mph)	
	GP	ML	GP	GL
Freeway with HOV Lane	42	45	34	70
Freeway with Express Lane	45	52	40	70
Facilities with GP Only	35	57	20	61
Total	38	47	28	65

Table 4-12 shows the AM peak hour average speed comparison by corridor for the two scenarios. It reveals significant corridor-specific congestion effects in the With Games general purpose lanes, with some corridors projected to have very low average speeds (e.g., 210 freeway general purpose speed of 3 mph, for the very short segment of that corridor). Conversely, Games Lanes speeds are substantially higher than general purpose speeds on all corridors, demonstrating the Games Lanes function as a high-speed network for authorized users even on congested routes.

Table 4-12 AM Peak Hour Average Speed by Corridor

Corridor	No Games (mph)		With Games (mph)	
	GP	ML	GP	GL
405	41	47	28	70
101	27	-	12	65
134	39	55	29	70
210	12	-	3	40
2	29	-	20	47
10	39	60	26	69
71	47	73	33	66
91	47	52	40	70
15	65	73	49	74
105	31	47	21	70
57	44	53	37	64
110	34	53	20	63
39	33	-	28	43
1	33	-	16	45

Table 4-13 provides the PM peak hour average speed comparison by corridor. It confirms the pattern of lower general purpose speeds and significantly higher Games Lanes speeds across corridors in the With Games scenario. Some corridors, such as the 210 freeway, are estimated to experience extremely severe PM peak congestion in general purpose lanes, with speeds as low as 2 mph, while Games Lanes speeds on that same corridor are projected to be 40 mph.

Table 4-13 PM Peak Hour Average Speed by Corridor

Corridor	No Games (mph)		With Games (mph)	
	GP	ML	GP	GL
405	41	41	32	70
101	26	-	14	65
134	42	49	38	70
210	9	-	2	40
2	26	-	16	47
10	39	49	25	69
71	37	60	24	66
91	44	42	37	70
15	59	61	40	74
105	42	60	34	70
57	36	34	29	64
110	28	49	24	66
39	30	-	23	43
1	35	-	15	45

5. Findings

The analysis aims to evaluate the traffic effect on SHS segments where Games Lanes will be implemented, by comparing the traffic performance results between the 2028 No Games and

2028 With Games scenarios. The two scenarios incorporated projected background traffic growth, Games-related demand (Games Family, spectators, workforce, GETS buses), and the designation of Games Lanes on the SHS. This study specifically focused on freeway mainlines, not intersections or ramps.

The findings below highlight the key traffic performance implications resulting from the implementation of Games Lanes.

- The analysis was conducted based on the GRN map included in the 2028 Games Route Network Mapbook dated October 2024. Any subsequent changes to the GRN network may result in changes to the traffic performance results and findings, which will be addressed in the later phase of the project.
- The analysis represents two specific hours (AM and PM peak hour) on a single day during the Olympics. There may be other hours of the day or days of the Games where the results would be different depending on background traffic patterns and the time-of-day activity at different venues during the analysis period.
- The analysis indicates Games Lanes are projected to maintain significantly higher speeds compared to the adjacent general purpose lanes, functioning as a higher-speed network to provide efficient and reliable travel for accredited Games vehicles (Games Family vehicles and GETS buses).
- Games Family demand is anticipated to be the highest near key locations such as the broadcast centers and athlete villages. Similarly, GETS buses are projected to have the highest demand near venues with greater spectator activity.
- For the With Games scenario, a generalized TDM factor was applied to reduce non-Games-related trips by 10%. Parallel efforts to identify specific TDM strategies and locations are on-going as part of separately led efforts by multiple agencies. In addition to the benefits resulting from the 10% generalized TDM factor applied in this analysis, additional TDM reduction and temporary congestion management may be achieved as TDM plans are finalized to further improve operations on general purpose lanes.
- This analysis focuses on the Games Lanes on the GRN of the SHS. Other facilities such as intersections and arterials on the GRN are not part of this analysis and could be assessed with a detailed operational analysis at a later phase of the project.
- The LA28 planning effort is an on-going process, and potential changes to Games venues and competition schedules are anticipated as the planning effort progresses. Potential updates to this traffic analysis may be anticipated to reflect those changes at a later phase of the project.

Attachments:

1. Games Route Network Modeling Technical Analysis Approach Memorandum
2. Existing (2023) Traffic Data
3. Year 2028 No Games Traffic Data
4. Games Family Traffic Demand Model Memorandum
5. Year 2028 With Games Traffic Data

Attachment 1

Games Route Network Modeling Technical Analysis Approach Memorandum

Memorandum

Date: February 6, 2025

To: Tasha Higgins, Caltrans, Ernesto Chaves, LA Metro

From: Anna Luo., Fehr & Peers
Mike Wallace, Fehr & Peers
Loren Bloomberg, Jacobs
Allan Gooch, Jacobs

CC: Chris Liban, Metro
Hoan Tang, Metro
Jacqueline Torres, Metro
Heather Shepard, TRC
Katie Wilson, TRC
Siew Mei Tan, Caltrans
Chao Wei, Caltrans

Subject: Los Angeles 2028 Olympic and Paralympic Games – Games Route Network Modeling Technical Analysis Approach Memorandum (Final)

LA24-3333.01

This memorandum presents the assumptions, methodologies, and approach for conducting the traffic analysis of the Games Lanes for the Los Angeles 2028 Olympic Games (the Games). The Games Lanes, as part of the Games Route Network (GRN), will result in changes in traffic patterns and General Purpose (GP) lanes volume during the Games. The scope of this traffic analysis was developed in coordination with Metro and Caltrans, which will focus on Games Lanes on the GRN of the State Highway System (SHS). Other facilities such as intersections and ramps are not part of this study scope and could be assessed under separate efforts in the future. The primary objective of this study is to evaluate the traffic impact on the freeway mainline segments where Games Lanes will be implemented. It aims to provide traffic performance metrics, as listed in Section 4 below, primarily based on the current Southern California Association of Governments (SCAG) Regional Travel Demand Model. This effort supports the GRN Project Study Report/Project Report (PSR/PR) led by Caltrans for CEQA and NEPA approval. The traffic impact analysis for this study will focus on changes in traffic demand volumes and resulting travel times, travel speeds,

and travel delay on the Games Lanes segments, and detailed traffic operations analysis is not scoped for this study.

The traffic analysis will be performed in close coordination with Metro and Caltrans, and the end product of this traffic analysis will be used in preparation of the GRN PSR/PR and environmental analysis.

The following topics are addressed in the memorandum:

- Introduction
- Background
- Study Corridors
- Traffic Performance Metrics
- Existing Traffic Data
- Analysis Scenarios
- No Games Modeling
- Games Day Modeling
- Traffic Analysis
- Next Steps

1. Introduction

In the summer of 2028, Los Angeles will take center stage as host of the Olympic and Paralympic Games (Games), presenting a unique opportunity to showcase the city's innovation in mobility while creating a lasting legacy for the region. Central to the transportation strategy for the Games is the establishment of the GRN, a temporary traffic management system designed to ensure efficient and reliable travel for accredited Games vehicles, including spectator shuttle buses where capacity allows. The implementation of the GRN will include the temporary conversion of lanes on over 360 miles of the SHS, including LA Metro's Express Lanes, into dedicated "Games Lanes." These dedicated Games Lanes will not be open to general public traffic and will support the Games' commitment to a "Transit First" strategy. The "Transit First" policy was established to allow for more sustainable and reliable Olympics Games as a commitment of the Games Mobility Executives (GME), which is comprised of Metro, LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, and SCAG.

Metro and LA28 have performed initial planning for the GRN, such as traffic analysis, travel demand modeling, project definition, and rough-order-of-magnitude cost estimates. Caltrans is now providing leadership support to advance GRN planning and design with support from Metro, LA28, City of Los Angeles, and additional cities with venue agreements with LA28. Caltrans has initiated the PSR/PR development to advance the GRN, and the purpose of this study is to provide traffic analysis to meet the requirements of the PSR/PR for CEQA and NEPA approval.

This memorandum outlines the technical approach for the analysis of the effects of the Games Lanes of the GRN on traffic operations, detailing the study area, network assumptions, data collection needs, modeling tools, and performance measures. By integrating these elements into a cohesive mobility strategy, the GME aims to leave behind a transportation legacy that serves as a catalyst for more efficient, clean, safe, and beautiful mobility in the region for everyone.

2. Background

The GRN is a temporary traffic management system using existing roadways to facilitate safe and efficient Games travel operations for the LA 2028 Olympic and Paralympic Games. The GRN connects official venues across the region and prioritizes Games Family vehicles, such as those used by athletes and team officials, technical officials, media, and other accredited personnel. Dedicated lanes on the GRN will be implemented by temporarily converting one lane in each direction from the existing High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT)/Express Lanes, GP lanes, or road shoulders to exclusive Games Lanes. For the purposes of this analysis, it is assumed that only the following vehicles will be permitted to use the Games Lanes on the GRN:

- Accredited Games vehicles (including spectator shuttle buses operating as part of the Games Enhanced Transit Service (GETS))
- Emergency vehicles
- Transit vehicles that currently operate in a managed lane that will become a Games Lane

It is assumed that general traffic and ticketed spectators using private cars (e.g., to drive to park & ride sites or parking lots near venues) will not be permitted to use the Games Lanes. GRN access restrictions for the general public will be in effect during designated times and will be clearly marked with striping, pavement markings, and signage on existing and temporary structures. The GRN's primary goal is to facilitate safe, efficient, and reliable transportation for athletes and Games officials while maintaining essential connectivity for non-Games-related traffic across the broader network.

The GRN Study Area is shown in **Figure 1** below. The venues shown in the figure have not been finalized and are subject to change.

Figure 1: GRN Study Area

The GRN is part of a broader effort by Metro, Caltrans, and regional partners to meet the unique mobility demands of the Games while enhancing the region's transportation infrastructure for decades to come. These efforts align with Metro's Mobility Concept Plan for the LA28 Games to provide equitable, sustainable, and reliable transportation options that improve connectivity and quality of life. To support the implementation of the GRN, Caltrans is preparing a PSR/PR and environmental documentation, with this traffic analysis serving as a critical input.

3. Study Corridors

A large proportion of the GRN is located on freeways and local streets under Caltrans jurisdiction, as part of the SHS. The GRN map (dated October 2024) is attached to the memorandum. The traffic analysis will focus on the SHS corridors with Games Lanes (GL) planned, which are:

- Freeways[1] with HOV lanes: I-405, SR-57, SR-71[2], SR-91, SR-134
- Freeways with HOT lanes/Express Lanes: I-10, I-15, I-105[3], I-110, I-405, SR-91
- Freeways with only GP lanes: I-10, I-15, I-110, I-210, US-101, SR-2, SR-71[2]
- Surface streets: PCH (SR-1), SR-2, Beach Blvd (SR-39)

[1] Several freeways have a combination of HOV, HOT/Express Lanes, and/or GP lanes and are listed under more than one category.

[2] SR-71 is under construction to add one HOV lane and one GP lane in each direction in LA County.

[3] I-105 is under construction to build HOT lanes. Construction to be completed by early 2028.

To analyze the extensive set of freeways and surface streets, it is necessary to develop a scaled approach. The approach balances the need to evaluate traffic effects on the diverse roadway network, while maintaining a manageable level of analysis appropriate for a PSR/PR. The approach is to divide the study corridors into approximately 80 bi-directional segments. Each segment is one to six miles long, with the dividing point at major interchanges (typically system interchanges) as those crossing interchanges would likely result in substantive changes in traffic volumes and/or capacity between adjacent segments.

Each segment will be analyzed separately by direction (northbound/southbound or eastbound/westbound), with separate evaluations of the GP lanes and managed lanes (ML). Within each segment, traffic volumes and speeds are generally homogeneous, but data and modeling of multiple sub-elements of each segment will occur in many cases. For these cases, the results will be averaged into a single value.

4. Traffic Performance Metrics

For the purposes of this study, the following performance metrics will be employed to evaluate potential outcomes. The results will be reported at the segment level and separated by travel direction and by lane group (e.g. General Purpose, Managed Lanes, and Games Lanes) during the AM and PM peak hours. To support the environmental analysis, daily traffic volumes and vehicle miles traveled (VMT) estimates will also be developed for study corridors.

Scenario	Existing (2023)	2028 No Games	2028 With Games
Time Periods	AM and PM peak hours, Daily	AM and PM peak hours, Daily	AM and PM peak hours, Daily
Traffic Volume	**GP:** Auto, Truck, Total Vehicles **ML:** Auto, Background Bus	**GP:** Auto, Truck, Total Vehicles **ML:** Auto, Background Bus	**GP:** Background Auto, GD Auto, Truck, Total Vehicles **GL:** GF Auto, GF Bus, GETS bus, Background Bus
Travel Time	GP ML	GP ML	GP GL
Average Speed	GP ML	GP ML	GP GL
Travel Delay	GP ML	GP ML	GP GL
VMT	**GP:** Auto, Truck **ML**: Auto	**GP:** Auto, Truck **ML**: Auto	**GP:** Background Auto, Games Related Auto, Truck **GL:** Games Family Auto

Note: **GP:** General Purpose Lanes, **ML:** Managed Lanes, **GL:** Games Lanes in GRN on SHS, **GD:** Games, Demand (Spectator and Workforce), **GF:** Games Family

- Traffic volumes will be obtained from existing data sources for 2023. The 2028 traffic volumes will be developed using the No Games and Games Day models described in Sections 7 and 8.
- Travel times and speeds will be obtained from existing data sources for 2023. The 2028 travel times and speeds will also be developed using the No Games and Games Day models described in Sections 7 and 8.
- Travel delay will be developed by comparing the congested travel time to free flow travel time for each of the analysis scenarios.
- VMT will be calculated for all three scenarios by multiplying the volume and the distance for each volume set and segment length.
- Truck volume, percent, and VMT will be included

5. Existing Traffic Data

The traffic analysis will leverage available data from the Caltrans PeMS database, the Caltrans Census traffic count database, and the StreetLight Insight tool. Each data source will be evaluated to maximize the data quality based on the data availability, and cross comparisons will be conducted between PeMS and StreetLight data where both datasets are available to eliminate data with significant anomalies, and to develop adjustment factors if needed. These data sources will provide recent data on traffic volumes and travel time/speeds.

Data will be extracted for multiple hours, days, and months and then averaged to develop values for peak hours and daily totals for a representative summer weekday. In general, PeMS will be used to summarize existing conditions traffic volumes, and Streetlight Insight will be used for travel times/speeds. However, PeMS has limitations because of its detector health, so Streetlight will be used to supplement volume data on some segments. StreetLight provides separate GP and HOV travel time/volume data along some segments like I-10 between I-710 and I-605. For segments where StreetLight does not provide separate GP and HOV data, PeMS will be used to obtain travel time. The Census database will also be used to validate and supplement the volume data estimates for daily traffic.

The baseline existing conditions year of 2023 will be used to ensure consistent comparison between datasets and because complete data are not available for 2024 in Streetlight.

6. Analysis Scenarios

The GRN will operate in the summer of 2028. The traffic analysis is based on Day 10 of the Olympic Games, Monday July 24th 2028. Based on the LA28 Organizing Committee's draft competition schedule, Day 10 is the day with the greatest number of event tickets that is not a Friday, Saturday or Sunday. As part of the Living Model development, the activity records were aggregated by hour to allow for more flexibility in determining detailed travel patterns rather

than relying on the peak and off-peak periods produced by the SCAG Regional Travel Demand Model. The project team will analyze weekday morning (AM) and weekday evening (PM) peak hour conditions for the following scenarios. The peak hour will be determined based on the existing traffic volumes obtained from PeMS.

- **Existing (2023) Conditions**
  - Represents roadway network and socioeconomic conditions under existing Year 2023 conditions
- **2028 without Games**
  - Includes the transportation and transit improvements to be completed by 2028 as identified in SCAG RTP/SCS
  - Reflects forecasted 2028 socioeconomic characteristics
  - Does not include Games Lanes on the GRN, Games-related TDM reductions, or the GETS
- **2028 with Games**
  - Based on 2028 without Games Scenario, plus
  - Includes roadway geometric changes from proposed GRN
  - Reflects the 10% reduction in volumes due to TDM
  - Reflects the Games Day travel demand

7. No Games Modeling

Future Year 2028 No Games traffic forecasts will be developed using the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Regional Travel Demand Model (RTDM) which has been validated for the base year conditions. The RTDM is an activity-based model (ABM) that micro-simulates travel patterns within the six-county Southern California region. It also relies on a trip-based component for external and truck travel in the region.

The SCAG model reflecting the 2020 RTP land use and demographics for the forecast year of 2026 will be used to forecast 2028 conditions, pending an update of the RTP/SCS. For the No Games scenario, the transportation system will function without closures for Games Lanes or modifications reflecting the Games activity. The region's transit system will incorporate updates to 32 routes with adjusted operating parameters and modifications to six routes, including changes to stops and stations. These updates represent baseline improvements to support general mobility within the region, anticipated to be complete by 2028.

8. Games Day Modeling

The Games Day traffic forecasts will be developed in two steps. The first step is to develop the Games-related demand related to Games Family vehicles using the Games Lanes in the GRN on the SHS, spectator and workforce cars driving to venues and park & ride sites, and GETS buses.

The second step is to incorporate the Games demand into the No Games SCAG model to produce performance metrics.

8A. Games Demand Forecasting

A "Living Model" suite of tools is under development to support planning and operational decision-making for the 2028 Games. The Living Model will provide forecasts of Games-related demand and allow for scenario evaluation related to a range of transportation decisions, including those related to the GRN. The Living Model incorporates several primary components: a Spectator Games Time Demand Model (SGTDM) and a Workforce Games Time Demand Model (WGTDM) which produce demand estimates for each hour of each day of the Games for spectators and the Olympics workforce, and a Background Traffic Model which represents the multimodal transportation infrastructure in Los Angeles.

At present, the Living Model has been developed to represent spectator and workforce travel. Spectator travel includes travel to and from LA, travel to and from Olympic events and travel to and from other activities during their stay in LA. Olympics Workforce travel includes travel to and from Olympic events. The SGTDM and WGTDM are linked with the current Olympics event schedule and are based on the most appropriate available data at this time. The parameters used in the models are described in a comprehensive "Spectator and Workforce Assumptions Log" which is a fundamental component of the Games planning efforts.

The work for this task order will build upon the existing Living Model to include an initial Games Family Demand Model (GFDM). The GFDM will enable demand estimates to be generated for the different constituent groups who make up the "Games Family" (see detailed descriptions in Table 1). A Games Family Assumptions Log will also be created which will set out the assumptions related to how different components of the Games Family will travel during the Games. The way that the different components of the Living Model will derive outputs for the PSR/PR process is described in **Figure 2**.

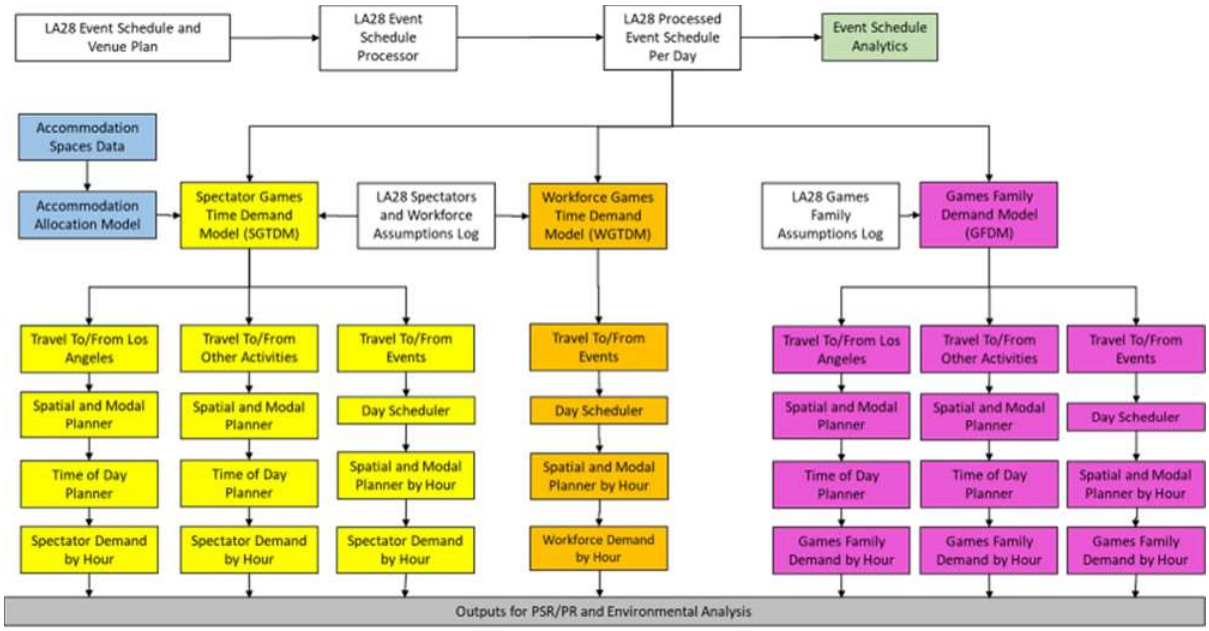


Figure 2: Living Model Structure

Previous work undertaken for LA Metro has identified levels of spectator and Olympics workforce demand for six key hours of Day 10 of the Olympics. These estimates have been provided as a series of demand matrices covering different types of Games-related movements which have been assigned in the Background Model. The model assumes that private car trips made by spectators and workforce to Games park & ride sites and to parking lots close to competition venues will not be permitted to use the Games Lanes on the GRN. Instead, they would need to use GP lanes. The demand levels will therefore need to be extracted from these model runs to derive additional Games-related traffic flow inputs for the PSR/PR assessment.

An important component of the transportation serving spectators and workforce for the Games will be the GETS. The GETS will operate as a series of shuttle bus services between designated rail/BRT stations and competition venues, and also between GETS park & ride sites and competition venues. The current assumption is that the GETS shuttle buses will be allowed to run in the Games Lanes. The required frequency of services for each of the GETS services has been estimated for the six key hours on Day 10. The GETS-related bus movements will need to be extracted to inform the PSR/PR assessment.

The primary users of the Games Lanes on the GRN will be Games Family. There are several client groups which make up the Games Family. Different client groups will make different types of movement during the Games and will use different types of transport systems. The transport

system codes (e.g., "TA" for the athlete bus system) that have been used in the most recent Games will be applied. These codes are summarized in **Table 1**:

Table 1: Games Family Types of Movements

Client Group	Transport System	Type of Movement	Travel to and from:				
			LAX or Union Station [1]	Their Events and Training [2]	Events in the Same Discipline	Events in Other Disciplines	Other Activities
Athletes and Team Officials	TA Bus System	Fixed ODs	Yes	Yes	Yes	No	No
	NOC Cars with VAPP	Multiple Locations	No	Yes	Yes	Yes	Yes
Technical Officials	TF bus system	Fixed ODs	Yes	Yes	No	No	No
Games Family	TX bus system	Long list of acceptable ODs (Airport, city center, live sites, accommodation sites etc.)	Yes	Yes			Yes
Accredited Media and Broadcast	TG bus system	Fixed ODs	Yes	Yes [3]			No
Marketing Partners with VAPPs[4]	Partner-branded Systems	Multiple Locations	Yes	Yes			Yes
Contractors and Other Vehicles with VAPPs	Own vehicles	From multiple locations to/from Venues	No	Yes [5]			Yes

[1.] LAX and Union Station are assumed to be the "Official Ports of Entry". Olympics transport systems would not normally operate to/from other ports of entry.
[2.] Training venues are not currently known. For now, it is assumed that training venues are at the event venues.
[3.] These trips would primarily be to/from the International Broadcast Centre (SoFi) and Main Media Centre (USC).
[4.] VAPP stands for Vehicle Access Parking Permit and will be issued by LA28.
[5.] These trips would be to venues, IBC, and MMC.

A memo describing the methodology and key assumptions used to develop the initial GFDM will be developed in this task order. That approach will enable travel demand estimates to be generated for Games Family vehicles (cars and buses) for the six key hours of Day 10. These demand estimates will then need to be allocated to the different segments of the SHS to be considered in the PSR/PR assessment.

8B. Games Day Model and Forecasting

During the Games, the background travel demand is anticipated to react to the implementation of Games Lanes and other transportation system changes (e.g., people in Los Angeles will travel differently *during* the Games even if they are not traveling *for* the Games). To reflect this response and retain consistency with other modelling for the Games, a TDM factor has been applied to reduce non-Games-related trips by 10%. The 10% reduction is applied uniformly across the entire region in the SCAG model. At this stage, the 10% assumption is used in advance of any detailed work being undertaken to estimate more accurate values or geographic variation. Since the background demand generation, Games demand generation, and traffic assignment are not iterative, the background demand is not influenced by the Games-related congestion. However, the route choice is interactive with the Games demand.

The background traffic, Games spectators and Games workforce will be generated at an OD level and assigned by the SCAG model. The Games Family demand will be developed at a sector-to-sector level and will be allocated to the study segments. The allocation of trips to the Games Lanes will be identified so a predetermined route is taken by Games Family demand. The process will allow for the six hours to have different percentages and aggregate across multiple sector-to-sector OD routes that may use the same roadway segment based on Games events and resulting Games Family demand. Games Demand and background demand will be reported separately for the Games Lanes and parallel GP lane(s), so the GP lanes that had a lane of capacity removed to accommodate the Games Lanes will be correlated to the Games Lanes for reporting.

The implementation of the Games Lanes within the GRN on the SHS will reduce capacity for general purpose travel by restricting access to GRN lanes. These lanes will include managed lanes where they currently exist, and/or a GP lane where managed lanes do not exist. For this analysis, background transit services that currently have access to managed lane facilities will be allowed to use Games Lanes on the GRN on the SHS and the routes and stops will remain in use. Background transit that does not currently have access to managed lanes will continue to operate in the GP lanes.

The With Games Demand scenario introduces significant temporary modifications to the roadway system and enhances transit services to serve the unique requirements of the Games. The GRN will encompass more than 300 lane miles dedicated to Games-related travel. Complementing the roadway modifications, the GETS will be provided for Spectators and Games Workforce. The GETS will link designated rail and BRT stations with competition venues and will also provide shuttle bus links between multiple temporary Park & Ride sites and venues. Per prior efforts led by Metro, it is estimated that the GETS will require over 2,000 extra buses to provide the additional transit capacity required to meet the needs of Games spectators and workforce. These integrated

roadway and transit strategies aim to ensure efficient, reliable, and sustainable transportation during the Games while minimizing disruptions for residents.

9. Traffic Analysis

Using the data and modeling results described in the previous sections, the last step is to develop a comparison of Year 2028 "No Games" versus "With Games" traffic demand analysis. The comparisons will be conducted on the 80 segments and for the Games Lanes corridors defined in Section 3, with separate analysis by time period (AM, PM, and daily), by direction, and separated by GP vs. managed lanes. The 2023 field data will be the baseline for estimating 2028 No Games speeds and volumes. The 2023 data will be translated to a 2028 baseline (generally higher volumes and lower speeds) after comparing the 2028 SCAG data versus the 2023 field data in consideration of the NCHRP Report 765 methodologies.

To develop the 2028 "Games" volumes and speeds, a comparison of the projected changes in volume and speed/travel time will be determined. The traffic volume and travel time/speed estimates for the future (No Games/With Games) will be made by applying the delta value from the travel demand model analysis to the baseline (adjusted 2023 existing conditions). In addition, an evaluation of the change in delay (based on free flow travel time on each segment) will be provided.

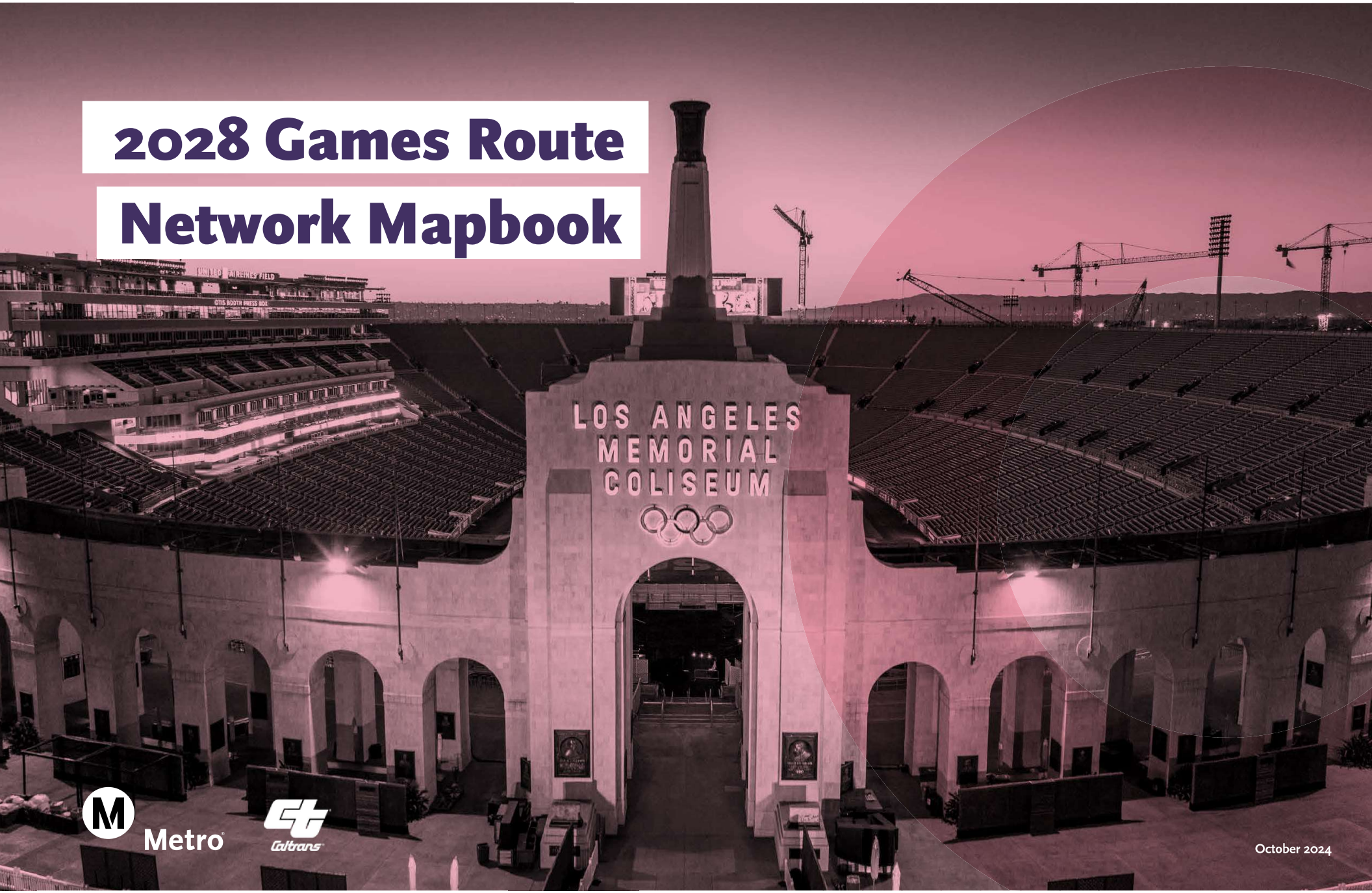
10. Next Steps

We appreciate your prompt review of the proposed traffic analysis approach presented above. Upon approval from Caltrans, we will apply the stated methodologies to conduct the forecasting tasks and prepare the Traffic Analysis Section in support of the PSR/PR document.

Attachment:

2028 Games Route Network Mapbook (October 2024)

2028 Games Route Network Mapbook



Metro

Caltrans

October 2024

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Proposed GRN Primary Routes

2028 Games GRN Mapbook

Metro

Caltrans

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Proposed GRN Freeway Segments and Managed Lanes

2028 Games GRN Mapbook

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Proposed GRN Core and Venue Routes

2028 Games GRN Mapbook

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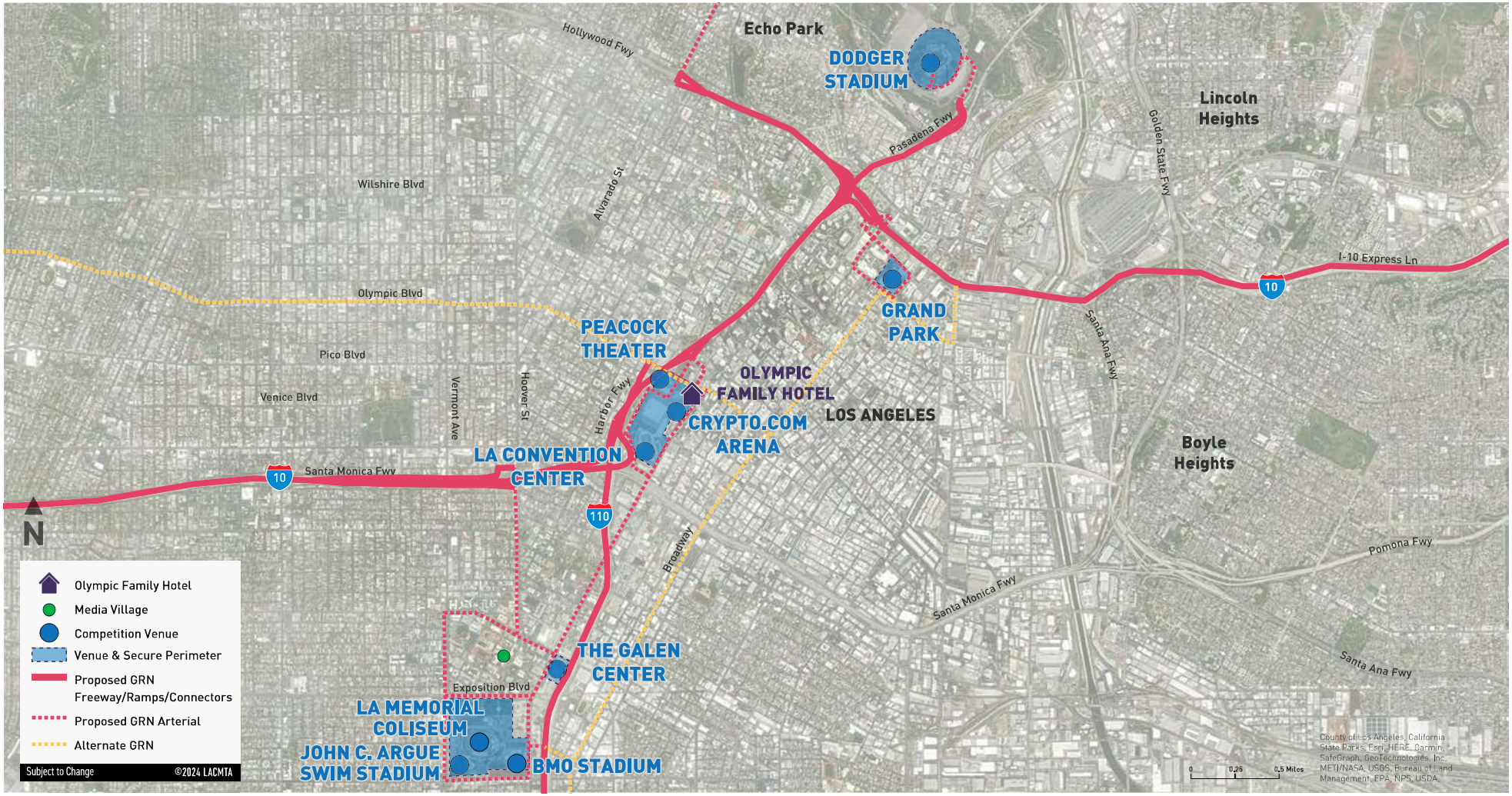
Downtown LA – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook



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Long Beach – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook

Metro

Caltrans

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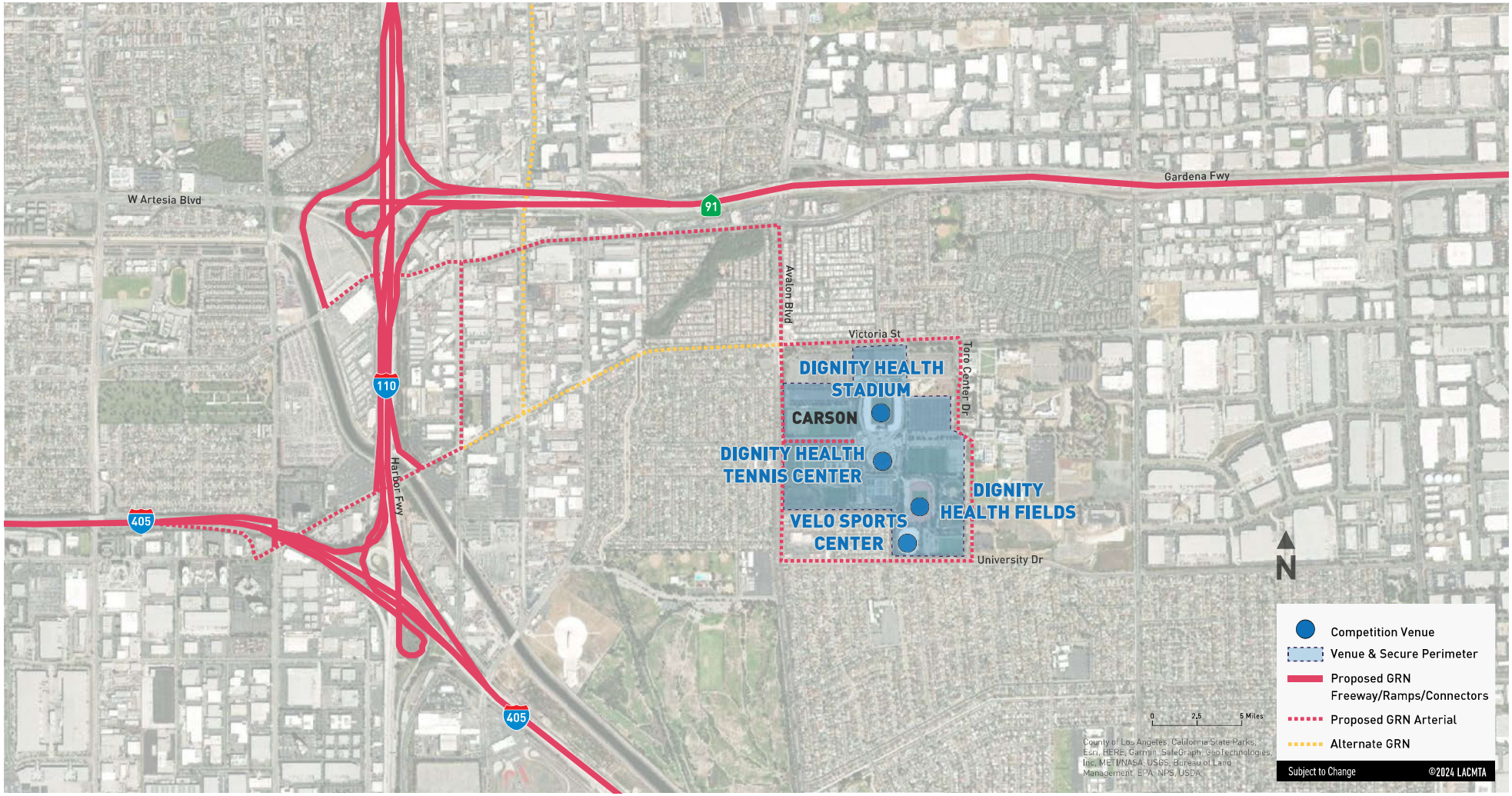
Carson – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook



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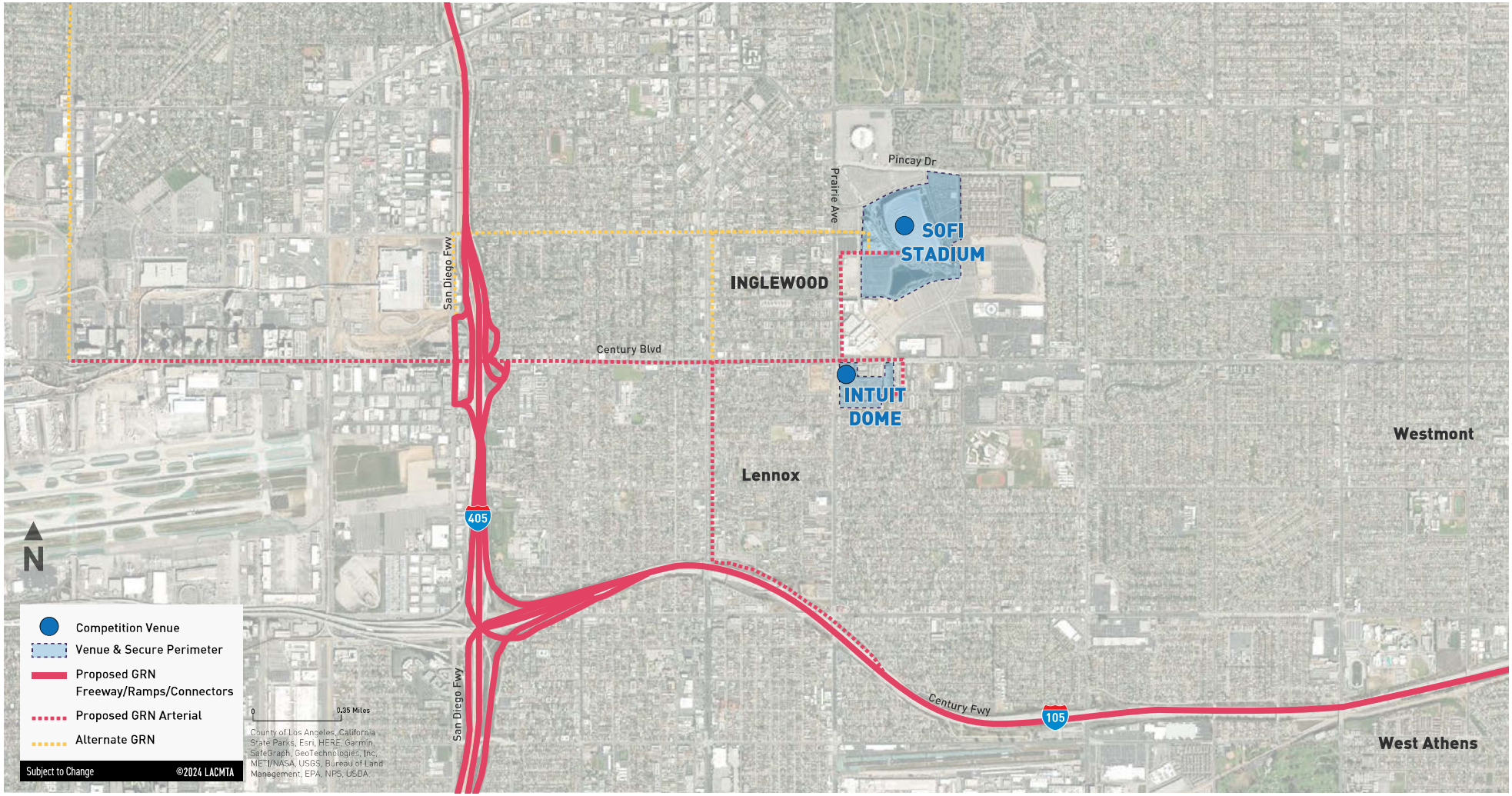
Inglewood – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook



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Sepulveda Basin – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook

Metro

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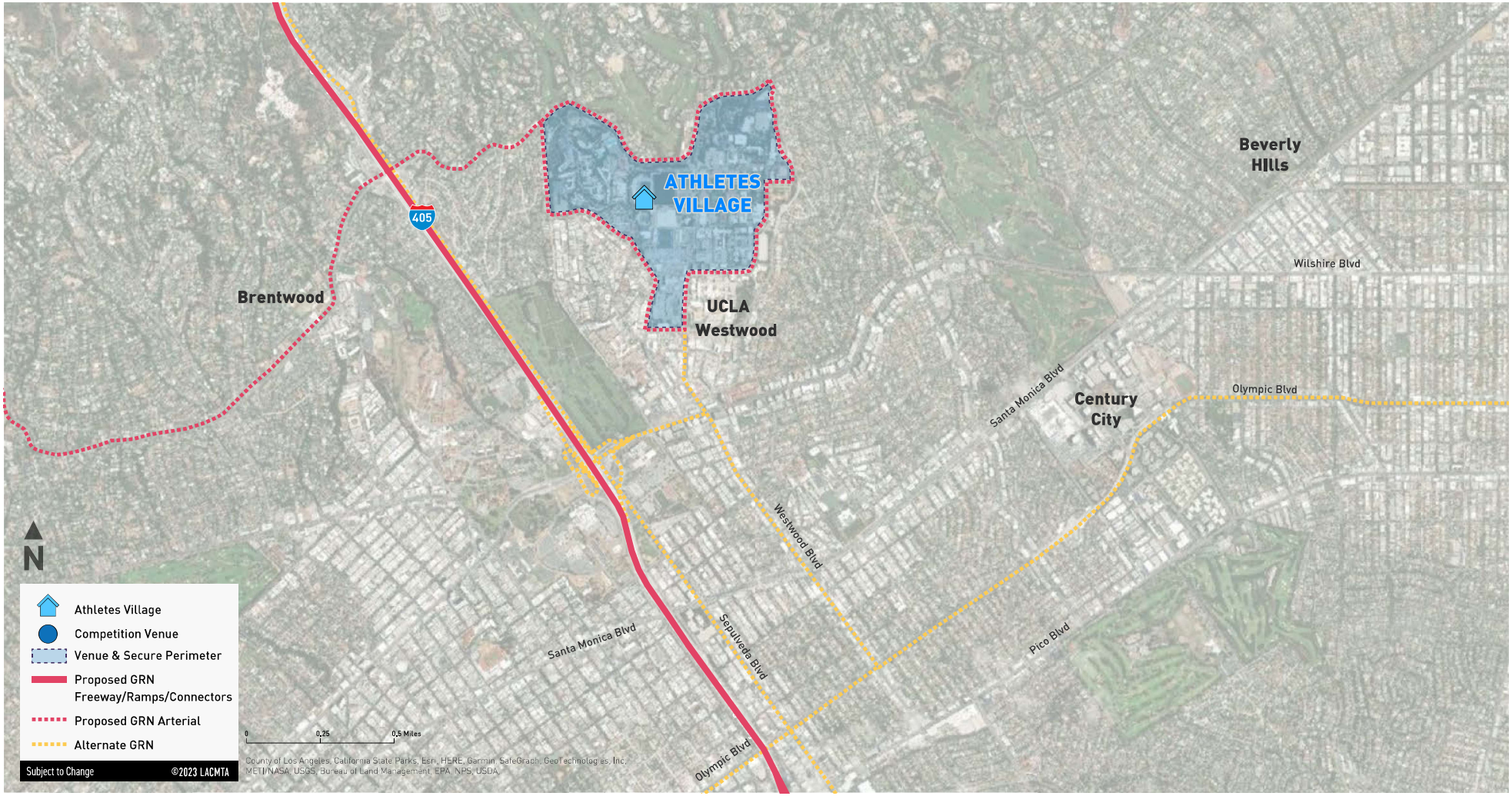
UCLA – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook



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Santa Monica – Proposed Primary and Alternate GRN Routes

2028 Games GRN Mapbook

Metro

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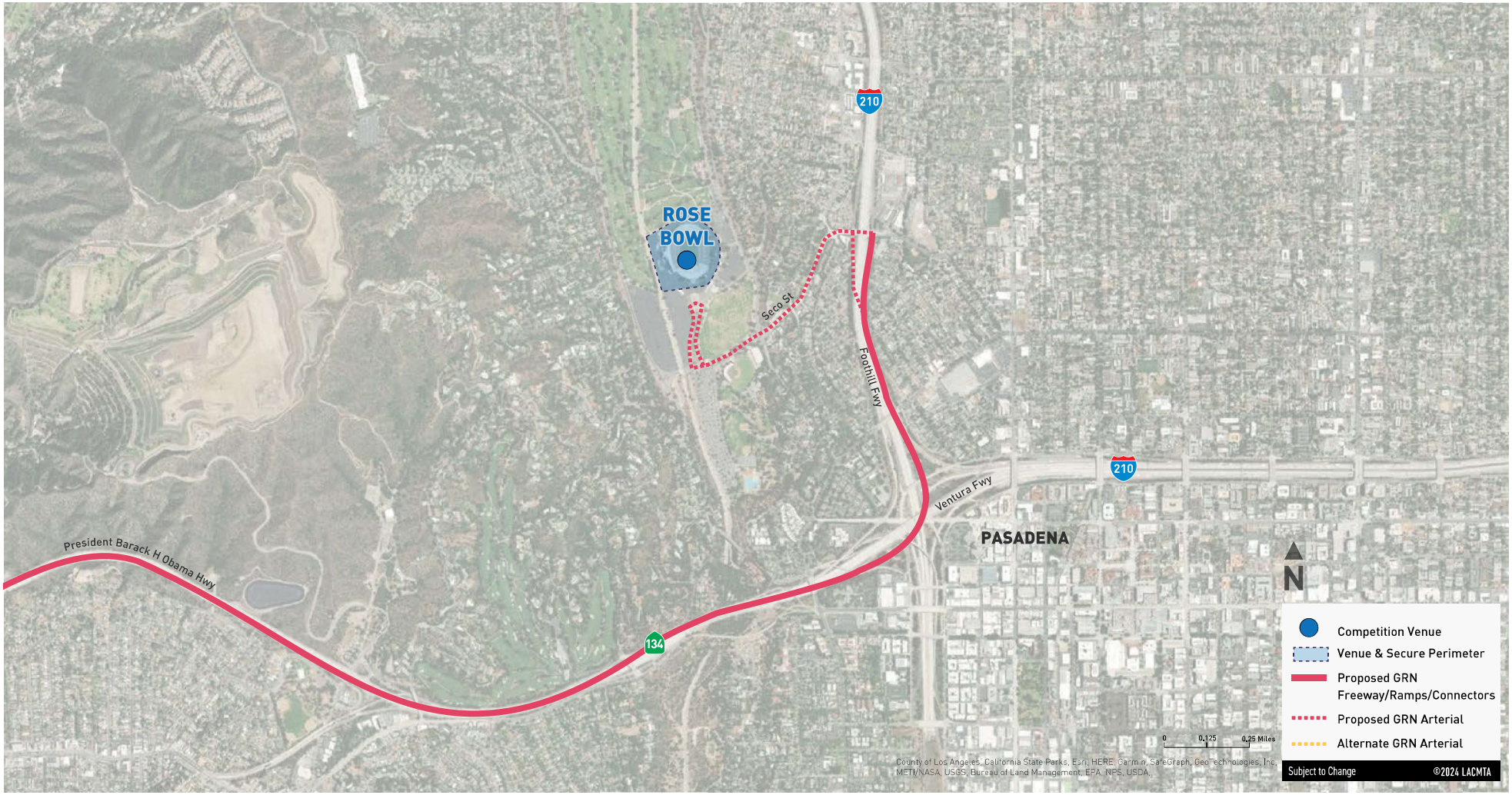
Pasadena – Proposed Primary GRN Routes

2028 Games GRN Mapbook



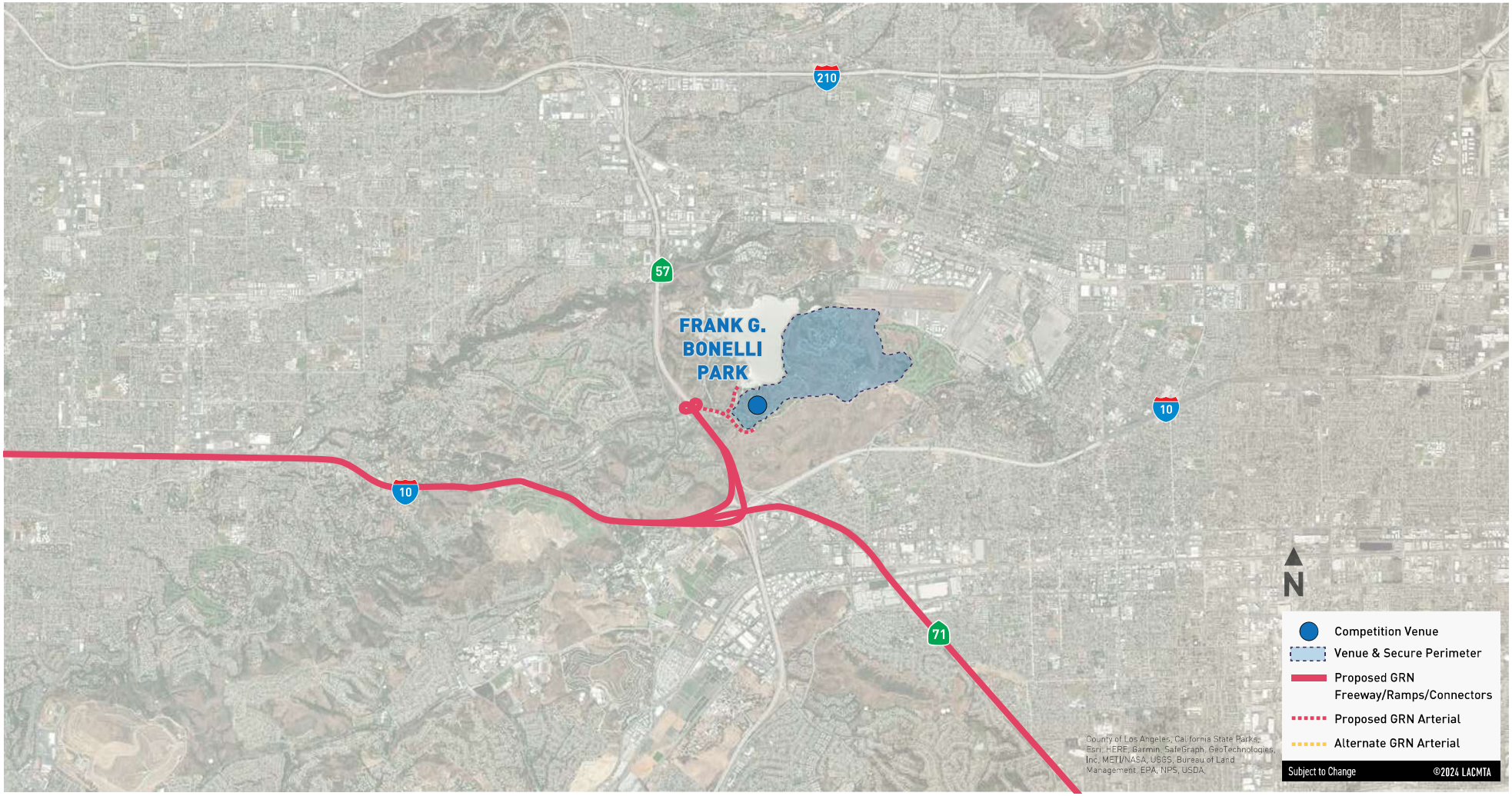
Metro

Caltrans

DRAFT - CONFIDENTIAL

Frank G. Bonelli Park – Proposed Primary GRN Routes

2028 Games GRN Mapbook



Metro

Caltrans

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Prado Shooting Range – Proposed Primary GRN Routes

2028 Games GRN Mapbook

Metro

Caltrans

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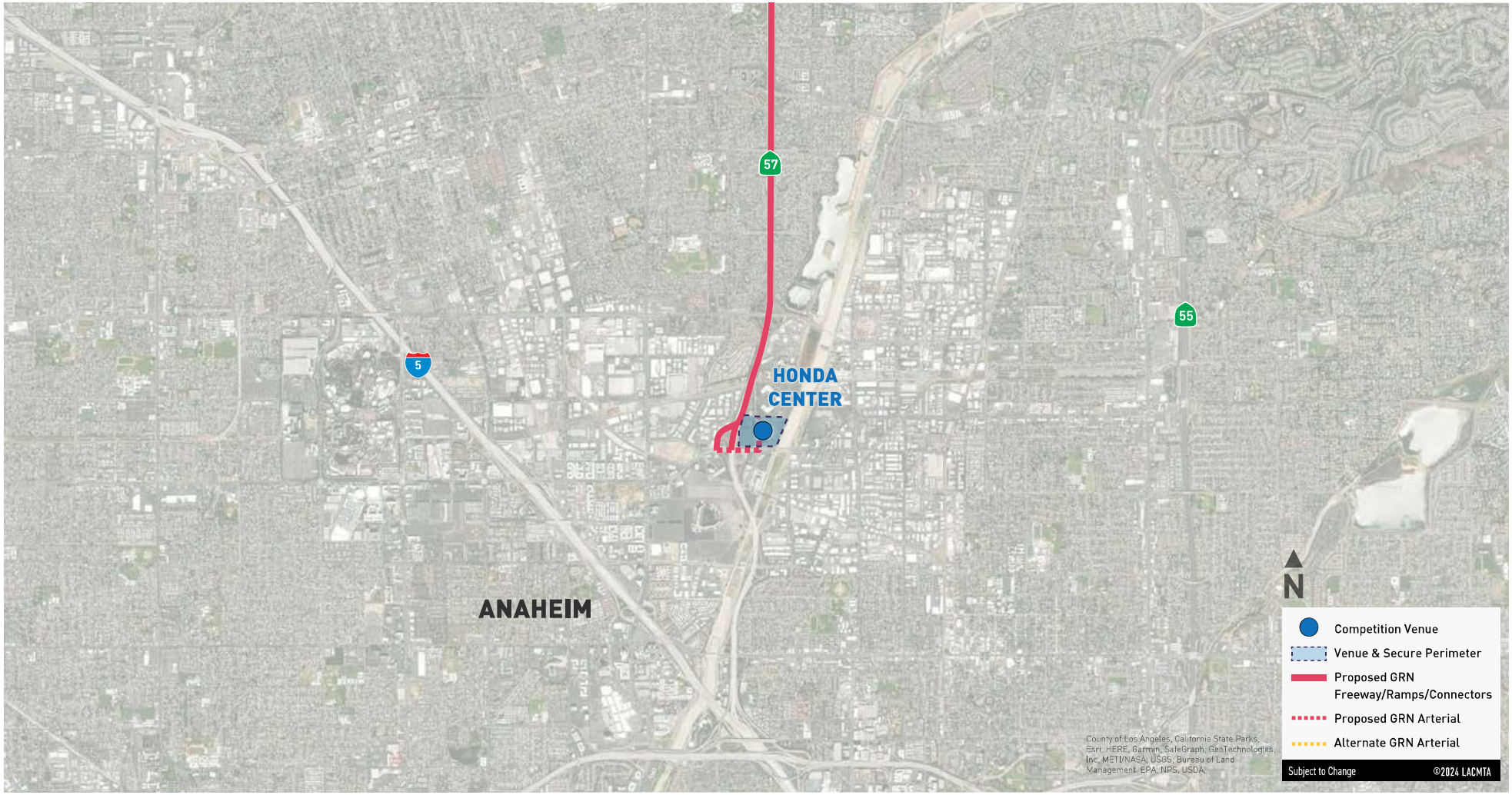
Honda Center – Proposed Primary GRN Routes

2028 Games GRN Mapbook



Metro

Caltrans

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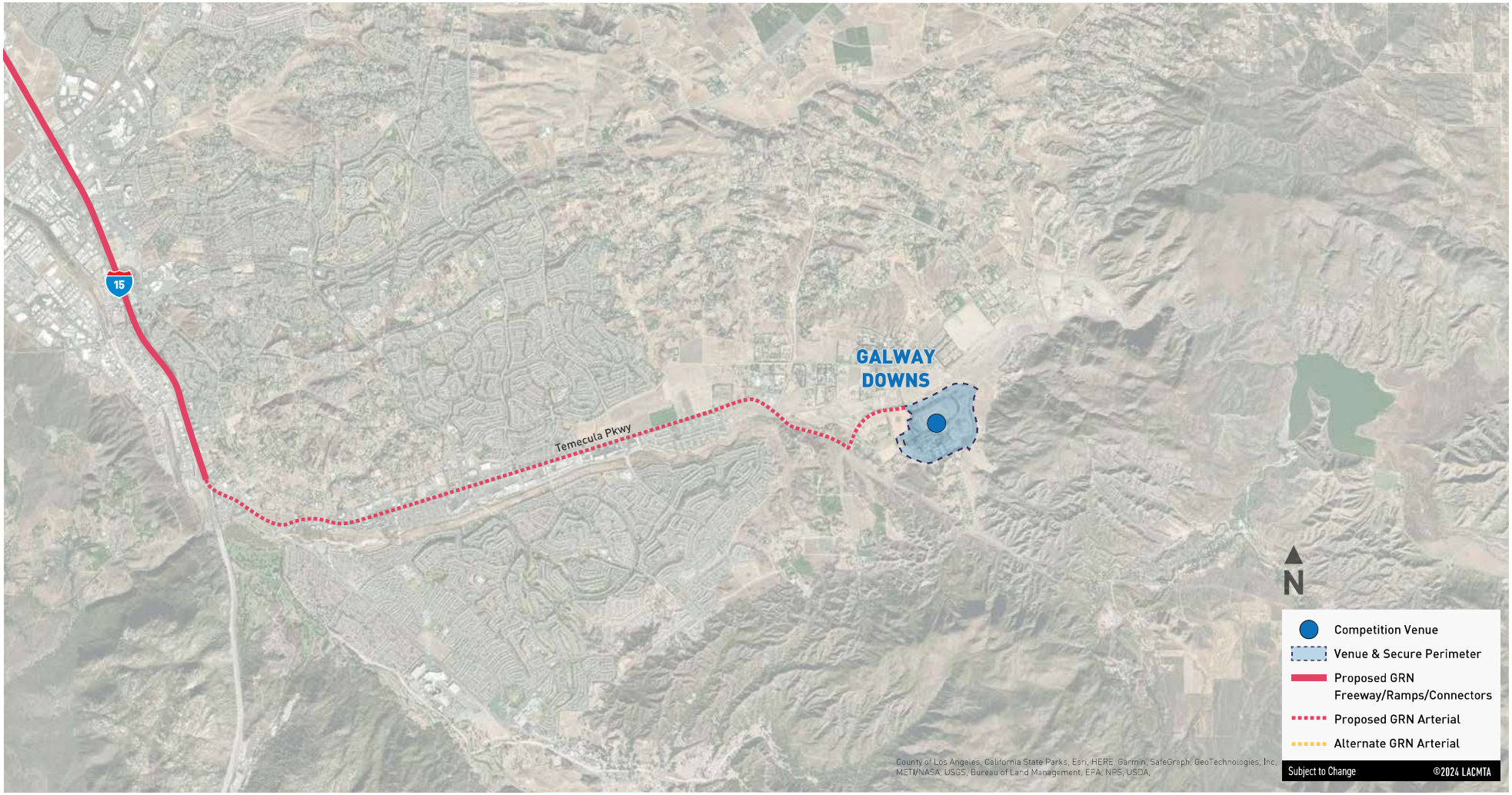
Galway Downs – Proposed Primary GRN Routes

2028 Games GRN Mapbook



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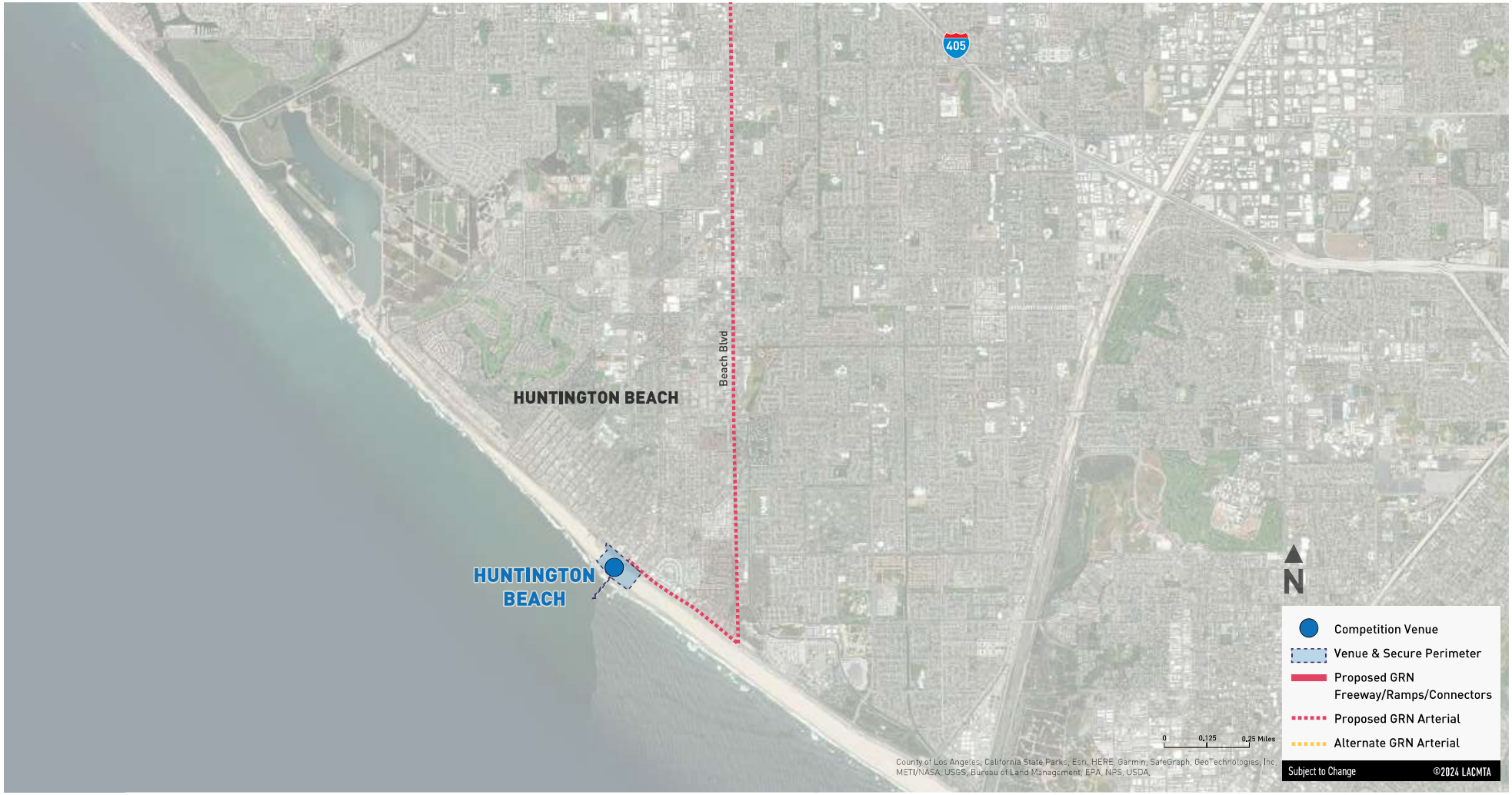
Huntington Beach – Proposed Primary GRN Routes

2028 Games GRN Mapbook



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Attachment 2

Existing (2023) Traffic Data

	Segment Definition									Existing 2023														
										2023 Volumes														
Corridor	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_ML_Auto
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	5,794	225	6,019	3.74	1,986	5,398	210	5,608	3.74	1,590	99,270	3,857	103,127	3.74	24,496
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4,035	157	4,192	3.74	939	5,513	214	5,727	3.74	1,914	91,390	3,551	94,941	3.74	23,375
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	7,999	247	8,246	3	1,989	8,521	264	8,785	3	1,863	141,681	4,382	146,063	3	26,763
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	8,785	272	9,057	3	1,461	7,383	228	7,611	3	1,793	137,708	4,259	141,967	3	24,350
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	6,258	293	6,551	4.47	1,357	6,857	321	7,178	4.47	1,343	115,461	5,403	120,864	4.47	19,461
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	6,190	290	6,480	4.47	854	6,063	284	6,347	4.47	1,403	107,583	5,034	112,617	4.47	16,693
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	6,556	307	6,863	4.47	1,389	6,977	326	7,303	4.47	1,239	125,687	5,881	131,568	4.47	17,961
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	6,952	325	7,277	4.47	1,060	6,802	318	7,120	4.47	1,375	117,514	5,499	123,013	4.47	19,294
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	6,806	304	7,110	4.28	1,536	6,050	271	6,321	4.28	1,269	113,384	5,070	118,454	4.28	21,555
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	6,163	276	6,439	4.28	922	5,175	231	5,406	4.28	1,124	106,320	4,754	111,074	4.28	15,942
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	5,869	222	6,091	3.64	1,432	6,080	230	6,310	3.64	1,240	111,358	4,207	115,565	3.64	20,652
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	5,917	224	6,141	3.64	986	4,799	181	4,980	3.64	1,053	98,889	3,736	102,625	3.64	17,485
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	5,838	221	6,059	3.64	894	6,298	238	6,536	3.64	947	111,760	4,222	115,982	3.64	14,835
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	6,342	240	6,582	3.64	871	4,176	158	4,334	3.64	1,208	98,087	3,705	101,792	3.64	15,083
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	4,333	132	4,465	2.96	944	7,388	225	7,613	2.96	858	121,354	3,702	125,056	2.96	14,165
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	6,975	213	7,188	2.96	1,502	5,824	178	6,002	2.96	1,500	112,867	3,443	116,310	2.96	25,402
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	6,889	198	7,087	2.8	1,216	6,016	173	6,189	2.8	1,035	133,798	3,854	137,652	2.8	19,206
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	8,900	256	9,156	2.8	1,007	3,865	111	3,976	2.8	658	134,012	3,860	137,872	2.8	14,673
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	7,209	258	7,467	3.46	1,140	4,382	157	4,539	3.46	807	121,585	4,358	125,943	3.46	17,963
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	7,815	280	8,095	3.46	1,288	4,628	166	4,794	3.46	958	118,771	4,257	123,028	3.46	19,758
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	6,972	250	7,222	3.46	969	5,584	200	5,784	3.46	1,091	127,645	4,575	132,220	3.46	19,270
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	3,665	131	3,796	3.46	1,354	5,635	202	5,837	3.46	1,028	110,917	3,975	114,892	3.46	18,133
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	5,620	201	5,821	3.46	906	4,806	172	4,978	3.46	1,077	108,629	3,893	112,522	3.46	17,593
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5,384	193	5,577	3.46	1,347	5,765	207	5,972	3.46	1,095	111,313	3,989	115,302	3.46	19,475
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	3,949	133	4,082	3.26	521	3,893	131	4,024	3.26	1,162	84,705	2,854	87,559	3.26	15,891
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,508	84	2,592	3.26	872	3,613	122	3,735	3.26	624	66,015	2,225	68,240	3.26	12,101
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	4,358	158	4,516	3.49	NA	4,333	157	4,490	3.49	NA	91,666	3,315	94,981	3.49	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	3,555	129	3,684	3.49	NA	4,243	153	4,396	3.49	NA	84,791	3,066	87,857	3.49	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	5,269	180	5,449	3.31	NA	6,005	206	6,211	3.31	NA	118,828	4,068	122,896	3.31	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	6,415	220	6,635	3.31	NA	4,095	140	4,235	3.31	NA	118,081	4,042	122,123	3.31	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	7,630	337	7,967	4.23	NA	7,037	311	7,348	4.23	NA	133,711	5,906	139,617	4.23	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	8,003	354	8,357	4.23	NA	6,212	274	6,486	4.23	NA	140,460	6,204	146,664	4.23	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	7,613	439	8,052	5.45	NA	8,006	461	8,467	5.45	NA	144,550	8,332	152,882	5.45	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	7,911	456	8,367	5.45	NA	6,422	370	6,792	5.45	NA	137,793	7,943	145,736	5.45	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	6,146	345	6,491	5.31	862	4,030	226	4,256	5.31	971	85,283	4,782	90,065	5.31	12,801
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	5,388	302	5,690	5.31	1,328	5,013	281	5,294	5.31	1,153	82,446	4,623	87,069	5.31	18,362
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	5,811	261	6,072	4.3	806	5,273	237	5,510	4.3	1,257	93,592	4,205	97,797	4.3	13,901
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	6,132	276	6,408	4.3	1,496	4,727	212	4,939	4.3	1,076	81,948	3,682	85,630	4.3	18,059
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.32	4.336	6,127	167	6,294	2.65	836	6,046	165	6,211	2.65	1,417	97,505	2,654	100,159	2.65	14,236
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.32	4.336	6,664	181	6,845	2.65	1,598	5,449	148	5,597	2.65	1,219	89,528	2,437	91,965	2.65	19,395
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.56	0.494	3,468	163	3,631	4.49	NA	3,947	186	4,133	4.49	NA	50,904	2,393	53,297	4.49	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.56	0.494	3,818	179	3,997	4.49	NA	3,534	166	3,700	4.49	NA	50,952	2,395	53,347	4.49	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	733	32	765	4.13	NA	1,244	54	1,298	4.13	NA	18,009	776	18,785	4.13	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	1,653	71	1,724	4.13	NA	1,107	48	1,155	4.13	NA	23,630	1,018	24,648	4.13	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	778	33	811	4.13	NA	1,026	44	1,070	4.13	NA	15,803	681	16,484	4.13	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	1,381	60	1,441	4.13	NA	923	40	963	4.13	NA	18,454	795	19,249	4.13	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	1,736	75	1,811	4.13	NA	2,440	105	2,545	4.13	NA	32,284	1,391	33,675	4.13	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	3,025	130	3,155	4.13	NA	2,136	92	2,228	4.13	NA	36,789	1,585	38,374	4.13	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,391	40	1,431	2.78	NA	2,362	68	2,430	2.78	NA	26,288	752	27,040	2.78	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2,765	79	2,844	2.78	NA	2,109	60	2,169	2.78	NA	36,571	1,046	37,617	2.78	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.83	3.695	3,298	74	3,372	2.19	NA	6,002	134	6,136	2.19	NA	66,596	1,491	68,087	2.19	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.83	3.695	5,918	133	6,051	2.19	NA	5,206	117	5,323	2.19	NA	77,805	1,742	79,547	2.19	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	4,453	115	4,568	2.52	NA	2,339	60	2,399	2.52	NA	55,828	1,443	57,271	2.52	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	3,673	95	3,768	2.52	NA	4,419	114	4,533	2.52	NA	64,695	1,672	66,367	2.52	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	6,310	125	6,435	1.95	NA	2,652	53	2,705	1.95	NA	87,989	1,750	89,739	1.95	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	6,378	127	6,505	1.95	NA	6,924	138	7,062	1.95	NA	108,603	2,160	110,763	1.95	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	7,710	270	7,980	3.38	NA	4,151	145	4,296	3.38	NA	115,439	4,038	119,477	3.38	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	7,304	256	7,560	3.38	NA	7,019	246	7,265	3.38	NA	131,349	4,595	135,944	3.38	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.45	1.601	7,321	256	7,577	3.38	NA	5,517	193	5,710	3.38	NA	122,423	4,283	126,706	3.38	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.45	1.601	4,117	144	4,261	3.38	NA	7,325	256	7,581	3.38	NA	124,389	4,351	128,740	3.38	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.31	1.868	8,243	288	8,531	3.38	NA	6,768	237	7,005	3.38	NA	149,707	5,237	154,944	3.38	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.31	1.868	4,974	174	5,148	3.38	NA	9,250	324	9,574	3.38	NA	156,288	5,467	161,755	3.38	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.82	1.504	6,094	213	6,307	3.38	NA	4,414	154	4,568	3.38	NA	117,034	4,094	121,128	3.38	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.82	1.504	4,907	172	5,079	3.38	NA	6,854	240	7,094	3.38	NA	127,982	4,477	132,459	3.38	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.24	0.427	5,882	206	6,088	3.38	NA	4,181	146	4,327	3.38	NA	114,152	3,993	118,145	3.38	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.24	0.427	4,823	169	4,992	3.38	NA	5,449	191	5,640	3.38	NA	105,357	3,686	109,043	3.38	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	4,446	156	4,602	3.38	NA	3,217	113	3,330	3.38	NA	89,340	3,125	92,465	3.38	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	4,313	151	4,464	3.38	NA	4,467	156	4,623	3.38	NA	86,337	3,020	89,357	3.38	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,888	47	1,935	2.45	NA	3,394	85	3,479	2.45	NA	49,830	1,251	51,081	2.45	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2,331	59	2,390	2.45	NA	2,776	70	2,846	2.45	NA	49,442	1,242	50,684	2.45	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2,734	99	2,833	3.49	1,153	5,059	183	5,242	3.49	383	78,956	2,855	81,811	3.49	10,153
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	5,723	207	5,930	3.49	91	3,582	130	3,712	3.49	1,138	83,757	3,029	86,786	3.49	7,758
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	4,119	131	4,250	3.08	318	4,426	141	4,567	3.08	1,838	83,784	2,663	86,447	3.08	14,205
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	5,612	178	5,790	3.08	2,145	4,911	156	5,067	3.08	733	93,485	2,971	96,456	3.08	18,061
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4,236	148	4,384	3.37	1,405	3,400	119	3,519	3.37	3,498	72,824	2,540	75,364	3.37	41,594
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	6,180	216	6,396	3.37	2,807	5,408	189	5,597	3.37	748	98,332	3,429	101,761	3.37	25,391
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5,069	390	5,459	7.14	892	5,322	409	5,731	7.14	1,326	92,558	7,117	99,675	7.14	18,228
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	4,434	341	4,775	7.14	1,659	5,174	398	5,572	7.14	1,172	88,742	6,823	95,565	7.14	23,144
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	5,029	428	5,457	7.84	744	5,528	470	5,998	7.84	1,157	90,091	7,664	97,755	7.84	14,781
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	5,011	426	5,437	7.84	1,508	5,290	450	5,740	7.84	935	86,903	7,393	94,296	7.84	18,170
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	2,656	186	2,842	6.55	NA	3,207	225	3,432	6.55	NA	44,753	3,137	47,890	6.55	NA
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	2,614	183	2,797	6.55	NA	2,602	182	2,784	6.55	NA	43,692	3,062	46,754	6.55	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	2,403	163	2,566	6.36	722	2,619	178	2,797	6.36	463	36,992	2,512	39,504	6.36	7,900
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	1,565	106	1,671	6.36	369	1,742	118	1,860	6.36	825	30,701	2,085	32,786	6.36	9,139
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	3,276	236	3,512	6.73	659	3,310	239	3,549	6.73	391	48,780	3,520	52,300	6.73	6,972
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	2,336	169	2,505	6.73	368	3,030	219	3,249	6.73	961	42,833	3,091	45,924	6.73	8,534
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	2,912	224	3,136	7.13	NA	2,705	208	2,913	7.13	NA	50,540	3,880	54,420	7.13	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	2,813	216	3,029	7.13	NA	2,387	183	2,570	7.13	NA	48,135	3,696	51,831	7.13	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	5,466	381	5,847	6.51	1,290	5,753	401	6,154	6.51	2,300	109,188	7,603	116,791	6.51	32,566
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5,242	365	5,607	6.51	2,279	5,923	412	6,335	6.51	1,117	104,634	7,286	111,920	6.51	25,006
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	3,366	198	3,564	5.55	NA	3,621	213	3,834	5.55	NA	66,210	3,891	70,101	5.55	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	4,369	257	4,626	5.55	NA	3,361	198	3,559	5.55	NA	69,071	4,059	73,130	5.55	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	3,915	387	4,302	9	NA	4,986	493	5,479	9	NA	78,415	7,755	86,170	9	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	4,703	465	5,168	9	NA	3,539	350	3,889	9	NA	69,484	6,872	76,356	9	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	2,251	236	2,487	9.5	NA	3,452	362	3,814	9.5	NA	48,493	5,090	53,583	9.5	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	3,796	399	4,195	9.5	NA	2,682	281	2,963	9.5	NA	50,969	5,350	56,319	9.5	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	2,625	276	2,901	9.5	NA	3,510	369	3,879	9.5	NA	51,504	5,407	56,911	9.5	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	3,377	354	3,731	9.5	NA	2,913	306	3,219	9.5	NA	50,478	5,299	55,777	9.5	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	3,038	356	3,394	10.5	NA	2,781	326	3,107	10.5	NA	53,028	6,221	59,249	10.5	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	2,707	318	3,025	10.5	NA	3,508	412	3,920	10.5	NA	52,516	6,161	58,677	10.5	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	2,957	347	3,304	10.5	NA	2,907	341	3,248	10.5	NA	54,234	6,363	60,597	10.5	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	2,647	311	2,958	10.5	NA	3,562	418	3,980	10.5	NA	53,977	6,333	60,310	10.5	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	3,353	393	3,746	10.5	NA	3,027	355	3,382	10.5	NA	59,132	6,937	66,069	10.5	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	2,801	329	3,130	10.5	NA	4,196	492	4,688	10.5	NA	61,831	7,254	69,085	10.5	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	3,993	468	4,461	10.5	1,378	3,599	422	4,021	10.5	673	67,802	7,954	75,756	10.5	15,856
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	3,453	405	3,858	10.5	865	3,038	356	3,394	10.5	1,559	63,018	7,393	70,411	10.5	20,029
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	3,285	198	3,483	5.69	1,498	2,494	151	2,645	5.69	978	64,887	3,915	68,802	5.69	24,973
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	6,692	404	7,096	5.69	1,774	4,415	266	4,681	5.69	1,105	104,801	6,323	111,124	5.69	19,676
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	4,022	213	4,235	5.04	1,822	3,754	199	3,953	5.04	1,462	84,373	4,478	88,851	5.04	32,251
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	6,103	324	6,427	5.04	1,606	5,013	266	5,279	5.04	1,247	111,783	5,933	117,716	5.04	20,843
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.68	5.339	4,134	317	4,451	7.12	516	2,758	211	2,969	7.12	730	63,863	4,896	68,759	7.12	9,521
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.68	5.339	4,798	368	5,166	7.12	1,573	3,660	281	3,941	7.12	601	71,631	5,491	77,122	7.12	13,360
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	5,563	466	6,029	7.73	797	5,325	446	5,771	7.73	1,015	94,634	7,928	102,562	7.73	11,956
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	4,830	405	5,235	7.73	1,133	5,978	501	6,479	7.73	1,235	103,122	8,639	111,761	7.73	15,641
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.45	3.511	5,617	377	5,994	6.29	1,249	5,855	393	6,248	6.29	1,551	103,566	6,952	110,518	6.29	21,087
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.45	3.511	4,994	335	5,329	6.29	1,290	4,817	323	5,140	6.29	1,346	95,986	6,443	102,429	6.29	18,988
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4,590	404	4,994	8.08	1,190	5,153	453	5,606	8.08	1,392	86,862	7,635	94,497	8.08	18,597
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	5,044	443	5,487	8.08	1,242	5,068	446	5,514	8.08	1,249	84,704	7,446	92,150	8.08	18,200
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	4,987	493	5,480	9	1,285	5,198	514	5,712	9	1,213	93,248	9,222	102,470	9	18,946
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	5,803	574	6,377	9	1,425	5,148	509	5,657	9	1,333	97,028	9,596	106,624	9	18,828
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,386	417	4,803	8.68	NA	5,435	517	5,952	8.68	NA	77,175	7,336	84,511	8.68	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,510	524	6,034	8.68	NA	5,446	518	5,964	8.68	NA	81,593	7,755	89,348	8.68	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	5,579	552	6,131	9	679	5,550	549	6,099	9	1,173	97,681	9,661	107,342	9	11,746
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	6,323	625	6,948	9	1,552	5,716	565	6,281	9	1,285	100,527	9,942	110,469	9	17,013
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	6,867	559	7,426	7.53	NA	4,841	394	5,235	7.53	NA	93,041	7,576	100,617	7.53	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	3,771	307	4,078	7.53	NA	3,103	253	3,356	7.53	NA	55,672	4,533	60,205	7.53	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	5,427	378	5,805	6.52	1,763	4,510	315	4,825	6.52	1,680	77,251	5,388	82,639	6.52	23,886
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	5,945	415	6,360	6.52	958	5,772	403	6,175	6.52	1,098	91,623	6,390	98,013	6.52	13,407
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	3,164	149	3,313	4.49	3,869	4,165	196	4,361	4.49	3,962	74,567	3,505	78,072	4.49	69,628
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	6,554	308	6,862	4.49	3,294	5,847	275	6,122	4.49	3,682	115,242	5,418	120,660	4.49	53,160
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	5,566	264	5,830	4.52	NA	3,626	172	3,798	4.52	NA	108,280	5,126	113,406	4.52	NA
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	7,487	354	7,841	4.52	NA	4,056	192	4,248	4.52	NA	125,031	5,919	130,950	4.52	NA
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	5,818	160	5,978	2.67	NA	3,148	86	3,234	2.67	NA	103,358	2,835	106,193	2.67	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	7,179	197	7,376	2.67	NA	3,422	94	3,516	2.67	NA	113,194	3,105	116,299	2.67	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	5,103	58	5,161	1.13	NA	3,831	44	3,875	1.13	NA	90,952	1,040	91,992	1.13	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	5,358	61	5,419	1.13	NA	3,040	35	3,075	1.13	NA	91,341	1,044	92,385	1.13	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	560	12	572	2.16	NA	1,064	24	1,088	2.16	NA	11,881	262	12,143	2.16	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	821	18	839	2.16	NA	772	17	789	2.16	NA	11,428	252	11,680	2.16	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	948	13	961	1.35	NA	1,558	21	1,579	1.35	NA	18,725	256	18,981	1.35	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	1,334	18	1,352	1.35	NA	1,214	17	1,231	1.35	NA	17,943	246	18,189	1.35	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	1,328	15	1,343	1.08	NA	1,976	22	1,998	1.08	NA	25,746	281	26,027	1.08	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	2,128	23	2,151	1.08	NA	1,772	19	1,791	1.08	NA	27,801	304	28,105	1.08	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,539	28	1,567	1.77	NA	2,015	36	2,051	1.77	NA	28,517	514	29,031	1.77	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,303	41	2,344	1.77	NA	1,959	35	1,994	1.77	NA	31,488	567	32,055	1.77	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	3,197	184	3,381	5.43	NA	1,677	96	1,773	5.43	NA	35,799	2,056	37,855	5.43	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	2,107	121	2,228	5.43	NA	2,559	147	2,706	5.43	NA	35,729	2,051	37,780	5.43	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	1,949	16	1,965	0.8	NA	1,114	9	1,123	0.8	NA	18,123	146	18,269	0.8	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	759	6	765	0.8	NA	1,838	15	1,853	0.8	NA	18,781	151	18,932	0.8	NA

Corridor	Segment Definition									Existing 2023																	
										2023 Travel Time (Minutes)						2023 Average Speed (MPH)						2023 Delay (Minutes)					
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	3.9	4	4.8	4	4.3	4	66.0	64	53.0	60	60.0	62.0	0.22	0.34	1.18	0.61	0.61	0.47
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4.9	4	4.1	4	4.1	5	52.0	59	62.0	63	62.0	56.0	1.27	0.68	0.47	0.41	0.47	0.92
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	2.7	3	2.9	4	2.6	3	59.0	48	55.0	40	61.0	60.0	0.43	1.05	0.63	1.72	0.34	0.38
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	2.8	3	3.2	3	2.6	3	58.0	61	51.0	60	62.0	55.0	0.48	0.34	0.86	0.38	0.30	0.63
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	4.5	4	3.8	4	3.8	3	51.0	52	60.0	52	61.0	69.0	1.22	1.13	0.55	1.13	0.48	0.05
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	3.5	4	5.9	6	3.8	4	66.0	64	39.0	38	61.0	56.0	0.20	0.31	2.60	2.76	0.48	0.82
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	7.1	8	4.7	5	4.3	4	36.0	33	54.0	53	59.0	57.0	3.46	4.11	1.08	1.17	0.68	0.84
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	3.9	4	6.4	8	4.1	4	65.0	61	40.0	32	63.0	57.0	0.28	0.54	2.75	4.35	0.41	0.84
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	7.5	7	5.2	9	5.1	6	43.0	49	62.0	35	63.0	53.0	2.89	1.97	0.59	4.60	0.51	1.48
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	5.5	5	13.4	15	6.0	6	59.0	60	24.0	22	54.0	53.0	0.86	0.77	8.82	10.04	1.36	1.48
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	13.9	11	7.5	6	7.2	7	27.0	35	50.0	59	52.0	54.0	8.54	5.36	2.14	1.00	1.86	1.59
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	6.2	6	11.7	16	6.8	8	61.0	63	32.0	23	55.0	50.0	0.79	0.60	6.37	10.96	1.46	2.14
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	3.4	3	3.1	3	2.9	3	53.0	55	59.0	63	62.0	64.0	0.83	0.70	0.48	0.29	0.33	0.24
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	3.0	3	7.5	3	3.3	2	60.0	70	24.0	60	55.0	73.0	0.43	0.00	4.95	0.43	0.70	0.00
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	11.1	13	3.9	4	4.3	4	20.0	17	57.0	60	51.0	59.0	7.90	9.86	0.72	0.53	1.18	0.59
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	3.7	4	5.7	6	3.9	4	60.0	58	39.0	40	57.0	56.0	0.53	0.65	2.51	2.37	0.72	0.79
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	9.0	7	5.4	6	4.8	5	24.0	33	40.0	38	45.0	46.0	5.89	3.45	2.31	2.59	1.71	1.60
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	3.8	10	15.4	17	4.4	6	57.0	21	14.0	13	49.0	34.0	0.70	7.17	12.30	13.48	1.32	3.26
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	4.6	4	5.1	5	4.2	4	45.0	48	41.0	39	50.0	51.0	1.66	1.37	2.11	2.37	1.19	1.11
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	5.1	5	5.4	8	3.9	4	41.0	40	39.0	27	53.0	52.0	2.11	2.24	2.37	4.76	0.96	1.03
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	3.5	4	8.6	12	4.1	5	64.0	63	26.0	18	54.0	49.0	0.30	0.35	5.40	9.21	0.95	1.37
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	6.0	7	3.5	7	4.2	5	37.0	31	63.0	33	53.0	49.0	2.84	4.01	0.35	3.58	1.02	1.37
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	2.6	2	5.5	8	3.4	3	64.0	76	30.0	20	48.0	50.0	0.22	0.00	3.14	5.89	1.08	0.94
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5.5	7	3.1	3	3.1	4	30.0	22	54.0	60	53.0	46.0	3.14	5.14	0.70	0.39	0.76	1.23
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	0.8	1	2.2	2	0.9	1	64.0	70	22.0	24	54.0	55.0	0.07	0.00	1.54	1.35	0.21	0.19
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	3.5	6	0.8	1	0.9	1	14.0	8	62.0	61	53.0	42.0	2.81	5.45	0.09	0.10	0.23	0.47
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	3.0	NA	7.8	NA	3.6	NA	58.0	NA	22.0	NA	48.0	NA	0.10	NA	4.96	NA	0.72	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	14.4	NA	10.1	NA	5.6	NA	12.0	NA	17.0	NA	31.0	NA	11.49	NA	7.26	NA	2.69	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	3.4	NA	1.9	NA	1.8	NA	22.0	NA	39.0	NA	42.0	NA	2.17	NA	0.68	NA	0.54	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	2.0	NA	3.8	NA	1.9	NA	37.0	NA	20.0	NA	40.0	NA	0.78	NA	2.51	NA	0.63	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	9.7	NA	10.1	NA	6.6	NA	30.0	NA	29.0	NA	44.0	NA	5.57	NA	5.90	NA	2.47	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	7.5	NA	10.8	NA	5.6	NA	39.0	NA	27.0	NA	52.0	NA	3.32	NA	6.65	NA	1.45	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	3.3	NA	2.5	NA	2.1	NA	32.0	NA	42.0	NA	52.0	NA	1.81	NA	1.02	NA	0.53	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	3.0	NA	5.1	NA	2.5	NA	36.0	NA	21.0	NA	43.0	NA	1.44	NA	3.56	NA	0.96	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	5.7	5	10.7	9	5.8	7	60.0	63	32.0	39	59.0	52.0	0.82	0.54	5.81	3.89	0.91	1.69
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	6.8	7	7.1	14	5.8	7	50.0	46	48.0	24	59.0	50.0	1.96	2.55	2.24	9.37	0.91	1.96
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	5.2	3	8.9	5	4.6	4	38.0	63	22.0	39	43.0	51.0	2.37	0.31	6.14	2.24	1.77	1.05
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	3.9	4	3.6	3	3.1	4	50.0	46	55.0	66	64.0	54.0	1.12	1.47	0.77	0.17	0.26	0.83
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	5.3	4	5.2	4	4.0	5	49.0	63	50.0	65	65.0	56.0	1.59	0.41	1.49	0.29	0.29	0.93
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	5.2	4	4.3	4	3.8	4	50.0	63	60.0	65	69.0	60.0	1.49	0.41	0.62	0.29	0.05	0.62
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	0.5	NA	0.5	NA	0.5	NA	64.0	NA	64.0	NA	64.0	NA	0.00	NA	0.00	NA	0.00	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	0.7	NA	0.6	NA	0.5	NA	45.0	NA	51.0	NA	56.0	NA	0.00	NA	0.00	NA	0.00	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	1.0	NA	1.3	NA	1.0	NA	25.0	NA	19.0	NA	24.0	NA	0.22	NA	0.53	NA	0.26	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	1.2	NA	1.1	NA	1.0	NA	21.0	NA	22.0	NA	26.0	NA	0.41	NA	0.35	NA	0.18	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	1.1	NA	2.1	NA	1.2	NA	22.0	NA	12.0	NA	21.0	NA	0.36	NA	1.31	NA	0.41	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	1.3	NA	1.2	NA	1.1	NA	20.0	NA	21.0	NA	23.0	NA	0.47	NA	0.41	NA	0.31	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	0.9	NA	2.0	NA	1.1	NA	34.0	NA	15.0	NA	27.0	NA	0.00	NA	1.05	NA	0.15	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	1.9	NA	2.0	NA	1.4	NA	16.0	NA	15.0	NA	22.0	NA	0.95	NA	1.07	NA	0.43	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1.1	NA	1.2	NA	1.2	NA	55.0	NA	51.0	NA	53.0	NA	0.24	NA	0.33	NA	0.29	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2.0	NA	1.4	NA	1.2	NA	32.0	NA	44.0	NA	50.0	NA	1.06	NA	0.53	NA	0.36	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	3.5	NA	3.6	NA	3.5	NA	63.0	NA	61.0	NA	63.0	NA	0.35	NA	0.47	NA	0.35	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	6.0	NA	4.1	NA	3.8	NA	37.0	NA	54.0	NA	58.0	NA	2.82	NA	0.94	NA	0.66	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	3.6	NA	3.5	NA	3.5	NA	55.0	NA	57.0	NA	57.0	NA	0.78	NA	0.65	NA	0.65	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	3.5	NA	3.8	NA	3.5	NA	58.0	NA	53.0	NA	57.0	NA	0.59	NA	0.92	NA	0.65	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	2.9	NA	6.3	NA	2.5	NA	44.0	NA	20.0	NA	50.0	NA	1.07	NA	4.53	NA	0.73	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	2.8	NA	2.1	NA	2.1	NA	46.0	NA	60.0	NA	60.0	NA	0.95	NA	0.30	NA	0.30	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	3.4	NA	14.6	NA	4.0	NA	60.0	NA	14.0	NA	51.0	NA	0.49	NA	11.64	NA	1.08	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	5.8	NA	3.6	NA	3.9	NA	35.0	NA	56.0	NA	52.0	NA	2.91	NA	0.73	NA	1.01	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	2.0	NA	4.6	NA	2.1	NA	49.0	NA	21.0	NA	45.0	NA	0.59	NA	3.20	NA	0.76	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	6.9	NA	1.8	NA	2.0	NA	14.0	NA	53.0	NA	48.0	NA	5.49	NA	0.44	NA	0.63	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	3.6	NA	4.5	NA	2.4	NA	31.0	NA	25.0	NA	47.0	NA	2.01	NA	2.88	NA	0.78	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	8.6	NA	2.6	NA	2.3	NA	13.0	NA	43.0	NA	48.0	NA	7.02	NA	1.01	NA	0.73	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	4.1	NA	4.7	NA	2.1	NA	22.0	NA	19.0	NA	42.0	NA	2.81	NA	3.46	NA	0.86	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	2.3	NA	2.0	NA	1.6	NA	40.0	NA	45.0	NA	56.0	NA	0.97	NA	0.72	NA	0.32	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	1.3	NA	1.6	NA	0.7	NA	20.0	NA	16.0	NA	35.0	NA	0.92	NA	1.24	NA	0.37	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	0.4	NA	0.5	NA	0.4	NA	59.0	NA	50.0	NA	59.0	NA	0.07	NA	0.15	NA	0.07	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	1.1	NA	1.9	NA	0.9	NA	32.0	NA	19.0	NA	40.0	NA	0.61	NA	1.37	NA	0.38	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	0.6	NA	0.7	NA	0.6	NA	57.0	NA	50.0	NA	57.0	NA	0.12	NA	0.20	NA	0.12	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	0.7	NA	0.8	NA	0.7	NA	58.0	NA	51.0	NA	55.0	NA	0.02	NA	0.12	NA	0.06	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2.2	NA	0.9	NA	0.8	NA	18.0	NA	45.0	NA	52.0	NA	1.53	NA	0.22	NA	0.10	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2.4	4	5.6	3	3.1	2	75.0	44	32.0	63	58.0	73.0	0.00	1.51	3.03	0.28	0.53	0.00
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	3.6	3	2.8	3	2.8	3	49.0	56	64.0	54	63.0	62.0	1.09	0.64	0.24	0.75	0.28	0.33
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	5.8	5	11.7	6	6.2	5	57.0	68	28.0	51	53.0	62.0	1.07	0.14	7.03	1.75	1.50	0.60
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	8.0	6	5.7	4	5.9	5	41.0	59	58.0	73	56.0	68.0	3.32	0.87	0.97	0.00	1.17	0.14
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4.1	4	10.3	8	4.6	4	63.0	71	25.0	33	56.0	59.0	0.41	0.00	6.64	4.14	0.92	0.69
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	6.3	4	4.5	3	4.3	4	41.0	59	58.0	77	60.0	68.0	2.61	0.69	0.76	0.00	0.62	0.11
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5.4	5	8.9	9	5.5	6	59.0	63	36.0	34	58.0	57.0	0.85	0.51	4.32	4.84	0.95	1.04
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	15.3	6	5.3	6	5.9	5	21.0	57	60.0	50	54.0	68.0	10.68	1.04	0.76	1.83	1.36	0.13
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	6.7	5	5.7	9	5.7	6	53.0	67	62.0	39	63.0	59.0	1.63	0.23	0.66	4.04	0.57	0.95
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	7.0	6	5.7	5	5.7	5	51.0	58	62.0	66	62.0	68.0	1.90	1.05	0.66	0.31	0.66	0.15
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	3.2	NA	3.3	NA	3.2	NA	64.0	NA	61.0	NA	64.0	NA	0.00	NA	0.00	NA	0.00	NA
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	7.0	NA	6.1	NA	4.4	NA	29.0	NA	33.0	NA	46.0	NA	3.29	NA	2.44	NA	0.72	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	3.1	3	2.9	2	3.0	3	61.0	72	64.0	76	62.0	73.0	0.39	0.00	0.25	0.00	0.34	0.00
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	3.0	2	6.7	4	3.2	3	62.0	75	28.0	46	59.0	65.0	0.34	0.00	4.00	1.39	0.50	0.20
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	0.7	1	0.7	1	0.7	1	61.0	72	64.0	76	62.0	73.0	0.09	0.00	0.06	0.00	0.08	0.00
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	0.7	1	1.6	1	0.7	1	62.0	75	28.0	46	59.0	65.0	0.08	0.00	0.93	0.32	0.12	0.05
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	7.9	NA	7.7	NA	5.9	NA	35.0	NA	36.0	NA	47.0	NA	3.67	NA	3.45	NA	1.64	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	6.3	NA	9.6	NA	5.7	NA	44.0	NA	29.0	NA	49.0	NA	2.35	NA	5.62	NA	1.70	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	3.2	3	5.6	3	3.5	3	66.0	73	38.0	61	60.0	68.0	0.18	0.00	2.56	0.45	0.51	0.09
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5.6	3	3.3	3	3.5	3	38.0	64	64.0	73	60.0	68.0	2.56	0.28	0.28	0.00	0.51	0.09
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	2.7	NA	10.0	NA	3.6	NA	70.0	NA	19.0	NA	53.0	NA	0.18	NA	7.47	NA	1.05	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	2.8	NA	2.7	NA	2.9	NA	67.0	NA	70.0	NA	65.0	NA	0.30	NA	0.18	NA	0.39	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	1.3	NA	2.1	NA	1.5	NA	68.0	NA	42.0	NA	58.0	NA	0.12	NA	0.93	NA	0.35	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	1.3	NA	1.2	NA	1.3	NA	67.0	NA	73.0	NA	69.0	NA	0.14	NA	0.03	NA	0.10	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	4.6	NA	4.8	NA	4.7	NA	72.0	NA	69.0	NA	70.0	NA	0.18	NA	0.38	NA	0.32	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	4.9	NA	4.5	NA	4.6	NA	68.0	NA	73.0	NA	72.0	NA	0.45	NA	0.12	NA	0.18	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	4.6	NA	4.7	NA	4.6	NA	73.0	NA	71.0	NA	72.0	NA	0.12	NA	0.25	NA	0.18	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	4.8	NA	4.5	NA	4.6	NA	69.0	NA	74.0	NA	73.0	NA	0.39	NA	0.06	NA	0.12	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	3.9	NA	3.9	NA	3.9	NA	71.0	NA	72.0	NA	72.0	NA	0.21	NA	0.16	NA	0.16	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	3.9	NA	4.1	NA	3.9	NA	72.0	NA	69.0	NA	72.0	NA	0.16	NA	0.32	NA	0.16	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	6.6	NA	5.3	NA	5.6	NA	60.0	NA	75.0	NA	70.0	NA	1.31	NA	0.00	NA	0.38	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	5.3	NA	5.4	NA	5.3	NA	74.0	NA	73.0	NA	74.0	NA	0.07	NA	0.14	NA	0.07	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	9.9	NA	5.4	NA	6.3	NA	39.0	NA	72.0	NA	61.0	NA	4.75	NA	0.21	NA	1.18	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	5.5	NA	7.3	NA	5.8	NA	70.0	NA	53.0	NA	66.0	NA	0.37	NA	2.14	NA	0.70	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	4.6	4	4.3	4	4.5	4	61.0	72	64.0	76	62.0	73.0	0.59	0.00	0.37	0.00	0.51	0.00
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	4.5	4	9.9	6	4.7	4	62.0	75	28.0	46	59.0	65.0	0.51	0.00	5.96	2.07	0.74	0.31
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	2.3	2	2.2	2	1.7	1	40.0	48	42.0	60	53.0	62.0	0.97	0.59	0.86	0.22	0.41	0.17
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	1.8	1	2.0	1	1.6	1	51.0	65	46.0	62	58.0	65.0	0.48	0.10	0.67	0.17	0.27	0.10
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	5.7	5	5.4	4	4.3	4	40.0	48	42.0	60	53.0	62.0	2.43	1.48	2.16	0.54	1.04	0.42
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	4.4	3	4.9	4	3.9	3	51.0	65	46.0	62	58.0	65.0	1.21	0.25	1.69	0.42	0.67	0.25
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	5.2	5	16.0	15	5.8	5	62.0	69	20.0	21	55.0	59.0	0.59	0.07	11.44	10.68	1.25	0.85
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	8.7	6	4.9	6	5.4	5	37.0	57	65.0	57	59.0	61.0	4.08	1.04	0.35	1.04	0.85	0.68
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	5.8	5	8.8	10	5.7	6	54.0	58	36.0	31	55.0	53.0	1.34	0.93	4.26	5.67	1.23	1.45
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	9.3	9	7.0	7	5.7	6	34.0	35	45.0	47	55.0	57.0	4.77	4.51	2.50	2.21	1.23	1.03
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	3.5	4	4.2	5	3.3	4	60.0	59	50.0	46	63.0	60.0	0.50	0.56	1.20	1.57	0.33	0.50
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	4.9	4	6.4	5	3.9	3	43.0	56	33.0	44	54.0	61.0	1.89	0.75	3.37	1.78	0.89	0.44
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4.0	4	4.0	5	3.4	4	53.0	56	52.0	45	62.0	59.0	0.96	0.75	1.04	1.67	0.39	0.56
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	3.4	4	4.1	4	3.3	3	61.0	59	51.0	50	63.0	68.0	0.44	0.56	1.12	1.20	0.33	0.09
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	7.3	9	6.3	7	5.8	7	46.0	38	53.0	46	58.0	51.0	2.50	4.03	1.54	2.50	0.99	1.79
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	5.7	6	7.1	10	5.3	6	59.0	54	47.0	33	63.0	55.0	0.89	1.42	2.34	5.37	0.53	1.31
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	0.9	NA	0.9	NA	0.9	NA	67.0	NA	67.0	NA	68.0	NA	0.04	NA	0.04	NA	0.02	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	0.9	NA	0.9	NA	0.9	NA	68.0	NA	68.0	NA	68.0	NA	0.00	NA	0.00	NA	0.00	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	2.9	3	5.9	8	3.1	4	66.0	67	32.0	24	62.0	53.0	0.16	0.12	3.22	5.20	0.35	0.87
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	4.1	4	3.8	4	3.1	4	46.0	43	50.0	46	61.0	52.0	1.41	1.70	1.08	1.41	0.40	0.94
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	1.2	NA	1.3	NA	1.2	NA	57.0	NA	52.0	NA	59.0	NA	0.22	NA	0.34	NA	0.18	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	1.1	NA	2.4	NA	1.1	NA	62.0	NA	28.0	NA	60.0	NA	0.13	NA	1.45	NA	0.16	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	3.9	4	5.3	4	3.9	4	60.0	65	44.0	61	60.0	65.0	0.56	0.26	1.97	0.49	0.56	0.26
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	4.0	4	3.8	4	3.7	4	58.0	66	61.0	65	63.0	66.0	0.69	0.20	0.49	0.26	0.37	0.20
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	16.3	11	8.4	6	7.3	6	21.0	31	41.0	59	47.0	59.0	11.44	6.17	3.47	0.91	2.40	0.91
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	7.6	5	10.7	6	6.5	5	45.0	65	32.0	59	53.0	64.0	2.72	0.38	5.82	0.91	1.57	0.46
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	6.0	NA	6.7	NA	3.0	NA	19.0	NA	17.0	NA	38.0	NA	4.11	NA	4.81	NA	1.10	NA
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	2.2	NA	7.1	NA	2.3	NA	53.0	NA	16.0	NA	50.0	NA	0.52	NA	5.51	NA	0.65	NA
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	4.1	NA	11.5	NA	3.7	NA	34.0	NA	12.0	NA	37.0	NA	1.76	NA	9.21	NA	1.43	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	3.8	NA	9.2	NA	3.2	NA	36.0	NA	15.0	NA	43.0	NA	1.53	NA	6.91	NA	0.91	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	0.6	NA	2.1	NA	0.7	NA	54.0	NA	15.0	NA	48.0	NA	0.06	NA	1.59	NA	0.13	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	1.8	NA	1.9	NA	0.9	NA	18.0	NA	17.0	NA	35.0	NA	1.24	NA	1.34	NA	0.38	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	2.6	NA	2.7	NA	2.6	NA	38.0	NA	36.0	NA	38.0	NA	0.49	NA	0.63	NA	0.49	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	2.6	NA	2.6	NA	2.6	NA	37.0	NA	37.0	NA	38.0	NA	0.56	NA	0.56	NA	0.49	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	2.6	NA	2.7	NA	2.5	NA	35.0	NA	33.0	NA	36.0	NA	0.56	NA	0.71	NA	0.49	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	2.6	NA	2.6	NA	2.4	NA	35.0	NA	35.0	NA	37.0	NA	0.56	NA	0.56	NA	0.42	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2.4	NA	2.8	NA	2.6	NA	37.0	NA	32.0	NA	35.0	NA	0.21	NA	0.59	NA	0.35	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	2.6	NA	2.7	NA	2.6	NA	35.0	NA	34.0	NA	35.0	NA	0.35	NA	0.42	NA	0.35	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	2.1	NA	3.0	NA	2.4	NA	33.0	NA	23.0	NA	29.0	NA	0.38	NA	1.28	NA	0.66	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2.4	NA	2.6	NA	2.4	NA	28.0	NA	26.0	NA	29.0	NA	0.75	NA	0.93	NA	0.66	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	0.9	NA	0.9	NA	0.9	NA	50.0	NA	49.0	NA	50.0	NA	0.00	NA	0.02	NA	0.00	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	0.9	NA	0.9	NA	0.9	NA	50.0	NA	51.0	NA	53.0	NA	0.00	NA	0.00	NA	0.00	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2.0	NA	1.8	NA	1.8	NA	30.0	NA	32.0	NA	33.0	NA	0.49	NA	0.37	NA	0.31	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	1.7	NA	2.2	NA	1.9	NA	34.0	NA	27.0	NA	31.0	NA	0.26	NA	0.71	NA	0.43	NA

Corridor	Segment Definition									Existing 2023											
										2023 VMT											
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_ML_Auto
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	24,780	963	25,743	8,494	23,088	897	23,985	6,800	424,578	16,496	441,074	104,769
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	17,259	671	17,929	4,016	23,578	916	24,494	8,186	390,876	15,187	406,063	99,975
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	21,452	663	22,116	5,334	22,855	707	23,561	4,997	379,989	11,752	391,741	71,778
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	23,562	729	24,291	3,918	19,800	612	20,413	4,809	369,333	11,423	380,755	65,307
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	23,906	1,119	25,025	5,184	26,194	1,226	27,420	5,130	441,062	20,638	461,700	74,341
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	23,647	1,106	24,754	3,262	23,162	1,084	24,246	5,359	410,967	19,230	430,197	63,767
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	28,008	1,311	29,319	5,934	29,804	1,395	31,198	5,293	536,934	25,124	562,058	76,729
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	29,698	1,390	31,087	4,528	29,057	1,360	30,417	5,874	502,021	23,490	525,512	82,424
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	36,553	1,634	38,188	8,250	32,497	1,453	33,950	6,816	608,986	27,230	636,216	115,772
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	33,104	1,480	34,584	4,952	27,793	1,243	29,036	6,037	571,045	25,534	596,578	85,624
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	36,712	1,387	38,099	8,957	38,032	1,437	39,469	7,756	696,547	26,312	722,859	129,178
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	37,014	1,398	38,412	6,167	30,016	1,134	31,150	6,587	618,554	23,366	641,919	109,369
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	17,585	664	18,250	2,693	18,970	717	19,686	2,852	336,622	12,716	349,338	44,683
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	19,103	722	19,825	2,623	12,579	475	13,054	3,638	295,437	11,160	306,598	45,430
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	15,984	488	16,471	3,482	27,253	831	28,084	3,165	447,676	13,655	461,332	52,255
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	25,732	785	26,517	5,541	21,486	655	22,141	5,533	416,367	12,700	429,068	93,708
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	24,709	712	25,421	4,362	21,578	622	22,200	3,713	479,933	13,825	493,758	68,892
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	31,923	920	32,843	3,612	13,863	399	14,262	2,360	480,700	13,847	494,547	52,632
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	25,122	900	26,022	3,973	15,271	547	15,818	2,812	423,725	15,186	438,911	62,601
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	27,235	976	28,211	4,489	16,129	578	16,707	3,339	413,918	14,835	428,753	68,857
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	25,943	930	26,873	3,606	20,778	745	21,522	4,060	474,968	17,023	491,991	71,704
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	13,636	489	14,125	5,038	20,968	751	21,719	3,825	412,721	14,792	427,513	67,473
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	15,437	553	15,990	2,489	13,201	473	13,675	2,959	298,403	10,695	309,098	48,328
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	14,790	530	15,320	3,700	15,837	568	16,405	3,008	305,776	10,959	316,735	53,498
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	3,242	109	3,351	428	3,196	108	3,304	954	69,542	2,343	71,886	13,047
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,059	69	2,128	716	2,966	100	3,066	512	54,199	1,826	56,025	9,935
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	12,517	453	12,970	NA	12,445	450	12,895	NA	263,265	9,520	272,785	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	10,211	369	10,580	NA	12,185	441	12,625	NA	243,519	8,806	252,325	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	6,607	226	6,833	NA	7,531	258	7,789	NA	149,010	5,101	154,112	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	8,045	275	8,320	NA	5,135	176	5,311	NA	148,073	5,069	153,142	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	37,166	1,642	38,807	NA	34,278	1,514	35,792	NA	651,307	28,767	680,074	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	38,985	1,722	40,707	NA	30,257	1,336	31,593	NA	684,181	30,219	714,400	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	13,536	780	14,316	NA	14,234	820	15,054	NA	257,010	14,814	271,824	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	14,066	811	14,877	NA	11,418	658	12,076	NA	244,997	14,122	259,119	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	35,071	1,967	37,038	4,919	22,995	1,290	24,285	5,541	486,622	27,289	513,911	73,043
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	30,743	1,724	32,467	7,578	28,604	1,604	30,208	6,579	470,435	26,381	496,816	104,774
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	19,066	857	19,922	2,644	17,301	777	18,078	4,124	307,074	13,797	320,872	45,609
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	20,121	904	21,025	4,908	15,508	697	16,205	3,530	268,871	12,081	280,952	59,252
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	26,568	723	27,291	3,625	26,217	714	26,931	6,144	422,781	11,509	434,289	61,727
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	28,893	787	29,680	6,929	23,625	643	24,269	5,286	388,193	10,567	398,760	84,097
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	1,713	81	1,794	NA	1,950	92	2,042	NA	25,147	1,182	26,329	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	1,886	89	1,975	NA	1,746	82	1,828	NA	25,170	1,183	26,353	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	304	13	317	NA	516	22	539	NA	7,474	322	7,796	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	686	30	715	NA	460	20	479	NA	9,806	422	10,229	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	326	14	340	NA	430	19	448	NA	6,622	285	6,907	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	579	25	604	NA	387	17	403	NA	7,732	333	8,065	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	877	38	915	NA	1,232	53	1,285	NA	16,304	702	17,006	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	1,527	66	1,593	NA	1,079	46	1,125	NA	18,579	800	19,379	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,448	41	1,490	NA	2,459	70	2,530	NA	27,366	783	28,149	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2,878	82	2,961	NA	2,195	63	2,258	NA	38,071	1,089	39,159	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	12,187	273	12,460	NA	22,176	497	22,673	NA	246,072	5,510	251,581	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	21,869	490	22,358	NA	19,238	431	19,668	NA	287,489	6,437	293,926	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	14,868	384	15,253	NA	7,808	202	8,010	NA	186,409	4,819	191,228	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	12,264	317	12,581	NA	14,754	381	15,136	NA	216,015	5,584	221,599	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	13,345	265	13,610	NA	5,610	112	5,721	NA	186,097	3,701	189,798	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	13,490	268	13,758	NA	14,645	291	14,936	NA	229,696	4,568	234,264	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	26,176	916	27,092	NA	14,092	493	14,585	NA	391,914	13,710	405,624	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	24,799	868	25,666	NA	23,831	834	24,665	NA	445,930	15,600	461,530	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	11,721	410	12,131	NA	8,833	309	9,142	NA	196,000	6,857	202,856	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	6,591	231	6,822	NA	11,727	410	12,137	NA	199,146	6,967	206,113	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	15,397	539	15,936	NA	12,643	442	13,085	NA	279,652	9,783	289,435	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	9,291	325	9,616	NA	17,280	604	17,884	NA	291,945	10,213	302,158	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	9,165	321	9,486	NA	6,638	232	6,870	NA	176,019	6,158	182,177	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	7,381	258	7,639	NA	10,309	361	10,669	NA	192,485	6,734	199,218	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	2,512	88	2,600	NA	1,785	62	1,848	NA	48,743	1,705	50,448	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	2,060	72	2,132	NA	2,327	81	2,408	NA	44,988	1,574	46,561	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	2,650	93	2,743	NA	1,918	67	1,985	NA	53,246	1,863	55,109	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	2,571	90	2,661	NA	2,662	93	2,755	NA	51,457	1,800	53,257	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,238	31	1,269	NA	2,226	56	2,282	NA	32,688	821	33,509	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	1,529	38	1,568	NA	1,821	46	1,867	NA	32,434	815	33,249	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	8,126	294	8,420	3,427	15,036	544	15,579	1,138	234,657	8,486	243,142	30,175
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	17,009	615	17,624	270	10,647	385	11,032	3,382	248,926	9,002	257,928	23,057
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	22,527	716	23,243	1,739	24,208	769	24,977	10,052	458,217	14,562	472,779	77,687
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	30,690	975	31,666	11,731	26,858	854	27,711	4,009	511,270	16,248	527,518	98,776
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	18,241	636	18,878	6,050	14,642	511	15,153	15,062	313,581	10,936	324,517	179,104
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	26,613	928	27,541	12,087	23,288	812	24,101	3,221	423,416	14,767	438,183	109,334
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	27,060	2,081	29,140	4,761	28,408	2,184	30,592	7,078	494,076	37,989	532,065	97,301
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	23,669	1,820	25,489	8,856	27,620	2,124	29,743	6,256	473,703	36,423	510,126	123,543
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	29,853	2,540	32,393	4,416	32,813	2,791	35,604	6,868	534,780	45,493	580,274	87,740
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	29,744	2,530	32,274	8,951	31,401	2,671	34,073	5,550	515,857	43,884	559,741	107,857
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	8,924	625	9,549	NA	10,776	755	11,532	NA	150,371	10,540	160,910	NA
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	8,782	616	9,398	NA	8,742	613	9,354	NA	146,804	10,290	157,093	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	7,470	507	7,978	2,245	8,143	553	8,696	1,439	115,007	7,811	122,818	24,561
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	4,865	330	5,195	1,147	5,415	368	5,783	2,565	95,449	6,483	101,932	28,413
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	2,372	171	2,543	477	2,397	173	2,569	283	35,317	2,548	37,865	5,048
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	1,692	122	1,814	266	2,194	158	2,352	696	31,011	2,238	33,249	6,179
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	13,502	1,037	14,538	NA	12,542	963	13,505	NA	234,303	17,988	252,291	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	13,041	1,001	14,042	NA	11,065	850	11,915	NA	223,156	17,133	240,289	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	19,367	1,349	20,716	4,570	20,384	1,419	21,804	8,149	386,853	26,938	413,791	115,381
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	18,572	1,293	19,866	8,074	20,984	1,461	22,445	3,958	370,718	25,814	396,533	88,596
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	10,671	627	11,298	NA	11,479	675	12,154	NA	209,887	12,333	222,220	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	13,851	814	14,664	NA	10,656	626	11,282	NA	218,956	12,866	231,822	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	5,814	575	6,388	NA	7,404	732	8,136	NA	116,446	11,517	127,962	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	6,984	691	7,674	NA	5,255	520	5,775	NA	103,184	10,205	113,389	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	12,429	1,305	13,733	NA	19,060	2,001	21,061	NA	267,776	28,109	295,885	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	20,964	2,201	23,165	NA	14,807	1,554	16,362	NA	281,449	29,544	310,994	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	14,550	1,527	16,077	NA	19,455	2,042	21,497	NA	285,438	29,963	315,401	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	18,713	1,964	20,677	NA	16,145	1,695	17,840	NA	279,750	29,366	309,116	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	14,183	1,664	15,847	NA	12,983	1,523	14,507	NA	247,587	29,047	276,634	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	12,641	1,483	14,124	NA	16,381	1,922	18,302	NA	245,197	28,766	273,963	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	19,416	2,278	21,694	NA	19,087	2,239	21,326	NA	356,103	41,777	397,880	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	17,383	2,039	19,422	NA	23,389	2,744	26,133	NA	354,416	41,580	395,995	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	21,568	2,530	24,098	NA	19,472	2,284	21,756	NA	380,395	44,627	425,022	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	18,021	2,114	20,135	NA	26,991	3,167	30,158	NA	397,759	46,664	444,424	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	18,518	2,172	20,690	6,391	16,691	1,958	18,649	3,121	314,464	36,892	351,356	73,540
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	16,015	1,879	17,893	4,012	14,089	1,653	15,741	7,231	292,277	34,289	326,566	92,895
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	4,947	298	5,245	2,256	3,757	227	3,983	1,473	97,720	5,896	103,616	37,609
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	10,079	608	10,687	2,672	6,648	401	7,050	1,664	157,830	9,522	167,353	29,632
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	15,181	806	15,987	6,878	14,170	752	14,923	5,519	318,508	16,905	335,413	121,748
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	23,039	1,223	24,262	6,063	18,924	1,004	19,928	4,707	421,981	22,397	444,378	78,682
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	22,072	1,692	23,764	2,755	14,723	1,129	15,851	3,897	340,966	26,138	367,104	50,833
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	25,617	1,964	27,581	8,398	19,543	1,498	21,041	3,209	382,437	29,317	411,754	71,329
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	29,256	2,451	31,707	4,191	28,004	2,346	30,350	5,338	497,680	41,694	539,374	62,877
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	25,403	2,128	27,531	5,958	31,439	2,634	34,073	6,495	542,318	45,433	587,751	82,256
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	19,721	1,324	21,045	4,385	20,557	1,380	21,937	5,446	363,622	24,407	388,029	74,036
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	17,533	1,177	18,710	4,529	16,911	1,135	18,047	4,726	337,008	22,621	359,628	66,667
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	16,062	1,412	17,474	4,164	18,030	1,585	19,615	4,871	303,929	26,716	330,645	65,071
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	17,648	1,551	19,199	4,346	17,735	1,559	19,293	4,370	296,380	26,053	322,433	63,682
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	27,876	2,757	30,633	7,183	29,056	2,874	31,930	6,781	521,255	51,553	572,807	105,908
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	32,439	3,208	35,647	7,966	28,777	2,846	31,623	7,451	542,386	53,643	596,028	105,249
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,303	409	4,712	NA	5,332	507	5,839	NA	75,709	7,196	82,905	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,406	514	5,919	NA	5,343	508	5,851	NA	80,042	7,608	87,650	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	17,647	1,745	19,392	2,148	17,555	1,736	19,291	3,710	308,966	30,557	339,523	37,153
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	19,999	1,978	21,977	4,909	18,079	1,788	19,867	4,064	317,966	31,447	349,413	53,812
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	7,766	632	8,399	NA	5,475	446	5,921	NA	105,229	8,569	113,798	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	4,265	347	4,612	NA	3,510	286	3,796	NA	62,965	5,127	68,092	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	21,153	1,475	22,628	6,872	17,582	1,226	18,808	6,549	301,124	21,003	322,127	93,108
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	23,175	1,616	24,791	3,734	22,501	1,569	24,070	4,280	357,145	24,910	382,055	52,260
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	18,106	851	18,957	22,138	23,833	1,120	24,954	22,671	426,670	20,058	446,728	398,411
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	37,501	1,763	39,264	18,848	33,457	1,573	35,030	21,068	659,417	31,000	690,417	304,182
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	10,593	501	11,094	NA	6,901	327	7,228	NA	206,057	9,755	215,812	NA
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	14,247	674	14,921	NA	7,719	365	8,084	NA	237,934	11,264	249,198	NA
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	13,394	367	13,761	NA	7,246	199	7,445	NA	237,929	6,527	244,456	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	16,526	453	16,980	NA	7,878	216	8,094	NA	260,572	7,148	267,720	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	2,704	31	2,735	NA	2,031	23	2,054	NA	48,205	551	48,756	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	2,840	32	2,872	NA	1,611	18	1,630	NA	48,411	553	48,964	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	913	20	933	NA	1,736	38	1,775	NA	19,377	428	19,805	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	1,339	30	1,368	NA	1,259	28	1,287	NA	18,639	411	19,050	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	1,414	19	1,433	NA	2,323	32	2,354	NA	27,919	382	28,301	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	1,989	27	2,016	NA	1,811	25	1,835	NA	26,754	366	27,120	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2,001	22	2,023	NA	2,976	32	3,009	NA	38,773	423	39,197	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	3,204	35	3,239	NA	2,668	29	2,697	NA	41,869	457	42,326	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,749	32	1,780	NA	2,289	41	2,330	NA	32,395	584	32,979	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,616	47	2,663	NA	2,225	40	2,265	NA	35,770	645	36,414	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	2,417	139	2,556	NA	1,268	73	1,340	NA	27,064	1,554	28,618	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	1,593	91	1,684	NA	1,935	111	2,046	NA	27,011	1,551	28,562	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	1,912	15	1,928	NA	1,093	9	1,102	NA	17,779	143	17,922	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	744	6	750	NA	1,803	15	1,818	NA	18,424	149	18,572	NA

Corridor				Existing 2023															
				2023 Volumes															
	Route	Direction	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_ML_Auto
NB405	405	NB	47.739	6,272	239	6,512	3.68	1,324	6,132	234	6,365	3.67	1,200	117,702	4,462	122,163	3.65	19,566
SB405	405	SB	47.739	6,258	236	6,494	3.63	1,101	5,388	207	5,595	3.70	1,237	109,804	4,155	113,958	3.65	18,811
EB101	101	EB	10.775	6,480	288	6,768	4.25	NA	6,356	282	6,639	4.25	NA	122,561	5,402	127,962	4.22	NA
WB101	101	WB	10.775	6,618	295	6,913	4.27	NA	5,475	242	5,717	4.24	NA	122,577	5,403	127,980	4.22	NA
NB134	134	NB	13.323	6,058	266	6,324	4.21	840	4,992	209	5,201	4.01	1,187	91,307	3,948	95,254	4.14	13,539
SB134	134	SB	13.323	5,986	256	6,243	4.11	1,457	5,084	221	5,305	4.17	1,156	84,628	3,680	88,308	4.17	18,624
EB210	210	EB	0.494	3,468	163	3,631	4.49	NA	3,947	186	4,133	4.49	NA	50,904	2,393	53,297	4.49	NA
WB210	210	WB	0.494	3,818	179	3,997	4.49	NA	3,534	166	3,700	4.49	NA	50,952	2,395	53,347	4.49	NA
NB2	2	NB	6.075	2,492	62	2,555	2.44	NA	4,414	109	4,523	2.40	NA	50,014	1,251	51,266	2.44	NA
SB2	2	SB	6.075	4,533	114	4,647	2.45	NA	3,845	95	3,940	2.41	NA	59,535	1,495	61,030	2.45	NA
EB10	10	EB	39.522	5,133	236	5,369	4.39	516	4,470	222	4,692	4.73	1,017	90,736	4,223	94,959	4.45	11,943
WB10	10	WB	39.522	5,255	236	5,492	4.30	1,060	5,546	252	5,797	4.34	567	98,104	4,407	102,511	4.30	11,704
NB71	71	NB	11.829	2,728	198	2,926	6.76	230	2,862	207	3,069	6.73	146	45,228	3,287	48,515	6.78	2,503
SB71	71	SB	11.829	2,399	175	2,574	6.80	120	2,318	168	2,486	6.76	276	41,966	3,055	45,022	6.79	2,924
EB91	91	EB	26.741	5,024	411	5,435	7.56	1,019	4,890	401	5,291	7.59	1,289	90,285	7,384	97,668	7.56	17,730
WB91	91	WB	26.741	5,131	423	5,555	7.62	1,469	5,063	416	5,479	7.60	1,130	92,414	7,587	100,001	7.59	17,867
NB15	15	NB	38.025	3,081	333	3,414	9.77	168	3,304	354	3,658	9.67	82	57,281	6,161	63,441	9.71	1,934
SB15	15	SB	38.025	3,276	347	3,623	9.57	106	3,359	365	3,724	9.80	190	57,146	6,135	63,281	9.69	2,443
EB105	105	EB	5.281	3,811	209	4,021	5.20	1,730	3,395	185	3,580	5.18	1,324	78,816	4,317	83,134	5.19	30,176
WB105	105	WB	5.281	6,271	347	6,618	5.24	1,654	4,842	266	5,108	5.21	1,207	109,792	6,044	115,836	5.22	20,510
NB57	57	NB	4.144	5,297	520	5,817	8.94	518	5,523	541	6,064	8.93	895	92,827	9,110	101,937	8.94	8,965
SB57	57	SB	4.144	6,130	601	6,732	8.93	1,185	5,652	554	6,206	8.93	981	96,045	9,425	105,469	8.94	12,986
NB110	110	NB	15.486	4,760	249	5,009	4.97	1,873	4,073	216	4,288	5.03	1,887	85,575	4,292	89,867	4.78	31,740
SB110	110	SB	15.486	6,364	316	6,680	4.72	1,458	4,951	260	5,211	4.99	1,637	105,027	5,166	110,193	4.69	23,017
NB39	39	NB	5.764	1,054	16	1,070	1.51	NA	1,618	25	1,643	1.52	NA	20,553	315	20,868	1.51	NA
SB39	39	SB	5.764	1,587	24	1,611	1.50	NA	1,381	21	1,403	1.51	NA	21,345	326	21,671	1.50	NA
NB1	1	NB	1.737	2,493	89	2,581	3.44	NA	1,359	47	1,406	3.34	NA	25,816	977	26,793	3.65	NA
SB1	1	SB	1.737	1,346	56	1,402	4.00	NA	2,152	72	2,224	3.25	NA	26,157	978	27,135	3.61	NA

Corridor				Existing 2023																	
				2023 Travel Time (Minutes)						2023 Average Speed (MPH)						2023 Delay (Minutes)					
	Route	Direction	Length	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML
NB405	405	NB	47.739	60.4	57.9	61.1	66.4	51.7	51.1	47.4	49.5	46.8	43.2	55.4	56.1	19.53	16.99	20.22	25.46	10.80	10.16
SB405	405	SB	47.739	56.4	60.3	68.6	70.0	51.0	54.8	50.8	47.5	41.8	40.9	56.2	52.2	15.50	19.33	27.66	29.07	10.09	13.92
EB101	101	EB	10.775	18.2	NA	19.6	NA	13.9	NA	35.5	NA	33.0	NA	46.5	NA	8.44	NA	9.82	NA	4.13	NA
WB101	101	WB	10.775	20.9	NA	30.4	NA	15.6	NA	31.0	NA	21.3	NA	41.5	NA	11.08	NA	20.65	NA	5.81	NA
NB134	134	NB	13.323	16.3	12.7	23.1	16.8	14.4	15.1	49.0	63.0	34.7	47.7	55.7	53.0	4.89	1.27	11.64	5.35	2.94	3.66
SB134	134	SB	13.323	16.0	15.5	14.7	15.5	12.5	14.6	50.0	51.7	54.3	51.7	64.0	54.7	4.57	4.05	3.29	4.05	1.07	3.20
EB210	210	EB	0.494	0.5	NA	0.5	NA	0.5	NA	64.0	NA	64.0	NA	64.0	NA	0.00	NA	0.00	NA	0.00	NA
WB210	210	WB	0.494	0.7	NA	0.6	NA	0.5	NA	45.0	NA	51.0	NA	56.0	NA	0.00	NA	0.00	NA	0.00	NA
NB2	2	NB	6.075	9.2	NA	11.5	NA	9.7	NA	39.8	NA	31.6	NA	37.6	NA	3.24	NA	5.61	NA	3.77	NA
SB2	2	SB	6.075	14.5	NA	11.7	NA	10.2	NA	25.2	NA	31.2	NA	35.8	NA	8.55	NA	5.77	NA	4.27	NA
EB10	10	EB	39.522	49.0	37.9	78.1	53.9	46.8	38.2	48.4	62.6	30.4	44.0	50.7	62.0	15.01	3.92	44.16	19.94	12.80	4.29
WB10	10	WB	39.522	61.1	41.0	43.9	37.1	42.3	35.5	38.8	57.8	54.1	64.0	56.0	66.8	27.18	7.07	9.90	3.10	8.39	1.54
NB71	71	NB	11.829	12.8	9.9	12.6	9.3	12.1	9.7	55.3	72.0	56.3	76.0	58.8	73.0	1.72	0.00	1.49	0.00	0.95	0.00
SB71	71	SB	11.829	14.4	9.5	24.1	15.4	13.3	10.9	49.3	75.0	29.5	46.0	53.3	65.0	3.61	0.00	13.26	4.63	2.53	0.12
EB91	91	EB	26.741	28.2	27.3	38.7	38.5	27.3	27.5	56.8	58.8	41.5	41.7	58.8	58.3	5.31	4.35	15.74	15.59	4.35	4.58
WB91	91	WB	26.741	35.4	29.6	31.6	31.7	27.2	26.0	45.3	54.2	50.8	50.7	59.0	61.7	12.47	6.70	8.64	8.75	4.27	3.10
NB15	15	NB	38.025	35.5	31.7	37.7	30.0	35.2	31.3	64.3	72.0	60.5	76.0	64.8	73.0	4.84	1.02	7.04	0.00	4.57	0.58
SB15	15	SB	38.025	33.2	30.4	35.6	49.6	33.2	35.1	68.6	75.0	64.1	46.0	68.8	65.0	2.58	0.00	4.91	18.93	2.52	4.43
EB105	105	EB	5.281	7.9	6.6	7.5	5.3	6.0	5.1	40.0	48.0	42.0	60.0	53.0	62.0	3.39	2.07	3.02	0.75	1.45	0.58
WB105	105	WB	5.281	6.2	4.9	6.9	5.1	5.5	4.9	51.0	65.0	46.0	62.0	58.0	65.0	1.69	0.35	2.36	0.58	0.94	0.35
NB57	57	NB	4.144	3.7	3.7	5.0	10.4	3.8	4.7	66.5	67.0	49.5	24.0	65.0	53.0	0.19	0.16	1.47	6.81	0.27	1.14
SB57	57	SB	4.144	4.4	5.8	4.2	5.4	3.9	4.8	57.0	43.0	59.0	46.0	64.5	52.0	0.48	1.90	0.33	1.53	0.00	0.90
NB110	110	NB	15.486	22.8	19.4	30.8	15.5	19.3	15.0	40.8	48.0	30.2	60.0	48.2	62.0	8.87	5.48	16.92	1.61	5.41	1.11
SB110	110	SB	15.486	20.5	14.2	33.0	15.0	18.3	14.3	45.3	65.5	28.2	62.0	50.7	65.0	6.87	0.56	19.36	1.36	4.71	0.66
NB39	39	NB	5.764	9.7	NA	11.2	NA	10.0	NA	35.8	NA	31.0	NA	34.5	NA	1.70	NA	3.19	NA	2.05	NA
SB39	39	SB	5.764	10.2	NA	10.5	NA	10.0	NA	33.8	NA	33.0	NA	34.8	NA	2.28	NA	2.51	NA	1.98	NA
NB1	1	NB	1.737	2.6	NA	2.6	NA	2.5	NA	40.0	NA	40.5	NA	41.5	NA	0.26	NA	0.22	NA	0.16	NA
SB1	1	SB	1.737	2.5	NA	2.7	NA	2.5	NA	42.0	NA	39.0	NA	42.0	NA	0.13	NA	0.32	NA	0.13	NA

Corridor				Existing 2023											
				2023 VMT											
	Route	Direction	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_ML_Auto
NB405	405	NB	47.739	299,436	11,433	310,869	63,185	292,718	11,156	303,874	57,307	5,618,966	212,997	5,831,963	934,077
SB405	405	SB	47.739	298,761	11,264	310,025	52,564	257,235	9,875	267,110	59,068	5,241,913	198,349	5,440,262	897,998
EB101	101	EB	10.775	69,826	3,101	72,927	NA	68,488	3,042	71,530	NA	1,320,593	58,203	1,378,796	NA
WB101	101	WB	10.775	71,307	3,177	74,484	NA	58,995	2,611	61,605	NA	1,320,770	58,216	1,378,986	NA
NB134	134	NB	13.323	80,704	3,547	84,251	11,188	66,513	2,781	69,294	15,809	1,216,477	52,595	1,269,072	180,379
SB134	134	SB	13.323	79,757	3,415	83,172	19,415	67,737	2,944	70,681	15,395	1,127,499	49,029	1,176,528	248,122
EB210	210	EB	0.494	1,713	81	1,794	NA	1,950	92	2,042	NA	25,147	1,182	26,329	NA
WB210	210	WB	0.494	1,886	89	1,975	NA	1,746	82	1,828	NA	25,170	1,183	26,353	NA
NB2	2	NB	6.075	15,142	379	15,521	NA	26,814	661	27,474	NA	303,837	7,602	311,439	NA
SB2	2	SB	6.075	27,539	692	28,232	NA	23,358	576	23,934	NA	361,677	9,082	370,759	NA
EB10	10	EB	39.522	202,880	9,313	212,192	20,394	176,659	8,775	185,433	40,199	3,586,079	166,882	3,752,962	472,007
WB10	10	WB	39.522	207,701	9,336	217,036	41,896	219,170	9,948	229,118	22,418	3,877,269	174,176	4,051,445	462,566
NB71	71	NB	11.829	32,267	2,341	34,608	2,722	33,857	2,444	36,302	1,723	534,997	38,888	573,885	29,609
SB71	71	SB	11.829	28,380	2,069	30,449	1,414	27,415	1,988	29,404	3,261	496,420	36,143	532,563	34,592
EB91	91	EB	26.741	134,354	10,984	145,338	27,249	130,754	10,733	141,487	34,481	2,414,304	197,445	2,611,749	474,106
WB91	91	WB	26.741	137,213	11,322	148,534	39,272	135,388	11,133	146,522	30,209	2,471,247	202,880	2,674,127	477,779
NB15	15	NB	38.025	117,147	12,679	129,826	6,391	125,632	13,455	139,087	3,121	2,178,095	234,266	2,412,360	73,540
SB15	15	SB	38.025	124,571	13,185	137,756	4,012	127,713	13,880	141,593	7,231	2,172,988	233,281	2,406,269	92,895
EB105	105	EB	5.281	20,128	1,104	21,233	9,134	17,927	979	18,906	6,992	416,228	22,801	439,028	159,357
WB105	105	WB	5.281	33,118	1,831	34,949	8,734	25,572	1,406	26,978	6,372	579,812	31,919	611,731	108,314
NB57	57	NB	4.144	21,950	2,154	24,104	2,148	22,887	2,243	25,130	3,710	384,675	37,753	422,428	37,153
SB57	57	SB	4.144	25,404	2,492	27,896	4,909	23,422	2,296	25,717	4,064	398,009	39,055	437,064	53,812
NB110	110	NB	15.486	73,716	3,859	77,575	29,011	63,067	3,341	66,408	29,219	1,325,214	66,462	1,391,676	491,519
SB110	110	SB	15.486	98,554	4,887	103,441	22,583	76,675	4,028	80,703	25,348	1,626,443	80,002	1,706,445	356,442
NB39	39	NB	5.764	6,076	93	6,168	NA	9,324	144	9,468	NA	118,465	1,817	120,282	NA
SB39	39	SB	5.764	9,148	139	9,286	NA	7,963	122	8,085	NA	123,031	1,879	124,910	NA
NB1	1	NB	1.737	4,329	154	4,484	NA	2,360	82	2,442	NA	44,843	1,697	46,540	NA
SB1	1	SB	1.737	2,337	97	2,435	NA	3,738	126	3,864	NA	45,434	1,699	47,134	NA

Attachment 3

Year 2028 No Games Traffic Data

Corridor	Segment Definition									2028 No Games														
										2028 No Games Volumes														
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_ML_Auto
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	6,120	238	6,357	3.74	2,098	5,702	222	5,923	3.74	1,679	104,851	4,074	108,925	3.74	25,873
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4,262	166	4,428	3.74	992	5,823	226	6,049	3.74	2,022	96,528	3,750	100,279	3.74	24,689
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	8,448	261	8,710	3	2,101	9,001	278	9,279	3	1,968	149,647	4,628	154,275	3	28,268
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	9,279	287	9,566	3	1,543	7,798	241	8,039	3	1,894	145,450	4,498	149,949	3	25,719
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	6,610	309	6,919	4.47	1,433	7,243	339	7,582	4.47	1,419	121,953	5,706	127,659	4.47	20,555
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	6,538	306	6,844	4.47	902	6,404	300	6,704	4.47	1,482	113,632	5,317	118,949	4.47	17,632
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	6,925	324	7,249	4.47	1,467	7,369	345	7,714	4.47	1,309	132,753	6,212	138,965	4.47	18,971
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	7,343	344	7,686	4.47	1,120	7,184	336	7,520	4.47	1,452	124,121	5,808	129,929	4.47	20,379
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	7,188	321	7,510	4.28	1,622	6,391	286	6,676	4.28	1,340	119,759	5,355	125,114	4.28	22,767
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	6,510	291	6,801	4.28	974	5,466	244	5,710	4.28	1,187	112,298	5,021	117,319	4.28	16,838
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	6,199	234	6,433	3.64	1,513	6,422	243	6,665	3.64	1,310	117,619	4,443	122,062	3.64	21,813
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	6,250	236	6,486	3.64	1,041	5,069	191	5,260	3.64	1,112	104,449	3,946	108,395	3.64	18,468
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	6,167	233	6,400	3.64	944	6,652	251	6,903	3.64	1,000	118,044	4,459	122,503	3.64	15,669
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	6,699	253	6,952	3.64	920	4,411	167	4,578	3.64	1,276	103,602	3,914	107,515	3.64	15,931
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	4,576	140	4,716	2.96	997	7,803	238	8,041	2.96	906	128,177	3,910	132,087	2.96	14,961
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	7,367	225	7,592	2.96	1,586	6,152	188	6,339	2.96	1,584	119,213	3,636	122,849	2.96	26,830
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	7,276	210	7,485	2.8	1,284	6,354	183	6,537	2.8	1,093	141,320	4,071	145,391	2.8	20,286
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	9,400	271	9,671	2.8	1,064	4,082	118	4,200	2.8	695	141,546	4,077	145,624	2.8	15,498
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	7,614	273	7,887	3.46	1,204	4,628	166	4,794	3.46	852	128,421	4,603	133,024	3.46	18,973
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	8,254	296	8,550	3.46	1,360	4,888	175	5,064	3.46	1,012	125,449	4,496	129,945	3.46	20,869
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	7,364	264	7,628	3.46	1,023	5,898	211	6,109	3.46	1,152	134,822	4,832	139,654	3.46	20,353
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	3,871	139	4,009	3.46	1,430	5,952	213	6,165	3.46	1,086	117,153	4,199	121,352	3.46	19,152
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	5,936	213	6,148	3.46	957	5,076	182	5,258	3.46	1,138	114,736	4,112	118,848	3.46	18,582
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5,687	204	5,891	3.46	1,423	6,090	218	6,308	3.46	1,157	117,571	4,214	121,785	3.46	20,570
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	4,171	141	4,312	3.26	550	4,112	139	4,250	3.26	1,227	89,467	3,015	92,482	3.26	16,784
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,648	89	2,738	3.26	921	3,816	129	3,945	3.26	659	69,727	2,350	72,077	3.26	12,781
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	4,603	166	4,770	3.49	NA	4,577	166	4,742	3.49	NA	96,820	3,501	100,321	3.49	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	3,755	136	3,891	3.49	NA	4,481	162	4,643	3.49	NA	89,558	3,239	92,797	3.49	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	5,565	191	5,755	3.31	NA	6,343	217	6,560	3.31	NA	125,509	4,297	129,806	3.31	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	6,776	232	7,008	3.31	NA	4,325	148	4,473	3.31	NA	124,720	4,270	128,989	3.31	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	8,059	356	8,415	4.23	NA	7,433	328	7,761	4.23	NA	141,229	6,238	147,467	4.23	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	8,453	373	8,827	4.23	NA	6,561	290	6,851	4.23	NA	148,357	6,553	154,910	4.23	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	8,041	464	8,505	5.45	NA	8,456	487	8,943	5.45	NA	152,677	8,801	161,478	5.45	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	8,356	482	8,837	5.45	NA	6,783	391	7,174	5.45	NA	145,541	8,389	153,930	5.45	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	6,492	364	6,856	5.31	910	4,257	239	4,495	5.31	1,026	90,077	5,051	95,129	5.31	13,521
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	5,691	319	6,010	5.31	1,403	5,295	297	5,592	5.31	1,218	87,081	4,883	91,964	5.31	19,394
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	6,138	276	6,413	4.3	851	5,570	250	5,820	4.3	1,328	98,854	4,442	103,295	4.3	14,683
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	6,477	291	6,768	4.3	1,580	4,992	224	5,217	4.3	1,136	86,555	3,889	90,444	4.3	19,074
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.32	4.336	6,472	176	6,648	2.65	883	6,386	174	6,560	2.65	1,497	102,987	2,803	105,790	2.65	15,036
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.32	4.336	7,038	192	7,230	2.65	1,688	5,755	157	5,912	2.65	1,288	94,561	2,574	97,136	2.65	20,485
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.56	0.494	3,663	172	3,835	4.49	NA	4,169	196	4,365	4.49	NA	53,766	2,528	56,294	4.49	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.56	0.494	4,032	190	4,222	4.49	NA	3,733	175	3,908	4.49	NA	53,816	2,530	56,346	4.49	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	775	33	808	4.13	NA	1,314	57	1,371	4.13	NA	19,022	819	19,841	4.13	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	1,746	75	1,821	4.13	NA	1,170	50	1,220	4.13	NA	24,959	1,075	26,034	4.13	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	821	35	857	4.13	NA	1,083	47	1,130	4.13	NA	16,692	719	17,411	4.13	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	1,459	63	1,522	4.13	NA	975	42	1,017	4.13	NA	19,492	840	20,331	4.13	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	1,834	79	1,913	4.13	NA	2,577	111	2,688	4.13	NA	34,099	1,469	35,568	4.13	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	3,195	138	3,332	4.13	NA	2,256	97	2,353	4.13	NA	38,858	1,674	40,532	4.13	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,469	42	1,511	2.78	NA	2,495	71	2,567	2.78	NA	27,766	794	28,560	2.78	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2,920	84	3,004	2.78	NA	2,227	64	2,291	2.78	NA	38,627	1,105	39,732	2.78	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.83	3.695	3,484	78	3,562	2.19	NA	6,339	142	6,481	2.19	NA	70,340	1,575	71,915	2.19	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.83	3.695	6,251	140	6,391	2.19	NA	5,499	123	5,622	2.19	NA	82,179	1,840	84,019	2.19	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	4,703	122	4,825	2.52	NA	2,470	64	2,534	2.52	NA	58,967	1,524	60,491	2.52	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	3,880	100	3,980	2.52	NA	4,667	121	4,788	2.52	NA	68,332	1,766	70,098	2.52	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	6,664	133	6,797	1.95	NA	2,801	56	2,857	1.95	NA	92,936	1,848	94,784	1.95	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	6,737	134	6,871	1.95	NA	7,314	145	7,459	1.95	NA	114,709	2,281	116,990	1.95	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	8,144	285	8,429	3.38	NA	4,384	153	4,538	3.38	NA	121,929	4,265	126,194	3.38	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	7,715	270	7,985	3.38	NA	7,414	259	7,673	3.38	NA	138,734	4,853	143,587	3.38	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.45	1.601	7,733	271	8,003	3.38	NA	5,827	204	6,031	3.38	NA	129,306	4,523	133,830	3.38	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.45	1.601	4,348	152	4,501	3.38	NA	7,737	271	8,007	3.38	NA	131,382	4,596	135,978	3.38	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.31	1.868	8,706	305	9,011	3.38	NA	7,149	250	7,399	3.38	NA	158,124	5,532	163,655	3.38	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.31	1.868	5,254	184	5,437	3.38	NA	9,770	342	10,112	3.38	NA	165,075	5,775	170,849	3.38	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.82	1.504	6,436	225	6,662	3.38	NA	4,662	163	4,825	3.38	NA	123,614	4,324	127,938	3.38	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.82	1.504	5,183	181	5,365	3.38	NA	7,240	253	7,493	3.38	NA	135,177	4,729	139,906	3.38	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.24	0.427	6,213	217	6,430	3.38	NA	4,416	154	4,570	3.38	NA	120,570	4,218	124,788	3.38	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.24	0.427	5,094	178	5,273	3.38	NA	5,756	201	5,957	3.38	NA	111,281	3,893	115,174	3.38	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	4,696	164	4,861	3.38	NA	3,398	119	3,517	3.38	NA	94,363	3,301	97,664	3.38	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	4,556	159	4,715	3.38	NA	4,718	165	4,883	3.38	NA	91,191	3,190	94,381	3.38	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,994	50	2,044	2.45	NA	3,585	90	3,675	2.45	NA	52,631	1,322	53,953	2.45	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2,463	62	2,524	2.45	NA	2,932	74	3,006	2.45	NA	52,222	1,312	53,534	2.45	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2,888	104	2,992	3.49	1,218	5,343	193	5,537	3.49	405	83,395	3,016	86,411	3.49	10,724
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	6,045	219	6,263	3.49	96	3,784	137	3,921	3.49	1,202	88,466	3,199	91,665	3.49	8,194
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	4,351	138	4,489	3.08	336	4,675	149	4,824	3.08	1,941	88,495	2,812	91,307	3.08	15,004
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	5,927	188	6,116	3.08	2,266	5,187	165	5,352	3.08	774	98,741	3,138	101,879	3.08	19,076
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4,474	156	4,630	3.37	1,484	3,592	125	3,717	3.37	3,695	76,919	2,683	79,601	3.37	43,933
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	6,528	228	6,756	3.37	2,965	5,712	199	5,912	3.37	790	103,860	3,622	107,482	3.37	26,819
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5,354	412	5,766	7.14	942	5,621	432	6,053	7.14	1,401	97,762	7,517	105,279	7.14	19,253
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	4,683	360	5,043	7.14	1,752	5,465	420	5,885	7.14	1,238	93,731	7,207	100,938	7.14	24,445
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	5,312	452	5,764	7.84	786	5,839	497	6,335	7.84	1,222	95,156	8,095	103,251	7.84	15,612
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	5,292	450	5,743	7.84	1,593	5,587	475	6,063	7.84	988	91,789	7,808	99,598	7.84	19,192
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	2,805	197	3,002	6.55	202	3,388	237	3,625	6.55	234	47,269	3,313	50,583	6.55	3,210
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	2,761	194	2,954	6.55	NA	2,748	193	2,941	6.55	NA	46,148	3,235	49,383	6.55	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	2,538	172	2,710	6.36	763	2,766	188	2,954	6.36	489	39,071	2,654	41,725	6.36	8,344
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	1,653	112	1,765	6.36	390	1,840	125	1,965	6.36	871	32,427	2,202	34,629	6.36	9,653
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	3,460	250	3,709	6.73	696	3,496	252	3,749	6.73	413	51,523	3,718	55,240	6.73	7,364
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	2,468	178	2,646	6.73	389	3,201	231	3,432	6.73	1,015	45,242	3,264	48,506	6.73	9,014
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	3,076	236	3,312	7.13	NA	2,857	219	3,077	7.13	NA	53,381	4,098	57,480	7.13	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	2,971	228	3,199	7.13	NA	2,521	194	2,714	7.13	NA	50,842	3,903	54,745	7.13	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	5,774	402	6,176	6.51	1,363	6,077	423	6,500	6.51	2,429	115,327	8,031	123,357	6.51	34,397
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5,537	386	5,922	6.51	2,407	6,256	436	6,691	6.51	1,180	110,517	7,696	118,213	6.51	26,412
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	3,555	209	3,764	5.55	NA	3,825	225	4,050	5.55	NA	69,933	4,109	74,042	5.55	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	4,615	271	4,886	5.55	NA	3,550	209	3,759	5.55	NA	72,955	4,287	77,242	5.55	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	4,135	409	4,544	9	NA	5,266	521	5,787	9	NA	82,823	8,191	91,015	9	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	4,967	491	5,459	9	NA	3,738	370	4,108	9	NA	73,391	7,258	80,649	9	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	2,377	250	2,627	9.5	NA	3,646	383	4,028	9.5	NA	51,219	5,377	56,596	9.5	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	4,010	421	4,431	9.5	NA	2,832	297	3,130	9.5	NA	53,834	5,651	59,485	9.5	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	2,773	291	3,064	9.5	NA	3,708	389	4,097	9.5	NA	54,400	5,711	60,111	9.5	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	3,566	374	3,941	9.5	NA	3,077	323	3,400	9.5	NA	53,316	5,597	58,913	9.5	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	3,208	376	3,585	10.5	NA	2,937	345	3,282	10.5	NA	56,009	6,571	62,580	10.5	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	2,860	335	3,195	10.5	NA	3,706	435	4,140	10.5	NA	55,469	6,507	61,976	10.5	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	3,123	366	3,490	10.5	NA	3,070	360	3,431	10.5	NA	57,284	6,720	64,004	10.5	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	2,796	328	3,124	10.5	NA	3,762	441	4,204	10.5	NA	57,012	6,689	63,701	10.5	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	3,541	415	3,957	10.5	NA	3,197	375	3,572	10.5	NA	62,456	7,327	69,784	10.5	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	2,959	347	3,306	10.5	NA	4,432	520	4,952	10.5	NA	65,307	7,662	72,969	10.5	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	4,217	495	4,712	10.5	1,455	3,801	446	4,247	10.5	711	71,614	8,402	80,015	10.5	16,747
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	3,647	428	4,075	10.5	914	3,208	376	3,585	10.5	1,647	66,561	7,809	74,370	10.5	21,155
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	3,470	209	3,679	5.69	1,582	2,635	159	2,794	5.69	1,033	68,535	4,135	72,670	5.69	26,377
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	7,068	426	7,495	5.69	1,874	4,663	281	4,944	5.69	1,167	110,693	6,678	117,372	5.69	20,782
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	4,248	225	4,473	5.04	1,924	3,965	210	4,175	5.04	1,544	89,117	4,730	93,847	5.04	34,064
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	6,446	342	6,788	5.04	1,696	5,295	281	5,576	5.04	1,317	118,068	6,266	124,334	5.04	22,015
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.68	5.339	4,367	335	4,701	7.12	545	2,913	223	3,136	7.12	771	67,454	5,171	72,625	7.12	10,056
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.68	5.339	5,068	388	5,456	7.12	1,661	3,866	296	4,163	7.12	635	75,658	5,800	81,458	7.12	14,111
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	5,876	492	6,368	7.73	842	5,624	471	6,095	7.73	1,072	99,955	8,374	108,328	7.73	12,628
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	5,102	427	5,529	7.73	1,197	6,314	529	6,843	7.73	1,304	108,920	9,125	118,045	7.73	16,520
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.45	3.511	5,933	398	6,331	6.29	1,319	6,184	415	6,599	6.29	1,638	109,389	7,342	116,732	6.29	22,273
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.45	3.511	5,275	354	5,629	6.29	1,363	5,088	341	5,429	6.29	1,422	101,383	6,805	108,188	6.29	20,056
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4,849	426	5,275	8.08	1,257	5,443	478	5,921	8.08	1,470	91,745	8,065	99,810	8.08	19,643
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	5,327	468	5,795	8.08	1,312	5,353	471	5,824	8.08	1,319	89,467	7,864	97,331	8.08	19,223
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	5,267	521	5,788	9	1,357	5,490	543	6,033	9	1,281	98,490	9,741	108,231	9	20,011
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	6,129	606	6,736	9	1,505	5,437	538	5,975	9	1,408	102,483	10,136	112,619	9	19,887
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,633	440	5,073	8.68	NA	5,741	546	6,287	8.68	NA	81,515	7,748	89,262	8.68	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,820	553	6,373	8.68	NA	5,753	547	6,299	8.68	NA	86,180	8,191	94,371	8.68	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	5,893	583	6,476	9	717	5,862	580	6,442	9	1,239	103,173	10,204	113,377	9	12,406
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	6,678	660	7,339	9	1,639	6,037	597	6,634	9	1,357	106,179	10,501	116,680	9	17,970
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	7,253	591	7,844	7.53	NA	5,113	416	5,529	7.53	NA	98,272	8,002	106,274	7.53	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	3,983	324	4,307	7.53	NA	3,278	267	3,545	7.53	NA	58,802	4,788	63,590	7.53	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	5,732	400	6,131	6.52	1,862	4,764	332	5,096	6.52	1,774	81,594	5,691	87,285	6.52	25,229
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	6,280	438	6,718	6.52	1,012	6,097	425	6,522	6.52	1,160	96,774	6,750	103,524	6.52	14,161
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	3,342	157	3,499	4.49	4,087	4,399	207	4,606	4.49	4,185	78,759	3,703	82,461	4.49	73,543
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	6,922	325	7,248	4.49	3,479	6,176	290	6,466	4.49	3,889	121,722	5,722	127,444	4.49	56,149
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	5,879	278	6,158	4.52	1,208	3,830	181	4,012	4.52	1,008	114,368	5,414	119,782	4.52	15,946
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	7,908	374	8,282	4.52	253	4,284	203	4,487	4.52	720	132,061	6,252	138,312	4.52	7,580
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	6,146	169	6,314	2.67	NA	3,325	91	3,416	2.67	NA	109,169	2,995	112,164	2.67	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	7,583	208	7,791	2.67	NA	3,615	99	3,714	2.67	NA	119,558	3,280	122,838	2.67	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	5,390	62	5,451	1.13	NA	4,047	46	4,093	1.13	NA	96,066	1,098	97,164	1.13	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	5,659	65	5,724	1.13	NA	3,211	37	3,248	1.13	NA	96,477	1,103	97,579	1.13	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	591	13	604	2.16	NA	1,124	25	1,149	2.16	NA	12,549	277	12,826	2.16	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	867	19	886	2.16	NA	815	18	833	2.16	NA	12,070	266	12,337	2.16	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	1,001	14	1,015	1.35	NA	1,645	23	1,668	1.35	NA	19,778	271	20,048	1.35	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	1,409	19	1,428	1.35	NA	1,283	18	1,300	1.35	NA	18,952	259	19,212	1.35	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	1,403	15	1,419	1.08	NA	2,088	23	2,110	1.08	NA	27,193	297	27,490	1.08	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	2,247	25	2,272	1.08	NA	1,871	20	1,892	1.08	NA	29,365	321	29,685	1.08	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,626	29	1,655	1.77	NA	2,128	38	2,166	1.77	NA	30,120	543	30,663	1.77	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,432	44	2,476	1.77	NA	2,069	37	2,106	1.77	NA	33,258	599	33,857	1.77	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	3,377	194	3,571	5.43	NA	1,771	102	1,873	5.43	NA	37,812	2,171	39,983	5.43	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	2,225	128	2,353	5.43	NA	2,703	155	2,858	5.43	NA	37,737	2,167	39,904	5.43	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2,059	17	2,075	0.8	NA	1,177	9	1,186	0.8	NA	19,142	154	19,296	0.8	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	802	6	808	0.8	NA	1,942	16	1,957	0.8	NA	19,836	160	19,996	0.8	NA

Corridor	Segment Definition									2028 No Games																	
										2028 No Games Travel Time (Minutes)						2028 No Games Average Speed (MPH)						2028 No Games Delay (Minutes)					
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	4.1	4.0	5.1	4.3	4.5	4.4	62.5	63.8	50.2	60.0	56.8	58.7	0.44	0.36	1.45	0.61	0.85	0.71
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4.9	4.3	4.4	4.1	4.4	4.8	51.9	59.0	58.7	62.9	58.7	53.0	1.28	0.68	0.71	0.42	0.71	1.17
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	2.8	5.8	3.1	5.8	2.8	2.8	56.7	27.6	52.1	27.8	57.8	56.8	0.54	3.54	0.79	3.49	0.49	0.53
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	2.9	2.6	3.3	2.7	2.7	3.1	55.3	61.0	48.3	59.9	58.7	52.1	0.61	0.34	1.03	0.39	0.44	0.79
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	6.1	4.6	5.7	4.5	4.0	3.5	37.6	50.3	40.3	50.4	57.8	65.3	2.82	1.29	2.42	1.27	0.69	0.23
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	4.6	3.6	6.2	6.3	4.0	4.3	49.8	63.9	36.9	36.3	57.8	53.0	1.33	0.31	2.93	3.03	0.69	1.05
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	8.6	8.1	4.9	4.9	4.6	4.7	30.0	31.7	52.6	52.1	55.9	54.0	4.89	4.43	1.21	1.26	0.93	1.09
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	5.2	4.2	6.8	8.3	4.3	4.7	49.2	60.7	37.9	30.8	59.6	54.0	1.55	0.56	3.11	4.66	0.64	1.09
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	12.5	7.2	5.8	9.4	5.4	6.4	25.7	44.8	55.4	34.3	59.6	50.2	7.95	2.59	1.21	4.79	0.80	1.82
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	7.1	5.4	14.2	14.8	6.3	6.4	45.2	59.9	22.7	21.8	51.1	50.2	2.53	0.78	9.58	10.16	1.70	1.82
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	16.5	11.3	7.9	6.5	7.6	7.3	22.8	33.2	47.3	58.0	49.2	51.1	11.13	5.94	2.57	1.11	2.26	1.98
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	7.4	6.0	12.4	16.4	7.2	7.9	50.9	62.8	30.3	22.9	52.1	47.3	2.01	0.61	7.03	11.03	1.85	2.57
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	3.6	3.3	3.2	2.9	3.1	3.0	49.6	54.9	55.9	62.9	58.7	60.6	1.07	0.71	0.65	0.29	0.50	0.40
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	4.1	2.6	8.0	3.1	3.5	2.6	44.6	69.9	22.7	59.2	52.1	69.1	1.47	0.00	5.37	0.47	0.89	0.03
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	11.2	13.0	6.5	3.7	4.6	4.0	19.7	17.0	34.1	59.9	48.3	55.9	8.07	9.88	3.33	0.53	1.42	0.80
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	4.6	4.1	6.0	6.0	4.1	4.2	47.7	53.8	36.9	37.1	54.0	53.0	1.48	0.95	2.83	2.80	0.94	1.01
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	9.8	6.6	5.7	5.7	5.1	4.9	21.9	32.5	37.9	37.8	42.6	43.6	6.77	3.54	2.61	2.61	1.98	1.87
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	6.7	10.3	16.2	16.6	4.6	6.7	32.3	20.9	13.3	13.0	46.4	32.2	3.58	7.21	13.16	13.48	1.56	3.61
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	5.4	4.4	5.4	5.4	4.4	4.3	38.9	47.6	38.8	39.0	47.3	48.3	2.39	1.41	2.40	2.38	1.43	1.34
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	6.6	5.3	5.7	7.8	4.2	4.2	31.5	39.1	36.9	26.9	50.2	49.2	3.64	2.36	2.68	4.77	1.18	1.26
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	3.9	3.6	9.1	12.5	4.4	4.8	57.1	62.9	24.6	17.9	51.1	46.4	0.72	0.36	5.88	9.29	1.18	1.62
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	6.1	7.4	3.6	6.8	4.4	4.8	36.8	30.0	61.9	32.9	50.2	46.4	2.87	4.26	0.42	3.60	1.26	1.62
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	5.9	2.2	5.8	8.3	3.6	3.5	28.1	75.9	28.4	19.9	45.4	47.3	3.51	0.00	3.45	5.93	1.27	1.13
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5.6	7.7	3.2	2.8	3.3	3.8	29.6	21.3	51.1	59.6	50.2	43.6	3.22	5.38	0.87	0.41	0.93	1.43
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	0.8	0.7	2.4	2.1	1.0	0.9	63.8	70.0	20.8	23.8	51.1	52.1	0.07	0.00	1.66	1.37	0.26	0.24
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	3.5	6.2	0.8	0.8	1.0	1.2	14.0	8.0	58.7	61.0	50.2	39.8	2.82	5.46	0.14	0.10	0.28	0.54
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	3.0	NA	8.3	NA	3.8	NA	56.6	NA	20.8	NA	45.4	NA	0.17	NA	5.40	NA	0.92	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	14.4	NA	10.7	NA	5.9	NA	11.9	NA	16.1	NA	29.3	NA	11.56	NA	7.83	NA	3.00	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	3.8	NA	2.0	NA	1.9	NA	19.8	NA	36.9	NA	39.8	NA	2.55	NA	0.78	NA	0.64	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	3.1	NA	4.0	NA	2.0	NA	24.0	NA	18.9	NA	37.9	NA	1.88	NA	2.72	NA	0.73	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	12.5	NA	10.6	NA	7.0	NA	23.4	NA	27.5	NA	41.7	NA	8.30	NA	6.47	NA	2.84	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	10.6	NA	11.4	NA	5.9	NA	27.6	NA	25.6	NA	49.2	NA	6.40	NA	7.26	NA	1.76	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	4.1	NA	2.7	NA	2.2	NA	26.1	NA	39.8	NA	49.2	NA	2.57	NA	1.16	NA	0.64	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	3.6	NA	5.4	NA	2.6	NA	29.7	NA	19.9	NA	40.7	NA	2.07	NA	3.84	NA	1.10	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	7.7	5.4	11.3	8.8	6.1	7.0	44.4	62.9	30.3	38.9	55.9	49.2	2.82	0.55	6.41	3.91	1.24	2.06
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	7.7	7.7	7.5	14.4	6.1	7.2	44.5	44.7	45.4	23.8	55.9	47.3	2.80	2.77	2.64	9.51	1.24	2.34
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	6.2	3.1	9.5	5.1	4.8	4.1	31.9	63.0	20.8	38.3	40.7	48.3	3.36	0.31	6.64	2.33	2.02	1.26
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	5.1	4.6	3.8	3.0	3.2	3.9	38.6	42.8	52.1	65.6	60.6	51.1	2.28	1.79	0.97	0.19	0.44	1.04
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	6.5	4.1	5.5	4.2	4.2	4.9	40.0	63.0	47.3	62.0	61.5	53.0	2.78	0.42	1.78	0.48	0.51	1.19
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	7.5	4.7	4.6	4.1	4.0	4.6	34.8	55.8	56.8	64.1	65.3	56.8	3.77	0.94	0.86	0.34	0.27	0.86
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	2.1	NA	3.8	NA	0.5	NA	14.4	NA	7.9	NA	60.6	NA	1.21	NA	2.91	NA	0.00	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	2.9	NA	2.9	NA	0.6	NA	10.1	NA	10.1	NA	53.0	NA	2.27	NA	2.27	NA	0.00	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	1.0	NA	1.4	NA	1.1	NA	25.0	NA	18.0	NA	22.7	NA	0.22	NA	0.61	NA	0.32	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	1.3	NA	1.2	NA	1.0	NA	19.0	NA	20.8	NA	24.6	NA	0.53	NA	0.42	NA	0.23	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	1.1	NA	2.2	NA	1.3	NA	21.9	NA	11.4	NA	19.9	NA	0.36	NA	1.43	NA	0.48	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	1.4	NA	1.3	NA	1.2	NA	18.4	NA	19.9	NA	21.8	NA	0.58	NA	0.48	NA	0.37	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	1.2	NA	2.2	NA	1.2	NA	24.9	NA	13.9	NA	25.6	NA	0.24	NA	1.21	NA	0.21	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	5.7	NA	2.6	NA	1.5	NA	5.3	NA	11.7	NA	20.8	NA	4.72	NA	1.64	NA	0.51	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1.2	NA	4.0	NA	1.2	NA	51.3	NA	15.8	NA	50.2	NA	0.32	NA	3.07	NA	0.35	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2.0	NA	1.5	NA	1.3	NA	31.5	NA	41.7	NA	47.3	NA	1.09	NA	0.61	NA	0.43	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	3.5	NA	3.8	NA	3.7	NA	62.9	NA	57.8	NA	59.6	NA	0.36	NA	0.67	NA	0.55	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	6.9	NA	4.3	NA	4.0	NA	32.0	NA	51.1	NA	54.9	NA	3.77	NA	1.17	NA	0.87	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	4.3	NA	3.7	NA	3.7	NA	47.0	NA	54.0	NA	54.0	NA	1.40	NA	0.85	NA	0.85	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	3.6	NA	4.0	NA	3.7	NA	56.0	NA	50.2	NA	54.0	NA	0.72	NA	1.13	NA	0.85	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	3.6	NA	6.7	NA	2.7	NA	35.1	NA	18.9	NA	47.3	NA	1.80	NA	4.89	NA	0.87	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	3.2	NA	2.4	NA	2.2	NA	39.3	NA	52.7	NA	56.8	NA	1.42	NA	0.60	NA	0.42	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	4.3	NA	15.4	NA	4.2	NA	47.4	NA	13.3	NA	48.3	NA	1.39	NA	12.46	NA	1.31	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	11.8	NA	5.1	NA	4.1	NA	17.3	NA	40.1	NA	49.2	NA	8.89	NA	2.18	NA	1.23	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	2.8	NA	4.8	NA	2.3	NA	34.8	NA	19.9	NA	42.6	NA	1.39	NA	3.46	NA	0.88	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	6.9	NA	1.9	NA	2.1	NA	13.9	NA	49.7	NA	45.4	NA	5.52	NA	0.56	NA	0.74	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	7.4	NA	4.7	NA	2.5	NA	15.1	NA	23.7	NA	44.5	NA	5.82	NA	3.13	NA	0.92	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	8.7	NA	4.4	NA	2.5	NA	12.8	NA	25.7	NA	45.4	NA	7.12	NA	2.75	NA	0.87	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	4.7	NA	5.0	NA	2.3	NA	19.2	NA	18.0	NA	39.8	NA	3.42	NA	3.73	NA	0.98	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	2.4	NA	2.1	NA	1.7	NA	38.4	NA	43.3	NA	53.0	NA	1.06	NA	0.80	NA	0.41	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	1.4	NA	1.7	NA	0.8	NA	18.7	NA	15.1	NA	33.1	NA	1.01	NA	1.33	NA	0.41	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	0.4	NA	0.5	NA	0.5	NA	57.7	NA	47.3	NA	55.9	NA	0.08	NA	0.18	NA	0.09	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	1.3	NA	2.0	NA	0.9	NA	26.8	NA	18.0	NA	37.9	NA	0.82	NA	1.48	NA	0.43	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	0.7	NA	0.8	NA	0.7	NA	49.5	NA	47.3	NA	54.0	NA	0.21	NA	0.24	NA	0.15	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	0.7	NA	0.8	NA	0.8	NA	58.0	NA	48.3	NA	52.1	NA	0.02	NA	0.16	NA	0.10	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2.2	NA	0.9	NA	0.8	NA	18.0	NA	42.6	NA	49.2	NA	1.53	NA	0.27	NA	0.14	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2.4	4.1	5.9	2.8	3.2	2.6	75.0	43.6	30.3	63.0	54.9	69.1	0.00	1.54	3.34	0.28	0.70	0.03
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	3.7	3.2	2.9	3.3	3.0	3.0	47.8	56.0	60.6	53.5	59.6	58.7	1.18	0.64	0.40	0.78	0.44	0.49
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	5.8	4.8	12.4	9.0	6.5	5.6	56.4	68.0	26.5	36.6	50.2	58.7	1.13	0.14	7.69	4.28	1.85	0.90
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	9.0	5.6	6.0	4.5	6.2	5.1	36.6	58.7	54.9	73.0	53.0	64.4	4.27	0.90	1.29	0.00	1.50	0.41
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4.1	3.6	10.9	9.9	4.9	4.6	62.5	71.0	23.7	26.1	53.0	55.9	0.44	0.00	7.22	6.21	1.18	0.93
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	8.0	4.6	4.7	3.4	4.5	4.0	32.3	56.4	54.9	77.0	56.8	64.4	4.31	0.89	1.01	0.00	0.86	0.32
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5.6	5.1	9.4	9.7	5.8	5.9	56.8	62.9	34.1	33.0	54.9	54.0	1.07	0.51	4.82	5.12	1.26	1.36
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	15.5	6.6	5.6	6.5	6.3	5.0	20.7	48.6	56.8	49.5	51.1	64.4	10.88	2.02	1.06	1.90	1.69	0.40
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	6.8	5.3	6.1	9.2	6.0	6.4	52.1	67.0	58.7	38.6	59.6	55.9	1.75	0.23	0.98	4.13	0.88	1.29
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	7.7	6.6	5.9	5.4	6.1	5.5	46.2	53.7	60.4	65.9	58.7	64.4	2.62	1.55	0.81	0.32	0.98	0.44
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	3.8	2.9	7.3	2.9	3.3	3.7	52.6	70.0	27.7	70.0	60.6	55.0	0.17	0.00	3.60	0.00	0.00	0.00
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	8.3	NA	6.5	NA	4.6	NA	24.3	NA	31.2	NA	43.6	NA	4.62	NA	2.79	NA	0.96	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	3.2	2.6	3.0	2.5	3.2	2.7	57.6	72.0	62.7	76.0	58.7	69.1	0.57	0.00	0.31	0.00	0.51	0.03
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	3.0	2.5	7.0	4.1	3.3	3.0	61.9	75.0	26.5	46.0	55.9	61.5	0.35	0.00	4.37	1.39	0.67	0.37
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	0.7	0.6	0.7	0.6	0.7	0.6	59.3	72.0	60.6	76.0	58.7	69.1	0.11	0.00	0.10	0.00	0.12	0.01
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	0.7	0.6	1.6	0.9	0.8	0.7	61.9	75.0	26.5	45.9	55.9	61.5	0.08	0.00	1.02	0.33	0.16	0.09
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	10.9	NA	8.2	NA	6.3	NA	25.4	NA	34.1	NA	44.5	NA	6.65	NA	3.88	NA	1.97	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	7.8	NA	10.1	NA	6.0	NA	35.7	NA	27.5	NA	46.4	NA	3.82	NA	6.16	NA	2.02	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	3.3	3.0	5.9	11.7	3.7	3.3	64.2	71.3	36.0	18.1	56.8	64.4	0.27	0.00	2.87	8.70	0.71	0.27
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5.6	10.6	3.5	2.9	3.7	3.3	37.8	20.0	60.6	72.5	56.8	64.4	2.58	7.60	0.47	0.00	0.71	0.27
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	2.7	NA	10.6	NA	3.8	NA	69.9	NA	18.0	NA	50.2	NA	0.19	NA	8.04	NA	1.25	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	2.9	NA	2.9	NA	3.1	NA	65.9	NA	66.3	NA	61.5	NA	0.35	NA	0.33	NA	0.55	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	1.3	NA	2.2	NA	1.6	NA	67.7	NA	39.8	NA	54.9	NA	0.13	NA	1.05	NA	0.43	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	1.4	NA	1.3	NA	1.4	NA	65.6	NA	69.1	NA	65.3	NA	0.17	NA	0.10	NA	0.18	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	4.6	NA	5.1	NA	5.0	NA	71.9	NA	65.3	NA	66.3	NA	0.19	NA	0.65	NA	0.58	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	5.4	NA	4.8	NA	4.9	NA	61.9	NA	69.1	NA	68.2	NA	0.94	NA	0.38	NA	0.44	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	4.6	NA	4.9	NA	4.9	NA	72.6	NA	67.2	NA	68.2	NA	0.15	NA	0.51	NA	0.44	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	5.0	NA	4.7	NA	4.8	NA	66.4	NA	70.1	NA	69.1	NA	0.57	NA	0.31	NA	0.38	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	4.0	NA	4.1	NA	4.1	NA	69.6	NA	68.2	NA	68.2	NA	0.29	NA	0.37	NA	0.37	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	3.9	NA	4.3	NA	4.1	NA	71.4	NA	65.3	NA	68.2	NA	0.19	NA	0.55	NA	0.37	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	6.7	NA	5.3	NA	5.9	NA	59.1	NA	74.0	NA	66.3	NA	1.42	NA	0.07	NA	0.69	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	5.4	NA	5.6	NA	5.6	NA	73.5	NA	70.1	NA	70.1	NA	0.11	NA	0.37	NA	0.37	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	10.3	NA	5.7	NA	6.7	NA	37.4	NA	68.2	NA	57.8	NA	5.18	NA	0.52	NA	1.54	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	5.6	NA	7.7	NA	6.2	NA	69.3	NA	50.2	NA	62.5	NA	0.42	NA	2.55	NA	1.03	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	5.5	3.9	4.6	3.7	4.7	4.0	50.4	72.0	60.6	76.0	58.7	69.1	1.55	0.00	0.62	0.00	0.77	0.05
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	4.5	3.7	10.5	6.1	5.0	4.5	61.5	75.0	26.5	46.0	55.9	61.5	0.55	0.00	6.52	2.08	1.01	0.55
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	2.3	2.0	2.3	1.5	1.8	1.5	39.8	44.6	39.8	59.8	50.2	58.7	0.98	0.74	0.98	0.22	0.51	0.25
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	5.6	1.8	2.1	1.5	1.6	1.5	16.2	50.1	43.6	61.6	54.9	61.5	4.29	0.51	0.78	0.18	0.35	0.18
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	5.7	6.5	5.7	4.0	4.5	3.9	39.6	35.1	39.8	56.4	50.2	58.7	2.49	3.22	2.46	0.78	1.28	0.62
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	8.6	4.0	5.2	3.7	4.1	3.7	26.5	57.3	43.6	60.9	54.9	61.5	5.32	0.72	1.97	0.48	0.89	0.44
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	5.2	4.6	16.9	15.3	6.2	5.7	61.5	69.0	18.9	21.0	52.1	55.9	0.63	0.07	12.34	10.68	1.58	1.16
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	9.2	6.3	5.2	5.6	5.7	5.5	34.7	51.2	61.5	57.0	55.9	57.8	4.64	1.68	0.63	1.04	1.16	0.97
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	6.1	5.4	9.3	10.2	6.1	6.3	52.0	58.0	34.1	30.9	52.1	50.2	1.56	0.94	4.75	5.71	1.55	1.78
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	9.6	9.1	7.4	6.8	6.1	5.8	33.0	34.7	42.6	46.2	52.1	54.0	5.05	4.58	2.90	2.32	1.55	1.34
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	4.2	3.6	4.5	5.0	3.5	3.7	50.0	58.0	47.3	41.8	59.6	56.8	1.21	0.63	1.44	2.03	0.52	0.70
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	5.0	3.8	6.7	4.9	4.1	3.6	42.4	54.7	31.2	42.6	51.1	57.8	1.95	0.84	3.73	1.93	1.11	0.64
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4.2	3.8	4.3	4.9	3.6	3.8	50.3	55.3	49.2	43.2	58.7	55.9	1.17	0.80	1.27	1.87	0.58	0.76
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	3.8	3.6	4.3	4.3	3.5	3.3	54.8	58.0	48.3	49.1	59.6	64.4	0.83	0.62	1.35	1.27	0.52	0.26
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	8.2	9.0	6.7	7.4	6.1	6.9	41.1	37.2	50.2	45.4	54.9	48.3	3.37	4.23	1.89	2.60	1.32	2.15
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	8.0	6.5	7.5	10.5	5.6	6.4	42.1	51.4	44.5	32.0	59.6	52.1	3.18	1.74	2.75	5.68	0.83	1.65
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	0.9	NA	1.0	NA	0.9	NA	64.4	NA	57.1	NA	64.4	NA	0.07	NA	0.19	NA	0.07	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	3.8	NA	5.8	NA	0.9	NA	15.3	NA	10.1	NA	64.4	NA	2.54	NA	4.50	NA	0.00	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	3.0	2.8	6.3	8.0	3.2	3.8	62.9	67.0	30.3	23.7	58.7	50.2	0.31	0.12	3.55	5.28	0.52	1.07
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	5.4	4.9	4.0	4.2	3.3	3.9	35.1	39.0	47.3	45.0	57.8	49.2	2.70	2.15	1.30	1.51	0.57	1.14
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	1.4	NA	1.4	NA	1.2	NA	47.3	NA	49.2	NA	55.9	NA	0.46	NA	0.41	NA	0.25	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	1.1	NA	2.6	NA	1.2	NA	61.4	NA	26.5	NA	56.8	NA	0.14	NA	1.59	NA	0.23	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	4.1	4.6	5.6	4.6	4.1	3.8	56.5	50.7	41.7	51.2	56.8	61.5	0.80	1.27	2.27	1.23	0.78	0.46
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	4.5	3.6	4.0	3.6	3.9	3.7	51.4	65.9	57.8	64.6	59.6	62.5	1.21	0.21	0.71	0.28	0.58	0.40
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	16.4	17.6	8.8	10.0	7.7	6.1	21.0	19.5	38.8	34.4	44.5	55.9	11.47	12.74	3.94	5.09	2.81	1.24
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	9.2	6.1	11.3	8.1	6.8	5.7	37.5	55.9	30.3	42.2	50.2	60.6	4.26	1.24	6.43	3.24	1.94	0.76
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	6.5	2.0	7.1	1.9	3.2	1.9	17.6	55.8	16.1	58.7	36.0	59.6	4.58	0.14	5.19	0.04	1.27	0.01
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	4.0	1.6	7.5	2.7	2.4	1.6	28.8	69.8	15.1	42.5	47.3	70.0	2.34	0.00	5.91	1.05	0.78	0.00
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	5.5	NA	12.2	NA	3.9	NA	25.3	NA	11.4	NA	35.0	NA	3.16	NA	9.86	NA	1.64	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	8.0	NA	9.7	NA	3.4	NA	17.3	NA	14.2	NA	40.7	NA	5.70	NA	7.42	NA	1.09	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	0.9	NA	2.2	NA	0.7	NA	33.5	NA	14.2	NA	45.4	NA	0.42	NA	1.71	NA	0.17	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	3.4	NA	2.0	NA	1.0	NA	9.5	NA	16.1	NA	33.1	NA	2.84	NA	1.45	NA	0.43	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	2.6	NA	2.9	NA	2.7	NA	38.0	NA	34.1	NA	36.0	NA	0.49	NA	0.79	NA	0.64	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	2.7	NA	2.8	NA	2.7	NA	36.9	NA	35.0	NA	36.0	NA	0.57	NA	0.71	NA	0.64	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	2.6	NA	2.9	NA	2.6	NA	34.8	NA	31.2	NA	34.1	NA	0.57	NA	0.87	NA	0.63	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	2.6	NA	2.7	NA	2.6	NA	33.9	NA	33.1	NA	35.0	NA	0.64	NA	0.70	NA	0.56	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2.5	NA	3.0	NA	2.7	NA	36.7	NA	30.3	NA	33.1	NA	0.23	NA	0.75	NA	0.49	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	2.8	NA	2.8	NA	2.7	NA	32.4	NA	32.2	NA	33.1	NA	0.55	NA	0.57	NA	0.49	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	2.1	NA	3.1	NA	2.5	NA	31.8	NA	21.8	NA	27.5	NA	0.46	NA	1.44	NA	0.80	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	3.0	NA	2.8	NA	2.5	NA	22.9	NA	24.6	NA	27.5	NA	1.29	NA	1.08	NA	0.80	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	1.6	NA	1.0	NA	1.0	NA	28.7	NA	46.4	NA	47.3	NA	0.67	NA	0.07	NA	0.05	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	0.9	NA	1.0	NA	0.9	NA	48.7	NA	44.4	NA	50.2	NA	0.02	NA	0.11	NA	0.00	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2.8	NA	1.9	NA	1.9	NA	20.9	NA	30.3	NA	31.2	NA	1.35	NA	0.47	NA	0.41	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	1.8	NA	3.4	NA	2.0	NA	33.5	NA	17.3	NA	29.3	NA	0.29	NA	1.94	NA	0.54	NA

Corridor	Segment Definition									2028 No Games											
										2028 No Games VMT											
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_ML_Auto
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	26,174	1,017	27,191	8,972	24,386	947	25,334	7,183	448,449	17,424	465,873	110,660
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	18,229	708	18,937	4,242	24,904	968	25,872	8,646	412,852	16,041	428,893	105,596
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	22,658	701	23,359	5,634	24,139	747	24,886	5,277	401,353	12,413	413,766	75,814
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	24,887	770	25,657	4,139	20,914	647	21,560	5,079	390,098	12,065	402,163	68,978
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	25,250	1,182	26,432	5,475	27,667	1,295	28,962	5,419	465,860	21,798	487,659	78,521
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	24,977	1,169	26,145	3,446	24,464	1,145	25,609	5,661	434,073	20,311	454,384	67,352
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	29,583	1,384	30,967	6,267	31,480	1,473	32,952	5,591	567,123	26,537	593,659	81,043
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	31,367	1,468	32,835	4,783	30,691	1,436	32,127	6,204	530,246	24,811	555,058	87,058
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	38,609	1,726	40,335	8,714	34,324	1,535	35,859	7,199	643,226	28,761	671,987	122,281
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	34,965	1,563	36,528	5,230	29,356	1,313	30,668	6,376	603,151	26,969	630,120	90,439
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	38,776	1,465	40,241	9,461	40,171	1,517	41,688	8,192	735,709	27,791	763,501	136,441
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	39,095	1,477	40,572	6,514	31,704	1,198	32,901	6,957	653,331	24,680	678,010	115,518
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	18,574	702	19,276	2,844	20,036	757	20,793	3,013	355,548	13,431	368,979	47,195
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	20,177	762	20,940	2,771	13,286	502	13,788	3,843	312,048	11,788	323,835	47,984
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	16,882	515	17,397	3,678	28,785	878	29,663	3,343	472,846	14,423	487,269	55,193
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	27,178	829	28,007	5,852	22,694	692	23,386	5,845	439,777	13,414	453,191	98,977
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	26,099	752	26,850	4,607	22,792	657	23,448	3,921	506,916	14,603	521,518	72,765
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	33,718	971	34,689	3,815	14,642	422	15,064	2,493	507,726	14,626	522,352	55,591
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	26,535	951	27,486	4,196	16,130	578	16,708	2,971	447,548	16,040	463,588	66,121
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	28,766	1,031	29,797	4,741	17,036	611	17,646	3,526	437,190	15,669	452,859	72,728
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	27,402	982	28,384	3,808	21,946	787	22,732	4,288	501,672	17,980	519,652	75,735
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	14,403	516	14,919	5,322	22,147	794	22,941	4,040	435,926	15,624	451,549	71,266
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	16,305	584	16,889	2,629	13,944	500	14,443	3,125	315,180	11,296	326,476	51,045
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	15,621	560	16,181	3,908	16,728	600	17,327	3,177	322,967	11,575	334,542	56,506
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	3,424	115	3,540	452	3,376	114	3,489	1,008	73,452	2,475	75,928	13,780
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,174	73	2,248	756	3,133	106	3,239	541	57,246	1,929	59,175	10,493
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	13,221	478	13,699	NA	13,145	475	13,620	NA	278,067	10,055	288,122	NA
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	10,785	390	11,175	NA	12,870	465	13,335	NA	257,211	9,301	266,512	NA
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	6,978	239	7,217	NA	7,954	272	8,226	NA	157,388	5,388	162,776	NA
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	8,497	291	8,788	NA	5,424	186	5,609	NA	156,398	5,354	161,752	NA
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	39,255	1,734	40,989	NA	36,205	1,599	37,804	NA	687,926	30,385	718,310	NA
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	41,177	1,819	42,996	NA	31,958	1,412	33,370	NA	722,648	31,918	754,566	NA
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	14,297	824	15,121	NA	15,034	867	15,901	NA	271,460	15,647	287,107	NA
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	14,857	856	15,713	NA	12,060	695	12,755	NA	258,771	14,916	273,687	NA
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	37,043	2,077	39,120	5,195	24,288	1,362	25,650	5,852	513,982	28,823	542,805	77,149
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	32,472	1,821	34,293	8,004	30,212	1,694	31,906	6,949	496,884	27,864	524,748	110,664
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	20,138	905	21,042	2,793	18,274	821	19,095	4,356	324,339	14,573	338,912	48,173
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	21,252	955	22,207	5,184	16,380	736	17,116	3,729	283,988	12,760	296,748	62,583
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	28,061	764	28,825	3,829	27,691	754	28,445	6,490	446,551	12,156	458,707	65,198
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	30,518	831	31,349	7,318	24,954	679	25,633	5,583	410,019	11,161	421,180	88,825
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	1,809	85	1,895	NA	2,060	97	2,156	NA	26,560	1,249	27,809	NA
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	1,992	94	2,086	NA	1,844	87	1,931	NA	26,585	1,250	27,835	NA
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	321	14	335	NA	545	23	569	NA	7,894	340	8,234	NA
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	724	31	756	NA	485	21	506	NA	10,358	446	10,804	NA
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	344	15	359	NA	454	20	474	NA	6,994	301	7,295	NA
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	611	26	638	NA	409	18	426	NA	8,167	352	8,519	NA
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	926	40	966	NA	1,301	56	1,357	NA	17,220	742	17,962	NA
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	1,613	70	1,683	NA	1,139	49	1,188	NA	19,623	845	20,468	NA
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,530	44	1,573	NA	2,598	74	2,672	NA	28,905	827	29,731	NA
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	3,040	87	3,127	NA	2,319	66	2,385	NA	40,211	1,150	41,361	NA
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	12,872	288	13,160	NA	23,423	524	23,947	NA	259,907	5,819	265,726	NA
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	23,098	517	23,616	NA	20,319	455	20,774	NA	303,653	6,799	310,452	NA
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	15,704	406	16,110	NA	8,247	213	8,461	NA	196,889	5,090	201,979	NA
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	12,954	335	13,289	NA	15,584	403	15,987	NA	228,160	5,898	234,058	NA
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	14,095	280	14,375	NA	5,925	118	6,043	NA	196,560	3,909	200,469	NA
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	14,248	283	14,532	NA	15,468	308	15,776	NA	242,610	4,825	247,435	NA
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	27,648	967	28,615	NA	14,884	521	15,405	NA	413,949	14,481	428,430	NA
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	26,193	916	27,109	NA	25,171	881	26,051	NA	471,002	16,477	487,479	NA
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	12,380	433	12,813	NA	9,329	326	9,656	NA	207,020	7,242	214,262	NA
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	6,962	244	7,205	NA	12,386	433	12,820	NA	210,343	7,358	217,701	NA
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	16,263	569	16,832	NA	13,354	467	13,821	NA	295,375	10,333	305,708	NA
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	9,814	343	10,157	NA	18,251	638	18,890	NA	308,360	10,787	319,147	NA
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	9,680	339	10,019	NA	7,011	245	7,257	NA	185,915	6,504	192,419	NA
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	7,796	273	8,068	NA	10,888	381	11,269	NA	203,307	7,112	210,419	NA
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	2,653	93	2,746	NA	1,886	66	1,952	NA	51,483	1,801	53,284	NA
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	2,175	76	2,251	NA	2,458	86	2,544	NA	47,517	1,662	49,179	NA
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	2,799	98	2,897	NA	2,025	71	2,096	NA	56,240	1,967	58,208	NA
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	2,715	95	2,810	NA	2,812	98	2,910	NA	54,350	1,901	56,251	NA
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,308	33	1,341	NA	2,351	59	2,411	NA	34,526	867	35,393	NA
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	1,615	41	1,656	NA	1,924	48	1,972	NA	34,258	860	35,118	NA
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	8,583	310	8,893	3,619	15,881	574	16,455	1,202	247,850	8,963	256,813	31,871
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	17,965	650	18,615	286	11,246	407	11,652	3,572	262,922	9,508	272,430	24,353
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	23,794	756	24,550	1,837	25,569	813	26,381	10,617	483,980	15,380	499,360	82,055
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	32,416	1,030	33,446	12,391	28,368	901	29,269	4,234	540,016	17,161	557,177	104,329
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	19,267	672	19,939	6,390	15,465	539	16,005	15,909	331,212	11,551	342,763	189,174
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	28,109	980	29,090	12,767	24,598	858	25,456	3,402	447,222	15,597	462,819	115,481
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	28,581	2,198	30,778	5,029	30,005	2,307	32,312	7,476	521,854	40,125	561,980	102,772
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	25,000	1,922	26,922	9,354	29,173	2,243	31,416	6,608	500,336	38,471	538,807	130,489
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	31,532	2,682	34,214	4,665	34,658	2,948	37,606	7,254	564,847	48,051	612,899	92,673
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	31,416	2,673	34,089	9,455	33,167	2,821	35,988	5,862	544,861	46,351	591,212	113,921
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	9,425	661	10,086	679	11,382	798	12,180	785	158,825	11,132	169,957	10,785
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	9,276	650	9,926	NA	9,233	647	9,880	NA	155,058	10,868	165,926	NA
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	7,890	536	8,426	2,371	8,601	584	9,185	1,520	121,473	8,250	129,723	25,942
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	5,138	349	5,487	1,212	5,719	388	6,108	2,709	100,815	6,847	107,663	30,011
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	2,505	181	2,686	504	2,531	183	2,714	299	37,303	2,692	39,994	5,332
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	1,787	129	1,916	281	2,317	167	2,485	735	32,755	2,363	35,118	6,526
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	14,261	1,095	15,356	NA	13,247	1,017	14,264	NA	247,476	19,000	266,476	NA
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	13,774	1,058	14,832	NA	11,687	897	12,584	NA	235,703	18,096	253,798	NA
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	20,456	1,424	21,881	4,827	21,530	1,499	23,029	8,607	408,603	28,452	437,055	121,868
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	19,617	1,366	20,983	8,528	22,164	1,543	23,707	4,180	391,561	27,266	418,827	93,577
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	11,271	662	11,933	NA	12,125	712	12,837	NA	221,688	13,027	234,714	NA
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	14,629	860	15,489	NA	11,255	661	11,916	NA	231,266	13,590	244,856	NA
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	6,140	607	6,748	NA	7,820	773	8,594	NA	122,993	12,164	135,157	NA
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	7,376	730	8,106	NA	5,551	549	6,100	NA	108,985	10,779	119,764	NA
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	13,127	1,378	14,505	NA	20,132	2,113	22,245	NA	282,832	29,689	312,521	NA
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	22,143	2,324	24,467	NA	15,640	1,642	17,282	NA	297,273	31,205	328,479	NA
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	15,368	1,613	16,981	NA	20,549	2,157	22,706	NA	301,486	31,648	333,134	NA
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	19,765	2,075	21,840	NA	17,053	1,790	18,843	NA	295,479	31,017	326,496	NA
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	14,980	1,757	16,738	NA	13,713	1,609	15,322	NA	261,507	30,680	292,187	NA
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	13,351	1,566	14,918	NA	17,302	2,030	19,332	NA	258,983	30,383	289,366	NA
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	20,508	2,406	22,914	NA	20,160	2,365	22,525	NA	376,124	44,126	420,250	NA
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	18,360	2,154	20,514	NA	24,704	2,898	27,602	NA	374,342	43,917	418,260	NA
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	22,780	2,673	25,453	NA	20,567	2,413	22,980	NA	401,782	47,136	448,918	NA
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	19,034	2,233	21,267	NA	28,509	3,345	31,853	NA	420,123	49,288	469,411	NA
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	19,559	2,295	21,853	6,750	17,630	2,068	19,698	3,297	332,144	38,967	371,111	77,675
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	16,915	1,984	18,899	4,237	14,881	1,746	16,626	7,637	308,710	36,217	344,927	98,117
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	5,225	315	5,540	2,383	3,968	239	4,207	1,556	103,214	6,227	109,441	39,724
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	10,645	642	11,287	2,822	7,022	424	7,446	1,758	166,704	10,058	176,762	31,298
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	16,035	851	16,886	7,265	14,967	794	15,762	5,829	336,415	17,855	354,271	128,593
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	24,334	1,292	25,626	6,404	19,988	1,061	21,049	4,972	445,706	23,656	469,362	83,106
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	23,313	1,787	25,100	2,910	15,551	1,192	16,743	4,117	360,137	27,607	387,744	53,691
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	27,058	2,074	29,132	8,870	20,642	1,582	22,224	3,389	403,939	30,965	434,905	75,339
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	30,900	2,589	33,489	4,427	29,578	2,478	32,056	5,638	525,661	44,038	569,699	66,412
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	26,831	2,248	29,079	6,293	33,207	2,782	35,989	6,860	572,809	47,988	620,796	86,881
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	20,830	1,398	22,228	4,632	21,713	1,457	23,170	5,752	384,066	25,779	409,845	78,199
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	18,519	1,243	19,762	4,784	17,862	1,199	19,061	4,992	355,955	23,892	379,848	70,415
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	16,965	1,491	18,456	4,398	19,044	1,674	20,718	5,144	321,017	28,218	349,235	68,729
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	18,640	1,638	20,278	4,590	18,732	1,647	20,378	4,616	313,044	27,517	340,561	67,262
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	29,444	2,912	32,356	7,587	30,690	3,035	33,725	7,162	550,561	54,451	605,012	111,863
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	34,263	3,389	37,652	8,414	30,395	3,006	33,401	7,870	572,880	56,658	629,539	111,166
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,545	432	4,977	NA	5,632	535	6,167	NA	79,966	7,601	87,567	NA
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,709	543	6,252	NA	5,643	536	6,180	NA	84,543	8,036	92,578	NA
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	18,639	1,843	20,483	2,268	18,542	1,834	20,376	3,919	326,337	32,275	358,612	39,241
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	21,123	2,089	23,212	5,185	19,095	1,889	20,984	4,293	335,843	33,215	369,059	56,838
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	8,203	668	8,871	NA	5,783	471	6,254	NA	111,145	9,051	120,196	NA
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	4,505	367	4,872	NA	3,707	302	4,009	NA	66,505	5,416	71,920	NA
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	22,342	1,558	23,900	7,259	18,570	1,295	19,865	6,917	318,054	22,184	340,238	98,342
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	24,478	1,707	26,185	3,944	23,766	1,658	25,423	4,521	377,225	26,310	403,535	55,199
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	19,124	899	20,023	23,383	25,173	1,183	26,357	23,945	450,659	21,186	471,845	420,811
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	39,610	1,862	41,472	19,908	35,338	1,661	37,000	22,253	696,491	32,743	729,234	321,284
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	11,189	530	11,718	2,298	7,289	345	7,634	1,918	217,642	10,303	227,945	30,345
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	15,048	712	15,760	481	8,153	386	8,538	1,370	251,312	11,897	263,209	14,424
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	14,147	388	14,535	NA	7,653	210	7,863	NA	251,306	6,894	258,200	NA
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	17,455	479	17,934	NA	8,321	228	8,549	NA	275,222	7,550	282,772	NA
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	2,856	33	2,889	NA	2,145	25	2,169	NA	50,915	582	51,497	NA
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	2,999	34	3,034	NA	1,702	19	1,721	NA	51,133	584	51,717	NA
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	964	21	985	NA	1,834	40	1,874	NA	20,467	452	20,919	NA
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	1,414	31	1,445	NA	1,330	29	1,359	NA	19,687	435	20,121	NA
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	1,493	20	1,513	NA	2,453	34	2,487	NA	29,488	404	29,892	NA
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	2,100	29	2,129	NA	1,912	26	1,939	NA	28,258	387	28,645	NA
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2,113	23	2,136	NA	3,144	34	3,178	NA	40,953	447	41,400	NA
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	3,385	37	3,422	NA	2,818	31	2,849	NA	44,223	483	44,706	NA
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,847	33	1,880	NA	2,417	44	2,461	NA	34,217	617	34,833	NA
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,763	50	2,812	NA	2,350	42	2,393	NA	37,781	681	38,462	NA
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	2,553	147	2,700	NA	1,339	77	1,416	NA	28,586	1,641	30,227	NA
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	1,682	97	1,779	NA	2,043	117	2,161	NA	28,529	1,638	30,168	NA
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2,020	16	2,036	NA	1,154	9	1,164	NA	18,778	151	18,930	NA
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	786	6	793	NA	1,905	15	1,920	NA	19,460	157	19,616	NA

Corridor				2028 No Games															
				2028 No Games Volumes															
	Route	Direction	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_ML_Auto
NB405	405	NB	47.739	6,625	253	6,878	3.68	1,398	6,476	247	6,723	3.67	1,268	124,319	4,713	129,032	3.65	20,666
SB405	405	SB	47.739	6,610	249	6,859	3.63	1,163	5,691	218	5,910	3.70	1,307	115,977	4,388	120,366	3.65	19,868
EB101	101	EB	10.775	6,845	304	7,149	4.25	NA	6,714	298	7,012	4.25	NA	129,452	5,705	135,157	4.22	NA
WB101	101	WB	10.775	6,990	311	7,301	4.27	NA	5,783	256	6,039	4.24	NA	129,469	5,707	135,176	4.22	NA
NB134	134	NB	13.323	6,398	281	6,679	4.21	887	5,273	220	5,493	4.01	1,253	96,440	4,170	100,610	4.14	14,300
SB134	134	SB	13.323	6,323	271	6,594	4.11	1,539	5,370	233	5,603	4.17	1,220	89,386	3,887	93,273	4.17	19,671
EB210	210	EB	0.494	3,663	172	3,835	4.49	NA	4,169	196	4,365	4.49	NA	53,766	2,528	56,294	4.49	NA
WB210	210	WB	0.494	4,032	190	4,222	4.49	NA	3,733	175	3,908	4.49	NA	53,816	2,530	56,346	4.49	NA
NB2	2	NB	6.075	2,633	66	2,699	2.44	NA	4,662	115	4,777	2.40	NA	52,826	1,322	54,148	2.44	NA
SB2	2	SB	6.075	4,788	120	4,908	2.45	NA	4,061	100	4,161	2.41	NA	62,883	1,579	64,462	2.45	NA
EB10	10	EB	39.522	5,422	249	5,671	4.39	545	4,721	235	4,956	4.73	1,112	95,838	4,460	100,298	4.45	12,930
WB10	10	WB	39.522	5,551	249	5,800	4.30	1,125	5,857	266	6,123	4.34	608	103,620	4,655	108,275	4.30	12,470
NB71	71	NB	11.829	2,881	209	3,090	6.76	300	3,023	218	3,241	6.73	220	47,770	3,472	51,243	6.78	3,556
SB71	71	SB	11.829	2,534	185	2,719	6.80	126	2,448	178	2,625	6.76	291	44,326	3,227	47,553	6.79	3,089
EB91	91	EB	26.741	5,307	434	5,741	7.56	1,076	5,165	424	5,588	7.59	1,362	95,361	7,799	103,160	7.56	18,726
WB91	91	WB	26.741	5,420	447	5,867	7.62	1,551	5,348	440	5,787	7.60	1,193	97,610	8,013	105,623	7.59	18,871
NB15	15	NB	38.025	3,254	352	3,606	9.77	178	3,490	374	3,863	9.67	87	60,501	6,507	67,008	9.71	2,043
SB15	15	SB	38.025	3,460	366	3,826	9.57	111	3,547	386	3,933	9.80	201	60,359	6,480	66,839	9.69	2,580
EB105	105	EB	5.281	4,026	221	4,247	5.20	1,827	3,586	196	3,781	5.18	1,398	83,247	4,560	87,808	5.19	31,872
WB105	105	WB	5.281	6,624	366	6,990	5.24	1,747	5,115	281	5,396	5.21	1,274	115,965	6,384	122,349	5.22	21,663
NB57	57	NB	4.144	5,595	549	6,144	8.94	547	5,833	572	6,405	8.93	946	98,046	9,623	107,669	8.94	9,469
SB57	57	SB	4.144	6,475	635	7,110	8.93	1,251	5,970	585	6,555	8.93	1,036	101,444	9,954	111,399	8.94	13,716
NB110	110	NB	15.486	5,028	263	5,291	4.97	2,127	4,301	228	4,529	5.03	2,117	90,386	4,533	94,919	4.78	35,484
SB110	110	SB	15.486	6,722	333	7,055	4.72	1,571	5,230	275	5,504	4.99	1,817	110,932	5,457	116,388	4.69	25,243
NB39	39	NB	5.764	1,113	17	1,130	1.51	NA	1,709	26	1,735	1.52	NA	21,708	333	22,041	1.51	NA
SB39	39	SB	5.764	1,676	25	1,702	1.50	NA	1,459	22	1,481	1.51	NA	22,545	344	22,889	1.50	NA
NB1	1	NB	1.737	2,633	94	2,726	3.44	NA	1,435	50	1,485	3.34	NA	27,268	1,032	28,300	3.65	NA
SB1	1	SB	1.737	1,421	59	1,481	4.00	NA	2,273	76	2,349	3.25	NA	27,628	1,033	28,661	3.61	NA

Corridor				2028 No Games																	
				2028 No Games Travel Time (Minutes)						2028 No Games Average Speed (MPH)						2028 No Games Delay (Minutes)					
	Route	Direction	Length	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML	AM_GP	AM_ML	PM_GP	PM_ML	Daily_GP	Daily_ML
NB405	405	NB	47.739	72.4	60.8	69.2	68.5	54.6	54.0	39.6	47.1	41.4	41.8	52.4	53.1	31.49	19.91	28.24	27.56	13.71	13.03
SB405	405	SB	47.739	69.1	61.0	72.1	71.0	53.9	57.9	41.4	47.0	39.7	40.3	53.2	49.5	28.19	20.08	31.19	30.09	12.96	17.00
EB101	101	EB	10.775	20.5	NA	20.7	NA	14.7	NA	31.5	NA	31.2	NA	44.0	NA	10.78	NA	10.92	NA	4.91	NA
WB101	101	WB	10.775	27.7	NA	32.1	NA	16.5	NA	23.3	NA	20.1	NA	39.3	NA	17.96	NA	22.36	NA	6.68	NA
NB134	134	NB	13.323	20.6	12.7	24.4	17.2	15.2	15.9	38.8	63.0	32.8	46.4	52.7	50.2	9.20	1.28	12.94	5.82	3.75	4.51
SB134	134	SB	13.323	20.3	16.7	15.5	15.6	13.2	15.4	39.3	47.8	51.4	51.2	60.6	51.8	8.92	5.32	4.12	4.21	1.77	4.03
EB210	210	EB	0.494	2.1	NA	3.8	NA	0.5	NA	14.4	NA	7.9	NA	60.6	NA	1.21	NA	2.91	NA	0.00	NA
WB210	210	WB	0.494	2.9	NA	2.9	NA	0.6	NA	10.1	NA	10.1	NA	53.0	NA	2.27	NA	2.27	NA	0.00	NA
NB2	2	NB	6.075	9.8	NA	15.6	NA	10.2	NA	37.2	NA	23.3	NA	35.6	NA	3.87	NA	9.69	NA	4.32	NA
SB2	2	SB	6.075	17.2	NA	12.6	NA	10.8	NA	21.2	NA	29.0	NA	33.9	NA	11.25	NA	6.64	NA	4.84	NA
EB10	10	EB	39.522	54.9	37.2	82.5	68.9	49.4	40.4	43.2	63.7	28.7	34.4	48.0	58.7	20.94	3.24	48.55	34.97	15.43	6.47
WB10	10	WB	39.522	68.2	41.6	48.4	37.2	44.7	37.8	34.8	57.0	49.0	63.7	53.0	62.7	34.28	7.65	14.40	3.25	10.77	3.86
NB71	71	NB	11.829	14.6	10.0	15.3	9.6	12.8	11.0	48.7	71.3	46.3	74.0	55.6	64.4	3.43	0.00	4.21	0.00	1.63	0.00
SB71	71	SB	11.829	15.4	9.5	25.4	15.5	14.1	11.5	46.0	75.0	27.9	45.9	50.4	61.5	4.65	0.00	14.62	4.65	3.28	0.74
EB91	91	EB	26.741	30.2	27.6	40.8	48.1	28.8	29.1	53.2	58.1	39.3	33.4	55.7	55.2	7.25	4.68	17.91	25.15	5.88	6.13
WB91	91	WB	26.741	39.3	35.7	33.3	32.1	28.7	27.5	40.8	45.0	48.1	49.9	55.9	58.4	16.39	12.73	10.42	9.22	5.80	4.56
NB15	15	NB	38.025	36.6	31.7	39.6	30.0	37.2	33.0	62.3	72.0	57.7	76.0	61.3	69.1	5.94	1.02	8.90	0.00	6.55	2.34
SB15	15	SB	38.025	34.1	30.4	37.5	49.6	35.1	37.1	67.0	75.0	60.8	46.0	65.1	61.5	3.41	0.00	6.83	18.95	4.38	6.40
EB105	105	EB	5.281	8.0	8.0	8.0	5.4	6.3	5.4	39.7	39.8	39.8	58.1	50.2	58.7	3.46	3.43	3.44	0.92	1.79	0.87
WB105	105	WB	5.281	14.9	5.9	7.3	5.2	5.8	5.1	21.3	53.7	43.6	61.3	54.9	61.5	10.33	1.37	2.75	0.65	1.24	0.62
NB57	57	NB	4.144	3.9	3.7	5.7	10.5	4.0	5.0	63.6	67.0	43.7	23.7	61.5	50.2	0.36	0.16	2.14	6.92	0.49	1.40
SB57	57	SB	4.144	9.9	6.4	8.7	5.5	4.1	5.1	25.2	39.0	28.7	45.0	61.1	49.2	5.99	2.49	4.77	1.65	0.19	1.17
NB110	110	NB	15.486	27.7	22.1	32.5	19.3	20.4	15.7	33.5	42.0	28.6	48.1	45.6	59.0	13.83	8.25	18.65	5.44	6.50	1.87
SB110	110	SB	15.486	27.1	14.6	34.8	18.7	19.4	14.4	34.3	63.8	26.7	49.8	48.0	64.4	13.47	0.92	21.21	5.04	5.74	0.81
NB39	39	NB	5.764	9.8	NA	11.8	NA	10.6	NA	35.3	NA	29.3	NA	32.7	NA	1.82	NA	3.81	NA	2.62	NA
SB39	39	SB	5.764	11.0	NA	11.1	NA	10.5	NA	31.5	NA	31.2	NA	32.9	NA	3.00	NA	3.10	NA	2.54	NA
NB1	1	NB	1.737	4.2	NA	2.7	NA	2.7	NA	24.8	NA	38.3	NA	39.3	NA	1.86	NA	0.37	NA	0.30	NA
SB1	1	SB	1.737	2.5	NA	3.4	NA	2.6	NA	41.1	NA	30.9	NA	39.8	NA	0.19	NA	1.03	NA	0.27	NA

Corridor				2028 No Games											
				2028 No Games VMT											
	Route	Direction	Length	AM_GP_Auto	AM_GP_Truck	AM_GP_TotalVehicles	AM_ML_Auto	PM_GP_Auto	PM_GP_Truck	PM_GP_TotalVehicles	PM_ML_Auto	Daily_GP_Auto	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_ML_Auto
NB405	405	NB	47.739	316,271	12,076	328,347	66,738	309,175	11,783	320,959	60,529	5,934,883	224,972	6,159,855	986,594
SB405	405	SB	47.739	315,558	11,897	327,456	55,519	271,697	10,431	282,128	62,389	5,536,631	209,501	5,746,132	948,487
EB101	101	EB	10.775	73,752	3,275	77,027	NA	72,339	3,213	75,552	NA	1,394,841	61,475	1,456,316	NA
WB101	101	WB	10.775	75,316	3,356	78,672	NA	62,311	2,758	65,069	NA	1,395,028	61,489	1,456,518	NA
NB134	134	NB	13.323	85,242	3,746	88,988	11,817	70,253	2,937	73,190	16,698	1,284,872	55,552	1,340,424	190,520
SB134	134	SB	13.323	84,241	3,607	87,848	20,506	71,545	3,109	74,655	16,261	1,190,891	51,786	1,242,676	262,072
EB210	210	EB	0.494	1,809	85	1,895	NA	2,060	97	2,156	NA	26,560	1,249	27,809	NA
WB210	210	WB	0.494	1,992	94	2,086	NA	1,844	87	1,931	NA	26,585	1,250	27,835	NA
NB2	2	NB	6.075	15,993	401	16,394	NA	28,321	698	29,019	NA	320,920	8,029	328,949	NA
SB2	2	SB	6.075	29,088	731	29,819	NA	24,671	609	25,280	NA	382,012	9,592	391,604	NA
EB10	10	EB	39.522	214,286	9,836	224,122	21,541	186,591	9,268	195,859	43,956	3,787,701	176,265	3,963,966	511,019
WB10	10	WB	39.522	219,378	9,861	229,239	44,452	231,493	10,507	242,000	24,042	4,095,262	183,969	4,279,231	492,857
NB71	71	NB	11.829	34,082	2,472	36,554	3,554	35,761	2,582	38,343	2,604	565,076	41,074	606,150	42,058
SB71	71	SB	11.829	29,975	2,186	32,161	1,493	28,957	2,100	31,057	3,444	524,330	38,175	562,505	36,537
EB91	91	EB	26.741	141,908	11,602	153,510	28,781	138,106	11,336	149,442	36,420	2,550,045	208,546	2,758,591	500,762
WB91	91	WB	26.741	144,927	11,958	156,885	41,480	143,000	11,759	154,760	31,907	2,610,189	214,287	2,824,476	504,641
NB15	15	NB	38.025	123,734	13,391	137,125	6,750	132,696	14,211	146,907	3,297	2,300,555	247,437	2,547,991	77,675
SB15	15	SB	38.025	131,574	13,926	145,501	4,237	134,893	14,661	149,554	7,637	2,295,160	246,397	2,541,557	98,117
EB105	105	EB	5.281	21,260	1,166	22,426	9,648	18,935	1,034	19,969	7,385	439,630	24,082	463,712	168,316
WB105	105	WB	5.281	34,980	1,934	36,913	9,225	27,010	1,485	28,495	6,730	612,411	33,714	646,124	114,404
NB57	57	NB	4.144	23,184	2,275	25,459	2,268	24,174	2,369	26,543	3,919	406,303	39,876	446,178	39,241
SB57	57	SB	4.144	26,833	2,632	29,464	5,185	24,738	2,425	27,163	4,293	420,386	41,251	461,637	56,838
NB110	110	NB	15.486	77,861	4,076	81,936	32,940	66,613	3,529	70,142	32,780	1,399,722	70,199	1,469,921	549,499
SB110	110	SB	15.486	104,095	5,162	109,257	24,333	80,986	4,254	85,241	28,144	1,717,887	84,500	1,802,387	390,906
NB39	39	NB	5.764	6,417	98	6,515	NA	9,848	152	10,000	NA	125,125	1,919	127,044	NA
SB39	39	SB	5.764	9,662	147	9,809	NA	8,411	129	8,539	NA	129,948	1,985	131,933	NA
NB1	1	NB	1.737	4,573	163	4,736	NA	2,493	86	2,579	NA	47,364	1,793	49,157	NA
SB1	1	SB	1.737	2,469	103	2,572	NA	3,948	133	4,081	NA	47,989	1,795	49,784	NA

Attachment 4

Games Family Traffic Demand Model Memorandum

Memorandum

Date: February 24, 2025

To: Tasha Higgins, Caltrans, Ernesto Chaves, LA Metro

From: Allan Gooch, Jacobs
Phil Clarke, Jacobs

CC: Chris Liban, Metro
Hoan Tang, Metro
Jacqueline Torres, Metro
Siew Mei Tan, Caltrans
Chao Wei, Caltrans
Heather Shepard, TRC
Katie Wilson, TRC
Anna Luo, Fehr & Peers
Chelsea Richer, Fehr & Peers

Subject: Games Route Network Modeling – Games Family Demand Model Memorandum

LA24-3333.01

This memorandum presents the assumptions, methodologies, and approach to develop the Games Family Demand Model (GFDM) for the Los Angeles 2028 Olympic Games (the Games). The memorandum was prepared in response to Caltrans' request during the review of the Games Route Network Modeling Technical Analysis Approach Memorandum (approved on February 6, 2025).

1. Purpose

The purpose of the GFDM is to estimate the number of Games Family accredited vehicles that are expected to travel between Games competition and non-competition venues. Non-competition venues include accommodation locations, official Ports of Entry (POEs), and other key Games locations such as the International Broadcast Center (IBC) and the Main Press Center (MPC).

2. Scope of GFDM

Accredited Client Groups and Modes of Travel

The GFDM includes trips generated by the accredited client groups described in **Table 1** below. The transport system(s) that will be used by each client group are also described. These assumptions are based on the transport systems that have been provided by the Organizing Committees for previous Olympic Games.

Table 1: Accredited Client Groups and Transport Systems

Client Group	Transport System(s)
Athletes and Team Officials	Athlete bus system (TA)
	National Olympic Committee (NOC) cars provided by LA28
Technical Officials (referees, judges, umpires, etc.)	Technical Official bus system (TF)
Media and Broadcast	Shared bus system for Media and other accredited clients (TC)
	Direct and Dedicated (DDS) bus system for Olympic Broadcast Services (OBS)
Games Stakeholders (International Olympic Committee (IOC) members, International Sports Federation staff, dignitaries, etc.)	TX car fleet system
Marketing Partners	Buses organized by each marketing partner using LA28's Marketing Partner Coach Program
LA28 workforce and contractors	Operational vehicles

Geographic Scope

The GFDM will generate estimates of vehicle trips between the venues set out in **Tables 2 and 3**. It is important to note that these venues are draft and subject to change by the LA28 Organizing Committee.

Table 2: Venues Included in the Games Family Demand Model*

Venue Type	Venue Name	Assumed Location
Accommodation Venues	Olympic Village (accommodation for Athletes and Team Officials)	UCLA campus
	Olympic Family Hotel (accommodation for IOC members, International Sports Federation staff, and other Games stakeholders)	Ritz Carlton Hotel, Downtown LA
	Media Village (accommodation for accredited media and broadcast staff)	USC campus, Downtown LA
	Technical Official Hotels	Hotels in Downtown LA
	Marketing Partner Hotels	Hotels in LA County
Competition Venues	All competition venue clusters in SoCal	Various, see Table 3 below
Ports of Entry	LAX	
	Union Station	
Broadcast and Media	International Broadcast Center	SoFi Stadium complex
	Main Press Center	USC campus
Live Sites		Downtown LA
		Carson
		Inglewood
		Long Beach

Table 3: Competition Venue Locations included in the Games Family Demand Model*

Venue	Venue Cluster	Sports/Discipline
Belmont Pier	Long Beach	Sailing/ Windsurfing
BMO Stadium	Downtown USC	Lacrosse Flag Football
Crypto.com Arena	Downtown LA Live	Gymnastics – Rhythmic, Artistic & Trampoline
Dignity Health Park Fields	Carson	Field Hockey
Dignity Health Park Stadium	Carson	Rugby 7's
Dignity Health Park	Carson	Modern Pentathlon
Dignity Health Tennis Center	Carson	Tennis
Dodger Stadium	Dodger Stadium	Baseball
Frank G. Bonelli Park	Frank G. Bonelli Park	Mountain Biking
Galen Center	Downtown USC	Badminton
Galway Downs (including Galway Downs XC)	Galway Downs	Equestrian – Dressage, Eventing, Jumping & Eventing Cross Country
Grand Park and LA City Hall	Downtown Grand Park	Athletics Marathon and Walk, Road Cycling and Basketball 3x3
Honda Center	Honda Center	Indoor Volleyball
Huntington Beach	Huntington Beach	Surfing
Intuit Dome	Inglewood	Basketball
John C. Argue Swim Stadium	Downtown USC	Diving
LA Convention Center	Downtown LA Live	Fencing, Taekwondo, Table Tennis, Judo & Wrestling
LA Coliseum	Downtown USC	Athletics, Closing Ceremony
Long Beach Arena	Long Beach	Handball
Long Beach Convention Center Lot 1	Long Beach	Sports Climbing
Long Beach Convention Center Lot 2	Long Beach	Artistic Swimming & Water Polo
Long Beach Waterfront	Long Beach	Marathon Swimming, Triathlon

Venue	Venue Cluster	Sports/Discipline
Marine Stadium	Long Beach	Canoe/Kayak and Rowing
Peacock Theatre	Downtown LA Live	Squash Weightlifting
Prado Shooting Range	Prado Shooting Range	Shooting
Riviera Country Club	Riviera Country Club	Golf
Rose Bowl Stadium	Rose Bowl	Football (H, Q, S and Finals)
Santa Monica Beach	Santa Monica	Beach Volleyball
Sepulveda Basin	Sepulveda	BMX Freestyle and Racing, Skateboarding Street and Park
Sepulveda Basin Sports Complex	Sepulveda	Archery
SoFi Stadium	Inglewood	Opening Ceremony, Swimming
VELO Sports Center	Carson	Track Cycling

* The venues listed in Tables 2 and 3 are those agreed with LA28 for the purposes of transportation planning. The venues are draft and subject to change.

Temporal Scope

The GFDM will be developed to cover the whole period between the official opening of the Olympic Village (two weeks before the Opening Ceremony) until three days after the Closing Ceremony of the Olympic Games. This initial project will only develop the GFDM for one day (Day 10) of the Olympic Games.

Demand forecasts will be developed on an hourly basis.

3. Key Inputs and Assumptions

At this time, over 3 years out from the Games, many details regarding the Games have not yet been finalized by the LA28 Organizing Committee. Thus, assumptions have been made based on experience from previous Games, combined with draft information that has been provided by LA28. Key assumptions that will be used in the GFDM include the following:

- Olympic competition schedule (draft) provided by LA28
- Competition venues and seating capacities provided by LA28
- Location of non-competition venues provided by LA28
- Number of people in each client group assumed based on previous Games
- Games Family transport systems operating principles based on previous Games
- Travel behavior of different client groups assumed based on previous Games experience

An initial version of the Games Family Assumptions Log, which documents the assumptions applied for Games Family related travel, will be produced through this task order and presented at future bi-weekly project meetings. More details about the Assumptions Logs are provided below.

4. Methodology

The GFDM is a component of a broader 2028 Olympics Demand Model. The 2028 Olympics Demand Model consists of several connected modules that take inputs from their associated Assumptions Logs, the Olympic Event Schedule and Olympic Venue plan, and the Background Model (No Games), and generates demand estimates representing travel behavior associated with 2028 Games-related travel. Several components of the Olympics Demand Model have already been developed. An initial version of the GFDM will be developed through this task order. **Figure 1** below illustrates the 2028 Olympics Demand Model process.

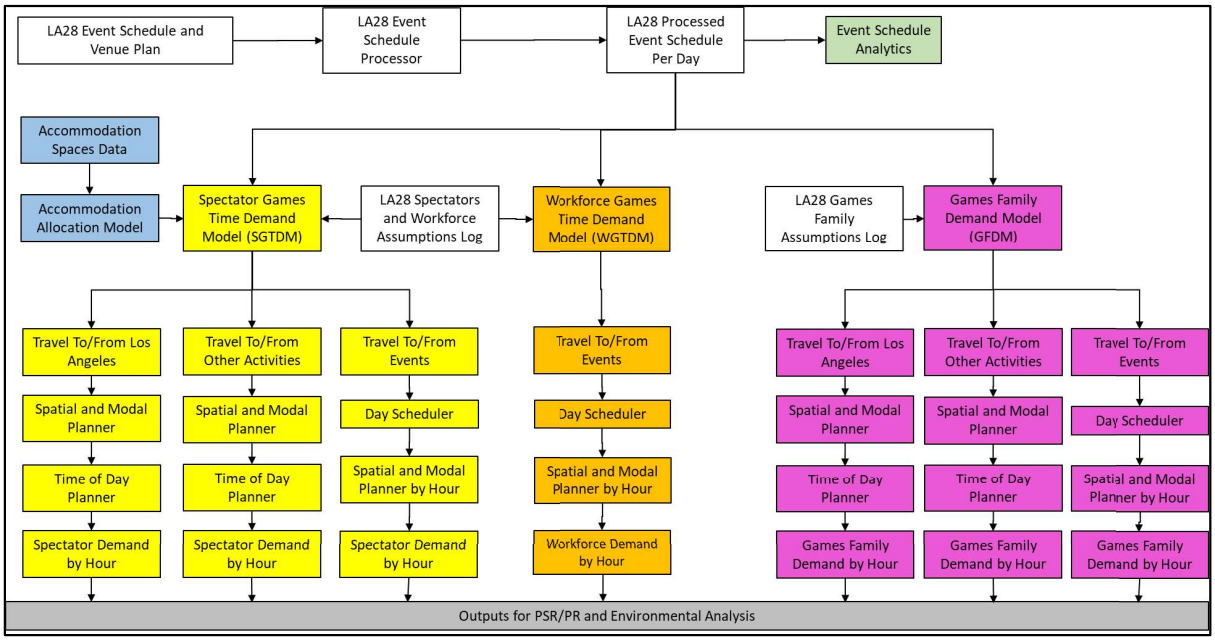


Figure 1: 2028 Olympics Demand Model Structure

The primary components of the modelling process are:

- **LA28 Event Schedule Processor** – this uses the current event schedule and venue plan to create individual schedules for each day of the Games. This is then used in subsequent processes.
- **Accommodation Allocation Model** – this uses the data associated with accommodation spaces and allocates spectators to the available spaces for each day of the Games.

- **LA28 Spectators and Workforce Assumptions Log** – this documents all of the assumptions associated with spectator and workforce travel during the Games.
- **LA28 Games Family Assumptions Log** – this documents all of the assumptions associated with Games Family related travel during the Games.
- **Spectator Games Time Demand Model (SGTDM)** – this uses the event schedule for a particular Games Day produced by the LA28 Event Schedule Processor, the output from the Accommodation Allocation Model for that day, and the other spectator related assumptions in the Spectator and Workforce Assumptions Log. It then estimates the demand associated with traveling to and from LA, traveling to and from other activities and traveling to and from Olympic events. The SGTDM produces demand matrices for each hour of the Games separately.
- **Workforce Games Time Demand Model (WGTDM)** – this uses the event schedule for a particular Games Day produced by the LA28 Event Schedule Processor and the other workforce related assumptions in the Spectator and Workforce Assumptions Log. It then estimates the demand associated with traveling to and from Olympic events. The WGTDM produces demand matrices for each hour of the Games separately.
- **Games Family Demand Model (GFDM)** – this takes the event schedule for a particular Games Day produced by the LA28 Event Schedule Processor and the assumptions provided in the LA28 Games Family Assumptions Log. It then estimates the demand associated with traveling to and from LA, to and from training facilities and events, and to and from other activities. It will be used to forecast vehicle trips generated by accredited Games vehicles transporting Games Family members between their accommodations and competition venues and key non-competition venues etc. (e.g., the International Broadcast Center).

The 2028 Olympics Demand Model, including the GFDM, are developed using a combination of spreadsheets and Python scripts.

5. Outputs from the Model

Previous work undertaken for LA Metro has used the SGTDM and WGTDM model components to estimate Olympics related travel associated with spectators and Olympics workforce. These have been provided as a series of demand matrices for 6 key hours on Day 10 of the Olympics and have been assigned in the SCAG background model.

The GFDM developed as part of this task order will generate estimates of vehicle trips for accredited client group movements for the same 6 hours on Day 10 of the Olympic Games. These matrices will then be allocated to the Games Route Network, to generate link flows on each section of the GRN for each hour. Outputs from the model runs will be used to develop the performance metrics as identified in the Games Route Network Modeling Technical Analysis Approach Memorandum (approved on February 6, 2025), which will be applied in the PSR/PR assessment.

Attachment 5

Year 2028 With Games Traffic Data

Corridor	Segment Definition									2028 With Games																							
										2028 With Games Volumes																							
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Games	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_GL_Auto	AM_GL_GF_Bus	AM_GL_GETS_Bus	PM_GP_Auto	PM_GP_Games	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_GL_Auto	PM_GL_GF_Bus	PM_GL_GETS_Bus	Daily_GP_Auto	Daily_GP_Games	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_GL_Auto	Daily_GL_GF_Bus	Daily_GL_GETS_Bus
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	6,494	907	238	7,638	3.11	84	0	0	6,416	887	222	7,525	2.94	84	0	0	129,959	27,099	4,860	161,918	3.00	2,363	0	0
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4,522	240	166	4,928	3.36	84	0	0	5,887	547	226	6,661	3.40	84	0	0	100,977	10,311	3,777	115,065	3.28	2,363	0	0
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	8,767	1,280	261	10,308	2.53	93	0	0	9,577	1,188	278	11,043	2.52	93	0	0	184,934	37,614	5,548	228,097	2.43	2,601	0	0
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	9,803	594	287	10,684	2.69	92	6	0	8,760	766	241	9,767	2.47	92	1	0	175,237	19,605	5,257	200,099	2.63	2,588	145	0
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	6,914	1,135	309	8,358	3.70	92	0	0	7,287	940	339	8,565	3.96	92	0	0	144,176	32,209	6,445	182,830	3.52	2,576	0	0
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	7,166	442	306	7,914	3.87	87	3	0	6,907	422	300	7,628	3.93	87	0	0	131,807	13,105	5,892	150,804	3.91	2,441	73	0
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	7,298	1,199	324	8,822	3.67	100	36	0	7,369	1,114	345	8,827	3.91	98	26	0	150,194	35,251	6,714	192,159	3.49	2,787	1,051	0
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	8,025	682	344	9,051	3.80	145	39	0	7,244	492	336	8,072	4.16	104	19	0	144,342	18,632	6,452	169,426	3.81	3,716	1,069	0
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	7,188	1,083	321	8,592	3.74	157	84	0	6,391	1,246	286	7,922	3.61	216	116	0	139,985	34,230	5,991	180,206	3.32	4,914	2,885	0
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	6,780	1,196	291	8,267	3.52	302	133	0	5,466	762	244	6,472	3.78	233	110	0	123,626	31,641	5,291	160,558	3.30	7,887	3,983	0
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	6,268	650	234	7,153	3.27	103	62	0	6,459	842	243	7,544	3.22	98	54	0	126,231	21,508	4,595	152,333	3.02	2,856	1,879	0
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	6,322	1,474	236	8,032	2.94	106	66	0	5,069	725	191	5,985	3.20	101	65	0	117,905	36,867	4,292	159,064	2.70	2,930	2,054	0
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	6,425	522	233	7,181	3.24	112	67	16	7,147	796	251	8,195	3.07	105	53	0	132,875	18,471	4,837	156,183	3.10	3,073	1,984	303
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	6,699	1,882	253	8,834	2.86	114	51	16	4,411	897	167	5,474	3.04	107	57	0	119,087	46,776	4,335	170,198	2.55	3,139	1,647	303
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	4,576	551	140	5,267	2.65	137	53	0	7,803	611	238	8,652	2.75	130	53	0	123,579	17,183	3,658	144,420	2.53	3,776	1,649	0
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	7,367	1,921	225	9,513	2.36	137	71	0	6,186	895	188	7,269	2.58	130	66	0	142,258	47,530	4,211	193,999	2.17	3,776	2,190	0
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	7,522	254	210	7,986	2.62	148	55	0	6,522	518	183	7,224	2.53	139	53	0	130,223	10,299	3,646	144,168	2.53	4,074	1,697	0
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	9,400	1,443	271	11,113	2.44	148	55	0	4,364	659	118	5,140	2.29	139	55	0	133,627	35,563	3,742	172,932	2.16	4,082	1,715	0
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	7,614	231	273	8,117	3.36	243	89	0	4,628	310	166	5,104	3.25	228	90	0	109,728	7,742	3,797	121,266	3.13	6,695	2,805	0
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	8,254	1,060	296	9,610	3.08	244	90	0	5,030	520	175	5,725	3.06	229	90	0	127,139	26,484	4,399	158,023	2.78	6,712	2,832	0
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	7,371	222	264	7,858	3.36	98	7	0	6,107	280	211	6,598	3.20	96	7	0	122,279	7,270	4,231	133,780	3.16	2,734	219	0
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	3,871	963	139	4,972	2.79	99	8	0	6,123	422	213	6,758	3.16	96	7	0	102,628	23,561	3,551	129,740	2.74	2,750	246	0
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	5,936	70	213	6,218	3.42	87	7	0	5,076	59	182	5,317	3.42	86	7	0	97,545	1,990	3,375	102,910	3.28	2,440	219	0
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5,687	777	204	6,668	3.06	88	8	0	6,090	299	218	6,607	3.30	87	7	0	113,606	18,599	3,931	136,136	2.89	2,457	246	0
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	4,278	71	141	4,490	3.13	31	2	0	4,794	66	139	4,998	2.77	31	2	0	82,057	2,088	2,675	86,821	3.08	858	47	0
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,648	351	89	3,089	2.89	35	2	0	3,816	156	129	4,101	3.14	35	2	0	62,800	8,618	2,047	73,466	2.79	969	47	0
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	4,603	405	285	5,294	5.39	174	24	0	4,577	416	967	5,960	16.23	167	44	0	88,455	12,299	3,087	103,842	2.97	4,829	905	0
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	3,755	93	136	3,984	3.41	171	104	0	4,481	442	162	5,085	3.19	165	70	0	78,828	6,296	2,751	87,875	3.13	4,740	2,984	0
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	5,565	554	191	6,310	3.02	101	309	0	6,343	629	217	7,189	3.02	96	134	0	116,788	17,435	3,866	138,088	2.80	2,797	8,312	0
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	6,776	125	232	7,133	3.25	101	12	0	4,325	479	148	4,952	2.99	103	56	0	101,124	7,310	3,347	111,781	2.99	2,845	725	0
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	8,059	224	356	8,639	4.12	59	6	0	7,433	324	454	8,212	5.53	56	6	0	141,288	7,754	5,976	155,018	3.86	1,635	188	0
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	8,453	128	373	8,955	4.17	48	7	0	6,561	307	290	7,158	4.05	46	6	0	134,693	5,658	5,698	146,048	3.90	1,336	215	0
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	8,041	539	464	9,044	5.12	64	2	0	8,456	442	487	9,386	5.19	64	2	0	154,985	15,265	8,447	178,698	4.73	1,786	47	0
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	8,356	169	482	9,006	5.35	56	2	0	6,783	401	391	7,575	5.16	56	2	0	137,417	7,416	7,489	152,322	4.92	1,577	47	0
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	6,548	105	364	7,017	5.19	28	6	0	4,257	309	288	4,854	5.93	25	5	0	96,839	5,218	5,142	107,199	4.80	756	184	0
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	5,862	419	319	6,601	4.83	27	5	0	5,295	528	297	6,120	4.85	24	5	0	106,548	13,716	5,658	125,921	4.49	720	157	0
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	6,138	20	276	6,433	4.29	24	6	0	5,570	103	250	5,923	4.23	22	5	46	104,090	1,432	4,476	109,998	4.07	648	184	444
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	6,671	47	291	7,008	4.15	22	5	0	5,044	289	224	5,557	4.04	19	5	46	105,003	3,837	4,515	113,355	3.98	586	157	444
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.328	4.336	6,472	17	176	6,665	2.64	22	13	0	6,386	56	174	6,616	2.63	20	13	46	114,336	907	3,030	118,272	2.56	592	391	444
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.328	4.336	7,536	53	192	7,781	2.46	25	13	0	5,889	82	157	6,128	2.56	31	13	46	118,091	1,898	3,129	123,119	2.54	740	391	444
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	3,663	2	172	3,837	4.49	3	6	0	4,169	2	196	4,367	4.49	3	6	46	69,904	62	3,139	73,105	4.29	88	196	444
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	4,032	5	240	4,278	5.62	4	6	0	4,667	31	175	4,874	3.60	8	6	0	78,043	415	3,504	81,962	4.28	150	196	0
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	775	17	33	825	4.05	22	8	0	1,314	51	57	1,422	3.98	28	15	0	19,741	847	815	21,402	3.81	661	317	0
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	1,746	12	75	1,833	4.10	27	48	0	1,170	31	50	1,250	4.03	25	27	0	25,520	542	1,054	27,116	3.89	747	1,331	0
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	821	17	35	874	4.05	22	8	0	1,083	52	47	1,182	3.95	28	15	0	17,807	873	735	19,415	3.79	661	317	0
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	1,459	3	63	1,525	4.12	27	48	0	975	19	42	1,036	4.05	25	27	0	21,184	242	875	22,302	3.92	747	1,331	0
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	1,834	35	79	1,948	4.06	22	8	0	2,577	88	111	2,776	4.00	28	15	0	41,029	1,590	1,694	44,313	3.82	661	317	0
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	3,195	4	138	3,337	4.12	27	48	0	2,256	20	97	2,373	4.10	25	27	0	47,368	287	1,956	49,611	3.94	747	1,331	0
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,469	41	42	1,552	2.71	27	8	0	2,495	98	71	2,665	2.68	33	15	0	37,549	1,799	1,044	40,392	2.58	812	317	0
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	2,920	7	84	3,010	2.77	22	48	0	2,227	63	64	2,354	2.71	20	27	0	45,416	762	1,263	47,441	2.66	597	1,331	0
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	3,484	59	78	3,621	2.15	27	8	0	6,339	150	197	6,686	2.95	33	15	0	92,143	2,694	2,018	96,855	2.08	812	317	0
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	6,251	141	140	6,533	2.14	22	48	0	5,499	213	123	5,836	2.11	20	27	0	106,300	4,980	2,328	113,608	2.05	597	1,331	0
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	4,703	254	122	5,079	2.39	22	13	21	2,470	207	64	2,741	2.33	22	13	0	64,910	7,187	1,636	73,733	2.22	631	391	398
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	3,880	90	100	4,070	2.46	75	69	21	4,667	117	121	4,905	2.46	22	13	0	78,377	2,982	1,975	83,334	2.37	1,652	1,712	398
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	6,664	398	133	7,194	1.84	22	13	21	2,801	309	56	3,166	1.76	22	13	0	85,429	11,085	1,666	98,179	1.70	631	391	398
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	6,737	330	134	7,200	1.86	75	69	21	7,314	202	145	7,661	1.90	22	13	0	129,517	8,649	2,526	140,691	1.80	1,652	1,712	398
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	8,144	398	285	8,826	3.23	121	61	0	4,384	540	153	5,077	3.02	112	69	0	114,940	13,394	3,885	132,220	2.94	3,323	1,960	0
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	7,715	458	270	8,443	3.20	175	100	0	7,414	274	259	7,947	3.26	113	65	0	139,751	11,945	4,724	156,420	3.02	4,377	2,853	0
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	7,733	626	271	8,629	3.13	132	90	0	5,827	700	204	6,731	3.03	119	97	0	129,567	19,593	4,379	153,539	2.85	3,584	2,870	0
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	4,348	454	152	4,955	3.07	186	97	0	7,737	390	271	8,398	3.22	120	72	0	118,214	13,036	3,996	135,246	2.95	4,638	2,851	0
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	8,706	662	305	9,672	3.15	131	87	0	7,149	731	250	8,130	3.08	117	92	0	150,857	20,617	5,099	176,573	2.89	3,554	2,767	0
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	5,254	475	184	5,912	3.11	185	78	0	9,770	455	342	10,567	3.23	119	67	0	146,317	14,095	4,946	165,358	2.99	4,608	2,359	0
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	6,436	631	225	7,292	3.09	128	87	0	4,662	652	163	5,477	2.98	115	94	0	107,499	19,199	3,633	130,331	2.79	3,470	2,785	0
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	5,183	424	181	5,788	3.13	181	77	0	7,240	435	253	7,928	3.19	116	68	0	119,876	12,868	4,052	136,796	2.96	4,518	2,338	0
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	6,514	683	217	7,414	2.93	128	87	75	5,014	730	154	5,898	2.62	115	94	57	112,792	21,023	3,812	137,626	2.77	3,470	2,785	1,969
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	5,180	434	178	5,792	3.08	181	77	0	5,756	485	201	6,442	3.13	116	68	0	105,589	13,572	3,569	122,729	2.91	4,518	2,338	0
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	4,696	395	164	5,256	3.13	143	94	75	3,398	382	119	3,899	3.05	133	103	57	76,967	11,758	2,601	91,326	2.85	3,917	3,014	1,969
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	5,706	70	265	6,041	4.39	431	261	0	5,686	102	294	6,083	4.84	192	94	0	102,317	2,433	3,458	108,208	3.20	10,035	6,881	0
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,994	181	123	2,298	5.35	166	21	0	3,585	216	453	4,253	10.65	159	36	0	54,730	5,795	1,341	61,866	2.17	4,595	769	0
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2,463	85	249	2,797	8.92	165	101	0	2,932	453	313	3,698	8.47	159	61	0	53,450	6,258	1,310	61,018	2.15	4,570	2,844	0
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2,888	407	104	3,399	3.07	166	21	75	5,343	549	193	6,086	3.17	159	36	57	84,276	13,687	2,941	100,904	2.91	4,595	769	1,969
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	6,045	205	384	6,634	5.79	165	101	75	3,784	985	137	4,905	2.79	159	61	57	95,764	14,006	3,342	113,112	2.95	4,570	2,844	1,969
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	4,351	114	138	4,603	3.00	150	20	0	4,675	635	270	5,579	4.83	145	28	0	87,440	8,654	2,693	98,787	2.73	4,172	678	0
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	5,927	361	344	6,632	5.19	150	60	0	5,187	1,202	262	6,651	3.94	146	40	0	112,261	19,307	3,458	135,025	2.56	4,172	1,716	0
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4,474	83	156	4,713	3.31	124	19	0	3,592	616	250	4,457	5.61	122	19	0	77,127	7,842	2,599	87,568	2.97	3,454	587	0
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	6,528	220	373	7,121	5.24	124	19	0	5,712	1,026	309	7,048	4.39	124	19	0	119,292	14,713	4,020	138,025	2.91	3,480	587	0
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5,354	177	412	5,942	6.93	124	19	0	5,621	728	665	7,014	9.47	122	19	0	106,038	10,855	7,571	124,464	6.08	3,454	587	0
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	4,683	596	360	5,639	6.39	124	19	0	5,465	1,043	420	6,928	6.07	124	19	0	105,684	22,418	7,546	135,647	5.56	3,480	587	0
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	5,363	158	452	5,973	7.57	124	19	0	5,839	685	681	7,205	9.45	122	19	0	107,708	10,052	8,444	126,204	6.69	3,454	587	0
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	5,292	496	450	6,239	7.22	124	19	0	5,587	933	475	6,995	6.79	124	19	0	109,731	19,324	8,603	137,658	6.25	3,480	587	0
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	2,805	34	197	3,036	6.48	34	6	8	3,388	3	237	3,628	6.54	34	6	0	55,743	708	3,651	60,103	6.07	957	196	151
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	2,761	27	194	2,981	6.49	32	6	8	2,748	19	193	2,960	6.51	32	6	0	49,111	725	3,217	53,053	6.06	899	196	151
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	2,538	38	172	2,748	6.27	43	19	0	2,766	18	228	3,012	7.57	43	19	0	47,658	943	3,031	51,631	5.87	1,217	587	0
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	1,653	22	112	1,787	6.28	36	13	0	1,840	23	186	2,049	9.09	35	13	0	31,510	673	2,004	34,186	5.86	1,002	391	0
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	3,461	76	250	3,786	6.59	40	19	0	3,496	92	252	3,841	6.57	40	19	0	63,091	2,448	4,246	69,786	6.08	1,127	587	0
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	2,468	25	178	2,671	6.67	30	19	0	3,201	50	260	3,511	7.42	29	19	0	51,686	1,008	3,478	56,173	6.19	840	587	0
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	3,076	1	236	3,313	7.13	40	19	0	2,857	57	219	3,134	7.00	40	19	0	52,816	593	3,766	57,174	6.59	1,127	587	0
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	2,971	5	228	3,204	7.12	30	19	0	2,521	35	194	2,750	7.04	29	19	0	48,454	451	3,455	52,359	6.60	840	587	0
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	5,774	148	402	6,324	6.36	74	6	8	6,077	37	423	6,537	6.47	74	6	0	106,691	3,341	6,946	116,978	5.94	2,078	196	151
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5,537	557	386	6,479	5.95	74	6	8	6,256	214	436	6,905	6.31	74	6	0	111,568	13,327	7,263	132,158	5.50	2,070	196	151
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	3,555	32	209	3,797	5.50	34	6	0	3,825	32	225	4,082	5.51	34	6	0	66,169	972	3,672	70,814	5.19	954	196	0
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	4,615	12	271	4,899	5.54	30	6	0	3,550	22	209	3,781	5.52	30	6	0	71,319	469	3,958	75,746	5.23	851	196	0
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	4,135	57	409	4,601	8.89	49	6	0	5,266	58	521	5,845	8.91	49	6	0	85,487	1,728	7,694	94,909	8.11	1,383	196	0
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	4,967	25	491	5,484	8.96	46	6	0	3,738	47	370	4,155	8.90	46	6	0	76,256	979	6,863	84,098	8.16	1,281	196	0
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	2,377	67	250	2,694	9.26	49	6	0	3,646	35	383	4,063	9.42	49	6	0	55,608	1,698	5,283	62,589	8.44	1,383	196	0
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	4,010	36	421	4,466	9.42	46	6	0	2,832	11	297	3,140	9.47	46	6	0	59,551	823	5,657	66,031	8.57	1,281	196	0
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	2,773	115	291	3,179	9.16	49	6	0	3,708	73	389	4,170	9.33	49	6	0	60,020	3,036	5,702	68,758	8.29	1,383	196	0
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	3,566	46	374	3,987	9.39	46	6	0	3,077	19	323	3,419	9.45	46	6	0	58,744	1,109	5,581	65,434	8.53	1,281	196	0
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	3,208	153	376	3,738	10.07	49	6	0	2,937	108	345	3,390	10.16	49	6	0	56,315	4,166	5,913	66,395	8.91	1,383	196	0
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	2,860	59	335	3,254	10.31	46	6	0	3,706	31	435	4,171	10.42	46	6	0	59,813	1,486	6,280	67,579	9.29	1,281	196	0
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	3,123	171	366	3,661	10.01	49	6	0	3,070	130	360	3,560	10.12	49	6	0	57,346	4,742	6,021	68,109	8.84	1,383	196	0
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	2,796	70	328	3,195	10.27	46	6	0	3,762	48	441	4,252	10.38	46	6	0	60,157	1,897	6,316	68,370	9.24	1,281	196	0
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	3,541	190	415	4,147	10.02	49	6	0	3,197	143	375	3,715	10.10	49	6	0	62,105	5,255	6,521	73,882	8.83	1,383	196	0
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	2,959	77	347	3,383	10.26	46	6	0	4,432	51	520	5,002	10.39	46	6	0	68,178	2,055	7,159	77,391	9.25	1,281	196	0
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	4,659	181	495	5,335	9.27	49	6	0	3,801	174	446	4,421	10.09	49	6	0	76,980	5,376	8,083	90,439	8.94	1,383	196	0
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	3,756	79	428	4,263	10.04	46	6	0	3,208	60	376	3,645	10.33	46	6	0	62,190	2,192	6,530	70,911	9.21	1,281	196	0
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	4,209	582	209	5,000	4.19	59	87	0	2,954	364	159	3,477	4.57	55	54	0	70,029	15,323	3,985	89,336	4.46	1,631	2,465	0
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	7,968	174	426	8,569	4.98	65	30	0	5,400	219	281	5,900	4.77	61	42	0	118,821	5,695	6,761	131,277	5.15	1,782	1,022	0
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	5,164	674	225	6,063	3.72	83	117	109	4,687	373	210	5,271	3.99	89	75	81	95,513	17,270	4,814	117,597	4.09	2,383	3,342	2,844
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	7,030	246	342	7,618	4.49	104	42	0	6,213	236	281	6,730	4.18	79	49	0	120,456	7,303	6,071	133,830	4.54	2,693	1,358	0
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	4,367	590	335	5,291	6.33	152	93	0	2,913	819	223	3,955	5.65	110	27	0	75,447	20,067	5,372	100,886	5.32	3,900	2,405	0
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	5,068	1,008	388	6,464	6.01	98	34	0	3,866	557	296	4,720	6.28	95	27	0	90,970	25,817	6,477	123,265	5.25	2,720	1,003	0
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	5,876	441	492	6,809	7.23	149	99	0	5,624	740	471	6,835	6.89	109	26	0	112,232	16,283	8,676	137,191	6.32	3,826	2,525	0
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	5,102	1,394	427	6,923	6.17	94	22	0	6,314	858	529	7,701	6.87	93	19	0	121,687	36,584	9,406	167,678	5.61	2,632	666	0
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	5,933	457	398	6,788	5.87	145	104	0	6,184	719	415	7,319	5.67	107	23	0	118,189	16,397	7,434	142,020	5.23	3,736	2,631	0
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	5,275	1,060	354	6,689	5.29	90	13	0	5,088	585	341	6,014	5.68	90	13	0	105,454	27,147	6,633	139,235	4.76	2,516	391	0
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4,849	450	426	5,725	7.44	145	104	0	5,443	716	478	6,638	7.21	107	23	0	102,351	16,224	8,270	126,845	6.52	3,736	2,631	0
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	5,327	981	468	6,777	6.91	90	13	0	5,353	522	471	6,346	7.42	90	13	0	107,284	24,937	8,669	140,890	6.15	2,516	391	0
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	5,267	155	521	5,943	8.77	130	109	0	5,490	274	543	6,307	8.61	91	23	0	99,353	5,863	8,942	114,158	7.83	3,308	2,744	0
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	6,129	655	606	7,391	8.20	73	13	0	5,437	450	538	6,425	8.37	73	13	0	111,058	17,661	9,995	138,714	7.21	2,053	391	0
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,717	9	440	5,166	8.52	10	0	0	5,741	8	556	6,305	8.83	10	0	0	93,839	255	8,145	102,240	7.97	286	0	0
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,822	15	570	6,407	8.90	8	0	0	5,753	6	675	6,433	10.49	8	0	0	102,479	356	8,895	111,731	7.96	228	0	0
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	5,893	34	583	6,509	8.95	24	13	0	5,862	32	580	6,474	8.96	24	13	0	104,532	999	9,408	114,938	8.19	662	391	0
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	6,678	282	676	7,637	8.86	77	109	0	6,336	221	597	7,154	8.35	38	23	0	119,115	7,883	10,720	137,719	7.78	1,827	2,744	0
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	7,253	299	591	8,142	7.25	92	93	0	5,113	546	448	6,107	7.34	150	91	0	114,676	11,475	8,635	134,786	6.41	3,080	2,895	0
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	3,983	31	342	4,355	7.84	237	91	0	3,278	106	673	4,056	16.59	168	80	0	64,707	1,675	4,872	71,254	6.84	6,066	2,758	0
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	5,732	408	454	6,593	6.88	181	126	0	4,764	685	571	6,020	9.49	236	121	0	101,718	15,062	6,632	123,412	5.37	5,543	3,915	0
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	6,280	722	746	7,748	9.63	491	260	109	6,097	874	732	7,703	9.51	381	192	81	123,568	23,267	8,057	154,891	5.20	12,830	7,623	2,844
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	3,342	508	187	4,037	4.62	206	223	109	4,399	790	346	5,535	6.25	268	180	81	81,511	18,128	3,660	103,298	3.54	6,318	6,651	2,844
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	6,922	751	834	8,508	9.81	538	260	109	6,176	839	705	7,720	9.14	402	219	81	129,177	23,499	5,800	158,476	3.66	13,908	7,829	2,844
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	5,879	223	278	6,381	4.36	219	94	0	3,830	452	181	4,464	4.06	282	192	0	89,766	9,012	4,057	102,836	3.95	6,684	3,704	0
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	7,908	817	770	9,494	8.11	785	483	0	4,284	919	203	5,406	3.75	473	261	0	119,143	25,617	5,385	150,145	3.59	19,334	13,405	0
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	6,146	148	169	6,462	2.61	277	148	0	3,325	235	91	3,651	2.50	294	234	0	84,006	5,329	2,243	91,579	2.45	7,923	5,314	0
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	7,583	465	430	8,478	5.07	270	617	0	3,615	458	99	4,171	2.38	273	343	0	102,628	13,925	2,740	119,293	2.30	7,586	17,186	0
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	5,390	120	62	5,571	1.11	30	13	0	4,047	295	46	4,388	1.05	52	39	0	85,797	5,367	970	92,134	1.05	1,035	595	0
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	5,659	301	65	6,024	1.07	22	13	0	3,211	329	37	3,577	1.03	37	26	0	81,245	9,334	918	91,497	1.00	760	493	0
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	591	11	13	616	2.12	10	0	0	1,124	21	25	1,170	2.12	10	0	0	16,088	440	348	16,876	2.06	292	0	0
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	867	4	19	891	2.15	10	0	0	815	14	18	847	2.13	10	0	0	14,994	226	324	15,544	2.08	292	0	0
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	1,001	30	14	1,045	1.31	10	0	0	1,645	32	23	1,699	1.32	10	0	0	24,703	921	333	25,958	1.28	292	0	0
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	1,409	10	19	1,438	1.34	10	0	0	1,283	27	18	1,327	1.32	10	0	0	24,013	476	324	24,813	1.31	292	0	0
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	1,403	39	15	1,457	1.05	10	0	0	2,088	22	23	2,132	1.07	10	0	0	32,183	994	348	33,525	1.04	292	0	0
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	2,247	12	25	2,283	1.07	10	0	0	1,871	25	20	1,917	1.07	10	0	0	36,341	485	392	37,218	1.05	292	0	0
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,626	45	29	1,700	1.72	10	0	0	2,128	27	38	2,194	1.75	10	0	0	34,405	1,174	609	36,188	1.68	292	0	0
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,432	13	44	2,489	1.76	10	0	0	2,069	27	37	2,133	1.75	10	0	0	39,768	534	704	41,006	1.72	292	0	0
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	4,319	90	194	4,603	4.21	75	69	0	1,893	117	102	2,112	4.81	22	13	0	54,018	2,982	2,933	59,933	4.89	1,652	1,712	0
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	2,225	254	128	2,608	4.90	22	13	0	2,703	207	155	3,066	5.06	22	13	0	48,179	7,187	2,616	57,982	4.51	631	391	0
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2,059	0	21	2,080	1.01	20	0	0	1,177	0	63	1,240	5.12	20	0	0	27,604	0	221	27,825	0.79	561	0	0
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	802	0	8	809	0.96	20	0	0	1,942	0	63	2,005	3.17	20	0	0	25,581	0	205	25,786	0.79	561	0	0

Corridor	Segment Definition									2028 With Games																	
										2028 With Games Travel Time (Minutes)						2028 With Games Average Speed (MPH)						2028 With Games Delay (Minutes)					
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	4.59	3.67	5.64	3.67	6.72	3.67	55.9	70.0	45.5	70.0	38.2	70.0	0.93	0.00	1.98	0.00	3.05	0.00
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	4.96	3.67	4.55	3.67	5.02	3.67	51.7	70.0	56.4	70.0	51.2	70.0	1.29	0.00	0.88	0.00	1.35	0.00
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	3.27	2.30	3.91	2.30	4.12	2.30	49.2	70.0	41.2	70.0	39.1	70.0	0.97	0.00	1.61	0.00	1.82	0.00
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	3.24	2.30	3.51	2.30	3.66	2.30	49.7	70.0	45.8	70.0	44.0	70.0	0.94	0.00	1.22	0.00	1.36	0.00
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	15.34	3.27	16.42	3.27	5.68	3.27	14.9	70.0	14.0	70.0	40.3	70.0	12.07	0.00	13.14	0.00	2.41	0.00
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	9.18	3.27	10.82	3.27	5.03	3.27	25.0	70.0	21.2	70.0	45.6	70.0	5.91	0.00	7.55	0.00	1.76	0.00
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	16.33	3.66	9.41	3.66	6.35	3.66	15.7	70.0	27.2	70.0	40.4	70.0	12.67	0.00	5.75	0.00	2.68	0.00
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	11.08	3.66	9.91	3.66	5.60	3.66	23.1	70.0	25.9	70.0	45.7	70.0	7.42	0.00	6.25	0.00	1.94	0.00
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	36.40	4.60	11.53	4.60	7.78	4.60	8.9	70.0	28.0	70.0	41.4	70.0	31.79	0.00	6.92	0.00	3.18	0.00
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	16.91	4.60	16.98	4.60	8.63	4.60	19.1	70.0	19.0	70.0	37.4	70.0	12.31	0.00	12.38	0.00	4.02	0.00
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	23.46	5.36	13.04	5.36	9.51	5.36	16.0	70.0	28.8	70.0	39.4	70.0	18.10	0.00	7.67	0.00	4.15	0.00
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	15.06	5.36	13.64	5.36	10.58	5.36	24.9	70.0	27.5	70.0	35.5	70.0	9.70	0.00	8.28	0.00	5.21	0.00
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	4.27	2.58	4.79	2.58	3.93	2.58	42.4	70.0	37.7	70.0	46.0	70.0	1.68	0.00	2.21	0.00	1.34	0.00
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	13.05	2.58	8.34	2.58	5.49	2.58	13.9	70.0	21.7	70.0	32.9	70.0	10.47	0.00	5.76	0.00	2.91	0.00
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	11.62	3.16	18.56	3.16	5.01	3.16	19.0	70.0	11.9	70.0	44.2	70.0	8.46	0.00	15.40	0.00	1.85	0.00
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	11.62	3.16	7.06	3.16	6.48	3.16	19.0	70.0	31.4	70.0	34.2	70.0	8.46	0.00	3.90	0.00	3.31	0.00
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	11.45	3.07	6.09	3.07	5.01	3.07	18.8	70.0	35.3	70.0	43.0	70.0	8.38	0.00	3.02	0.00	1.93	0.00
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	21.68	3.07	16.31	3.07	5.51	3.07	9.9	70.0	13.2	70.0	39.1	70.0	18.61	0.00	13.24	0.00	2.43	0.00
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	6.43	2.99	5.41	2.99	4.03	2.99	32.5	70.0	38.6	70.0	51.9	70.0	3.45	0.00	2.43	0.00	1.04	0.00
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	11.55	2.99	5.73	2.99	5.07	2.99	18.1	70.0	36.5	70.0	41.3	70.0	8.56	0.00	2.74	0.00	2.08	0.00
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	4.50	3.19	9.41	3.19	4.18	3.19	49.6	70.0	23.7	70.0	53.4	70.0	1.31	0.00	6.22	0.00	0.99	0.00
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	6.19	3.19	4.57	3.19	4.76	3.19	36.0	70.0	48.9	70.0	46.9	70.0	3.00	0.00	1.38	0.00	1.57	0.00
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	14.03	2.35	8.11	2.35	3.14	2.35	11.7	70.0	20.3	70.0	52.5	70.0	11.67	0.00	5.76	0.00	0.79	0.00
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	5.80	2.35	3.35	2.35	3.67	2.35	28.4	70.0	49.3	70.0	44.9	70.0	3.44	0.00	0.99	0.00	1.32	0.00
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	0.77	0.70	2.39	0.70	0.90	0.70	63.6	70.0	20.6	70.0	54.5	70.0	0.07	0.00	1.68	0.00	0.20	0.00
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	3.52	0.70	0.84	0.70	1.00	0.70	14.0	70.0	58.4	70.0	49.2	70.0	2.82	0.00	0.14	0.00	0.30	0.00
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	5.10	2.87	12.11	2.87	3.92	2.87	33.8	60.0	14.2	60.0	43.9	60.0	2.23	0.00	9.24	0.00	1.05	0.00
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	14.67	2.87	11.92	2.87	5.56	2.87	11.7	60.0	14.5	60.0	31.0	60.0	11.80	0.00	9.05	0.00	2.69	0.00
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	12.51	1.26	9.05	1.25	2.01	1.26	6.0	59.9	8.3	60.0	37.4	59.9	11.25	0.00	7.79	0.00	0.76	0.00
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	13.93	1.25	5.28	1.25	1.72	1.25	5.4	60.0	14.3	60.0	43.7	60.0	12.67	0.00	4.03	0.00	0.47	0.00
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	37.96	4.18	23.39	4.18	7.37	4.18	7.7	70.0	12.5	70.0	39.6	70.0	33.78	0.00	19.22	0.00	3.20	0.00
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	39.48	4.18	16.59	4.18	5.60	4.18	7.4	70.0	17.6	70.0	52.2	70.0	35.30	0.00	12.42	0.00	1.42	0.00
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	9.16	1.52	7.18	1.52	2.40	1.52	11.6	70.0	14.9	70.0	44.5	70.0	7.64	0.00	5.66	0.00	0.87	0.00
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	7.98	1.52	6.98	1.52	2.59	1.52	13.4	70.0	15.3	70.0	41.1	70.0	6.45	0.00	5.46	0.00	1.07	0.00
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	10.96	4.89	11.53	4.89	6.91	4.89	31.2	70.0	29.7	70.0	49.6	70.0	6.07	0.00	6.63	0.00	2.02	0.00
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	9.62	4.89	8.57	4.89	8.39	4.89	35.6	70.0	40.0	70.0	40.8	70.0	4.72	0.00	3.67	0.00	3.50	0.00
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	7.38	2.81	10.40	2.81	5.15	2.81	26.7	70.0	18.9	70.0	38.2	70.0	4.57	0.00	7.59	0.00	2.34	0.00
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	7.05	2.81	4.01	2.81	4.07	2.81	27.9	70.0	49.1	70.0	48.3	70.0	4.24	0.00	1.19	0.00	1.26	0.00
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	7.99	3.72	6.68	3.72	4.73	3.72	32.6	70.0	39.0	70.0	55.0	70.0	4.27	0.00	2.96	0.00	1.01	0.00
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	13.31	3.72	5.11	3.72	5.05	3.72	19.5	70.0	50.9	70.0	51.5	70.0	9.60	0.00	1.39	0.00	1.33	0.00
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	9.13	0.85	16.69	0.85	0.64	0.85	3.2	35.0	1.8	35.0	46.7	35.0	8.28	0.00	15.85	0.00	0.00	0.00
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	12.98	0.66	12.98	0.66	0.81	0.66	2.3	45.0	2.3	45.0	36.4	45.0	12.33	0.00	12.33	0.00	0.15	0.00
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	1.03	0.78	2.13	0.78	1.18	0.78	24.1	32.0	11.7	32.0	21.1	32.0	0.26	0.00	1.35	0.00	0.40	0.00
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	3.83	0.78	1.54	0.78	1.05	0.78	6.5	32.0	16.2	32.0	23.6	32.0	3.06	0.00	0.76	0.00	0.28	0.00
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	1.22	0.79	2.87	0.79	1.41	0.79	20.5	32.0	8.8	32.0	17.8	32.0	0.44	0.00	2.08	0.00	0.62	0.00
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	3.08	0.79	1.49	0.79	1.27	0.79	8.2	32.0	16.8	32.0	19.9	32.0	2.30	0.00	0.71	0.00	0.48	0.00
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	3.64	0.97	6.53	0.97	1.48	0.97	8.3	31.1	4.6	31.1	20.5	31.1	2.66	0.00	5.56	0.00	0.50	0.00
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	16.94	0.95	7.73	0.95	1.78	0.95	1.8	32.0	3.9	32.0	17.0	32.0	15.99	0.00	6.79	0.00	0.83	0.00
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1.38	0.89	17.59	0.89	1.76	0.89	45.4	70.0	3.6	70.0	35.5	70.0	0.48	0.00	16.70	0.00	0.87	0.00
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	4.02	0.89	1.71	0.89	1.58	0.89	15.5	70.0	36.5	70.0	39.6	70.0	3.12	0.00	0.82	0.00	0.68	0.00
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	3.55	3.17	8.11	3.17	5.01	3.17	62.4	70.0	27.3	70.0	44.3	70.0	0.39	0.00	4.94	0.00	1.84	0.00
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	19.92	3.17	7.62	3.17	5.46	3.17	11.1	70.0	29.1	70.0	40.6	70.0	16.76	0.00	4.45	0.00	2.29	0.00
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	18.93	2.86	3.89	2.86	4.52	2.86	10.6	70.0	51.6	70.0	44.3	70.0	16.07	0.00	1.02	0.00	1.66	0.00
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	7.58	2.86	17.73	2.86	4.41	2.86	26.4	70.0	11.3	70.0	45.4	70.0	4.72	0.00	14.86	0.00	1.55	0.00
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	16.05	1.81	6.74	1.81	2.78	1.81	7.9	70.0	18.8	70.0	45.7	70.0	14.24	0.00	4.93	0.00	0.96	0.00
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	10.02	1.81	10.69	1.81	2.69	1.81	12.7	70.0	11.9	70.0	47.2	70.0	8.20	0.00	8.88	0.00	0.87	0.00
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	14.03	2.91	15.78	2.91	4.42	2.91	14.5	70.0	12.9	70.0	46.1	70.0	11.12	0.00	12.87	0.00	1.51	0.00
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	52.41	2.91	22.58	2.91	4.51	2.91	3.9	70.0	9.0	70.0	45.2	70.0	49.50	0.00	19.67	0.00	1.60	0.00
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	12.26	1.37	8.42	1.37	2.59	1.37	7.8	70.0	11.4	70.0	37.1	70.0	10.88	0.00	7.04	0.00	1.21	0.00
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	7.33	1.37	8.59	1.37	2.10	1.37	13.1	70.0	11.2	70.0	45.7	70.0	5.96	0.00	7.22	0.00	0.73	0.00
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	32.97	1.60	20.71	1.60	2.72	1.60	3.4	70.0	5.4	70.0	41.2	70.0	31.36	0.00	19.11	0.00	1.12	0.00
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	10.06	1.60	19.34	1.60	2.39	1.60	11.1	70.0	5.8	70.0	47.0	70.0	8.45	0.00	17.74	0.00	0.79	0.00
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	16.77	1.29	6.31	1.29	2.31	1.29	5.4	70.0	14.3	70.0	39.0	70.0	15.48	0.00	5.02	0.00	1.02	0.00
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	4.16	1.29	9.26	1.29	1.66	1.29	21.7	70.0	9.7	70.0	54.2	70.0	2.87	0.00	7.97	0.00	0.38	0.00
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	3.56	0.37	2.11	0.37	0.85	0.37	7.2	70.0	12.1	70.0	30.0	70.0	3.20	0.00	1.75	0.00	0.49	0.00
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	0.50	0.37	0.71	0.37	0.49	0.37	51.1	70.0	36.3	70.0	52.4	70.0	0.14	0.00	0.34	0.00	0.12	0.00
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	5.92	0.51	3.64	0.51	0.88	0.51	6.0	70.0	9.8	70.0	40.5	70.0	5.41	0.00	3.13	0.00	0.37	0.00
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	3.21	0.51	3.35	0.51	0.76	0.51	11.1	69.7	10.7	70.0	47.1	69.8	2.70	0.00	2.84	0.00	0.25	0.00
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	0.69	0.66	1.76	0.66	0.87	0.66	56.8	60.0	22.4	60.0	45.4	60.0	0.04	0.00	1.10	0.00	0.21	0.00
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	2.20	0.66	0.94	0.66	0.91	0.66	17.9	60.0	41.9	60.0	43.2	60.0	1.55	0.00	0.28	0.00	0.26	0.00
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	2.38	2.55	6.56	2.55	3.79	2.55	74.9	70.0	27.2	70.0	47.0	70.0	0.00	0.00	4.02	0.00	1.24	0.00
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	3.91	2.55	2.95	2.55	3.69	2.55	45.7	70.0	60.4	70.0	48.3	70.0	1.36	0.00	0.41	0.00	1.14	0.00
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	5.89	4.69	12.95	4.69	7.08	4.69	55.8	70.0	25.3	70.0	46.4	70.0	1.20	0.00	8.27	0.00	2.39	0.00
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	11.35	4.69	7.16	4.69	8.20	4.69	28.9	70.0	45.8	70.0	40.0	70.0	6.66	0.00	2.47	0.00	3.51	0.00
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	4.17	3.69	10.97	3.69	5.36	3.69	61.9	70.0	23.6	70.0	48.2	70.0	0.48	0.00	7.27	0.00	1.67	0.00
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	11.80	3.69	6.22	3.69	5.84	3.69	21.9	70.0	41.6	70.0	44.2	70.0	8.11	0.00	2.52	0.00	2.15	0.00
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	5.92	4.58	10.68	4.58	6.90	4.58	54.1	70.0	30.0	70.0	46.4	70.0	1.35	0.00	6.10	0.00	2.32	0.00
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	15.94	4.58	6.53	4.58	8.42	4.58	20.1	70.0	49.1	70.0	38.0	70.0	11.36	0.00	1.95	0.00	3.84	0.00
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	7.00	5.09	6.56	5.09	7.30	5.09	50.9	70.0	54.3	70.0	48.8	70.0	1.91	0.00	1.47	0.00	2.21	0.00
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	9.18	5.09	8.63	5.09	8.39	5.09	38.8	70.0	41.3	70.0	42.5	70.0	4.09	0.00	3.54	0.00	3.30	0.00
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	17.03	3.67	32.28	3.67	3.95	3.67	11.8	55.0	6.2	55.0	51.0	55.0	13.36	0.00	28.61	0.00	0.29	0.00
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	36.77	3.67	28.65	3.67	4.97	3.67	5.5	55.0	7.0	55.0	40.5	55.0	33.11	0.00	24.98	0.00	1.31	0.00
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	3.45	2.66	3.33	2.66	3.93	2.66	54.1	70.0	55.9	70.0	47.4	70.0	0.78	0.00	0.67	0.00	1.27	0.00
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	3.02	2.66	7.07	2.66	3.30	2.66	61.8	70.0	26.4	70.0	56.6	70.0	0.36	0.00	4.41	0.00	0.63	0.00
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	0.76	0.62	0.74	0.62	0.93	0.62	57.4	70.0	58.4	70.0	46.5	70.0	0.14	0.00	0.12	0.00	0.31	0.00
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	0.70	0.62	1.67	0.62	0.90	0.62	61.8	70.0	26.1	70.0	48.2	70.0	0.08	0.00	1.05	0.00	0.28	0.00
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	48.54	4.28	36.23	4.28	6.22	4.28	5.7	65.0	7.7	65.0	44.7	65.0	44.27	0.00	31.95	0.00	1.94	0.00
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	34.59	3.97	44.98	3.97	5.73	3.97	8.0	70.0	6.2	70.0	48.5	70.0	30.62	0.00	41.01	0.00	1.76	0.00
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	3.97	3.04	7.46	3.04	3.55	3.04	53.5	70.0	28.5	70.0	59.9	70.0	0.94	0.00	4.42	0.00	0.51	0.00
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	5.84	3.04	3.74	3.04	4.18	3.04	36.4	70.0	56.8	70.0	50.8	70.0	2.81	0.00	0.71	0.00	1.15	0.00
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	2.78	2.54	10.98	2.54	3.63	2.54	68.4	75.0	17.3	75.0	52.5	75.0	0.24	0.00	8.44	0.00	1.09	0.00
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	3.36	2.54	2.93	2.54	3.03	2.54	56.6	75.0	64.9	75.0	62.8	75.0	0.82	0.00	0.39	0.00	0.49	0.00
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	1.37	1.19	2.84	1.19	1.69	1.19	65.1	75.0	31.4	75.0	52.7	75.0	0.18	0.00	1.65	0.00	0.50	0.00
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	1.58	1.19	1.31	1.19	1.42	1.19	56.5	75.0	67.9	75.0	62.6	75.0	0.39	0.00	0.12	0.00	0.23	0.00
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	4.82	4.42	11.47	4.42	5.53	4.42	68.7	75.0	28.9	75.0	59.9	75.0	0.41	0.00	7.05	0.00	1.11	0.00
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	19.76	4.42	5.57	4.42	5.40	4.42	16.8	75.0	59.5	75.0	61.4	75.0	15.34	0.00	1.15	0.00	0.98	0.00
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	5.37	4.43	12.57	4.43	5.58	4.43	61.9	75.0	26.4	75.0	59.6	75.0	0.94	0.00	8.14	0.00	1.15	0.00
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	10.42	4.43	6.25	4.43	5.34	4.43	31.9	75.0	53.2	75.0	62.2	75.0	5.98	0.00	1.82	0.00	0.91	0.00
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	6.75	3.74	5.39	3.74	4.36	3.74	41.5	75.0	51.9	75.0	64.3	75.0	3.02	0.00	1.66	0.00	0.62	0.00
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	4.81	3.74	11.47	3.74	4.48	3.74	58.2	75.0	24.4	75.0	62.5	75.0	1.08	0.00	7.73	0.00	0.75	0.00
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	10.48	5.25	7.78	5.25	6.33	5.25	37.6	75.0	50.6	75.0	62.3	75.0	5.23	0.00	2.53	0.00	1.07	0.00
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	6.41	5.25	16.55	5.25	6.04	5.25	61.5	75.0	23.8	75.0	65.3	75.0	1.16	0.00	11.30	0.00	0.78	0.00
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	26.33	5.15	9.33	5.15	7.08	5.15	14.7	75.0	41.4	75.0	54.5	75.0	21.19	0.00	4.18	0.00	1.93	0.00
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	7.30	5.15	34.15	5.15	6.55	5.15	52.9	75.0	11.3	75.0	58.9	75.0	2.15	0.00	29.01	0.00	1.40	0.00
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	9.03	3.98	5.28	3.98	5.36	3.98	30.8	70.0	52.7	70.0	51.9	70.0	5.06	0.00	1.31	0.00	1.38	0.00
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	4.67	3.98	10.60	3.98	4.75	3.98	59.6	70.0	26.3	70.0	58.6	70.0	0.70	0.00	6.62	0.00	0.77	0.00
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	2.37	1.29	2.28	1.29	2.21	1.29	38.2	70.0	39.7	70.0	40.8	70.0	1.08	0.00	0.99	0.00	0.92	0.00
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	24.79	1.29	2.69	1.29	1.84	1.29	3.6	70.0	33.6	70.0	49.1	70.0	23.50	0.00	1.40	0.00	0.55	0.00
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	6.39	3.24	5.92	3.24	5.66	3.24	35.4	70.0	38.3	70.0	40.0	70.0	3.16	0.00	2.68	0.00	2.42	0.00
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	27.71	3.24	9.41	3.24	4.44	3.24	8.2	70.0	24.1	70.0	51.0	70.0	24.47	0.00	6.18	0.00	1.20	0.00
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	5.30	4.58	16.95	4.58	8.55	4.58	60.4	70.0	18.9	70.0	37.5	70.0	0.73	0.00	12.37	0.00	3.97	0.00
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	11.36	4.58	5.30	4.58	8.68	4.58	28.2	70.0	60.4	70.0	36.9	70.0	6.78	0.00	0.73	0.00	4.10	0.00
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	6.47	4.51	9.86	4.51	7.67	4.51	48.8	70.0	32.0	70.0	41.1	70.0	1.96	0.00	5.35	0.00	3.17	0.00
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	11.07	4.51	10.30	4.51	8.61	4.51	28.5	70.0	30.6	70.0	36.7	70.0	6.56	0.00	5.80	0.00	4.10	0.00
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	5.64	3.01	7.17	3.01	4.30	3.01	37.3	70.0	29.4	70.0	49.0	70.0	2.64	0.00	4.16	0.00	1.29	0.00
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	5.20	3.01	6.89	3.01	5.30	3.01	40.5	70.0	30.6	70.0	39.7	70.0	2.19	0.00	3.88	0.00	2.29	0.00
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	4.58	3.00	5.60	3.00	4.55	3.00	45.8	70.0	37.5	70.0	46.2	70.0	1.58	0.00	2.60	0.00	1.55	0.00
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	5.22	3.00	5.31	3.00	5.09	3.00	40.2	70.0	39.5	70.0	41.2	70.0	2.22	0.00	2.32	0.00	2.10	0.00
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	9.35	4.79	8.23	4.79	6.44	4.79	35.9	70.0	40.8	70.0	52.1	70.0	4.56	0.00	3.44	0.00	1.65	0.00
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	14.33	4.79	9.52	4.79	6.93	4.79	23.4	70.0	35.2	70.0	48.4	70.0	9.54	0.00	4.73	0.00	2.13	0.00
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	0.96	0.84	1.27	0.84	1.05	0.84	61.5	70.0	46.5	70.0	56.2	70.0	0.12	0.00	0.43	0.00	0.21	0.00
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	17.06	1.31	25.78	1.31	1.08	1.31	3.4	45.0	2.3	45.0	54.4	45.0	15.75	0.00	24.48	0.00	0.00	0.00
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	3.17	2.71	6.57	2.71	3.28	2.71	59.8	70.0	28.9	70.0	57.9	70.0	0.46	0.00	3.86	0.00	0.57	0.00
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	7.70	2.71	4.98	2.71	3.88	2.71	24.6	70.0	38.1	70.0	48.9	70.0	4.99	0.00	2.27	0.00	1.17	0.00
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	3.75	0.97	1.59	0.97	1.54	0.97	18.1	70.0	42.8	70.0	44.0	70.0	2.78	0.00	0.62	0.00	0.57	0.00
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	1.12	0.97	2.57	0.97	1.34	0.97	60.7	70.0	26.4	70.0	50.7	70.0	0.15	0.00	1.60	0.00	0.37	0.00
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	4.61	3.34	5.82	3.34	5.82	3.34	50.8	70.0	40.2	70.0	40.2	70.0	1.26	0.00	2.48	0.00	2.48	0.00
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	6.84	3.45	5.10	3.35	5.87	3.55	34.2	67.9	45.8	69.8	39.9	66.0	3.50	0.10	1.76	0.01	2.53	0.20
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	16.45	4.90	9.25	4.90	9.66	4.94	20.9	70.0	37.1	70.0	35.5	69.5	11.55	0.00	4.35	0.00	4.76	0.04
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	19.05	4.91	13.67	4.90	8.51	5.32	18.0	70.0	25.1	70.0	40.4	64.6	14.14	0.00	8.76	0.00	3.60	0.41
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	11.42	1.90	7.40	1.90	2.72	1.90	10.0	60.0	15.4	60.0	41.9	60.0	9.52	0.00	5.49	0.00	0.82	0.00
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	17.63	2.43	7.89	1.64	2.62	2.76	6.5	47.1	14.5	69.6	43.6	41.3	15.99	0.80	6.26	0.01	0.99	1.13
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	24.27	2.30	12.76	2.30	3.22	2.30	5.7	60.0	10.8	60.0	42.9	60.0	21.97	0.00	10.46	0.00	0.92	0.00
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	35.51	3.01	10.40	2.32	3.29	3.42	3.9	45.8	13.3	59.6	41.9	40.4	33.21	0.71	8.10	0.02	0.99	1.12
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	4.22	0.53	8.40	0.53	0.66	0.53	7.5	60.0	3.8	60.0	47.9	60.0	3.69	0.00	7.87	0.00	0.13	0.00
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	14.94	0.53	3.03	0.53	0.90	0.53	2.1	60.0	10.5	60.0	35.3	60.0	14.41	0.00	2.50	0.00	0.37	0.00
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	2.59	2.08	3.26	2.08	3.58	2.08	37.8	47.0	30.1	47.0	27.3	47.0	0.51	0.00	1.17	0.00	1.49	0.00
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	2.74	2.08	2.87	2.08	3.43	2.08	35.7	47.0	34.1	47.0	28.6	47.0	0.66	0.00	0.78	0.00	1.34	0.00
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	2.83	2.00	6.18	2.00	3.40	2.00	31.6	44.8	14.5	44.8	26.3	44.8	0.84	0.00	4.19	0.00	1.40	0.00
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	3.97	2.00	3.61	2.00	3.30	2.00	22.5	44.8	24.8	44.8	27.1	44.8	1.97	0.00	1.61	0.00	1.30	0.00
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2.60	2.24	4.07	2.24	3.33	2.24	34.8	40.4	22.2	40.4	27.2	40.4	0.36	0.00	1.83	0.00	1.09	0.00
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	3.75	2.24	3.21	2.24	3.42	2.24	24.1	40.4	28.1	40.4	26.4	40.4	1.52	0.00	0.98	0.00	1.18	0.00
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	2.54	1.69	5.22	1.69	2.93	1.69	26.8	40.4	13.1	40.4	23.3	40.4	0.86	0.00	3.53	0.00	1.24	0.00
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	6.71	1.69	4.37	1.69	3.01	1.69	10.2	40.4	15.6	40.4	22.7	40.4	5.02	0.00	2.69	0.00	1.32	0.00
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	7.02	0.91	3.63	0.91	1.44	0.91	6.5	50.0	12.5	50.0	31.6	50.0	6.11	0.00	2.73	0.00	0.53	0.00
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	4.13	0.91	4.53	0.91	1.31	0.91	11.0	50.0	10.0	50.0	34.5	50.0	3.23	0.00	3.62	0.00	0.41	0.00
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	4.07	1.47	1.99	1.47	2.72	1.47	14.5	40.0	29.5	40.0	21.7	40.0	2.60	0.00	0.52	0.00	1.25	0.00
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	1.79	1.47	7.91	1.47	2.59	1.47	32.9	40.0	7.4	40.0	22.8	40.0	0.32	0.00	6.44	0.00	1.12	0.00

Corridor	Segment Definition									2028 With Games														
										2028 With Games VMT														
	GP_ID	ML_ID	Route	Freeway Segment	Direction	District	PM [from]	PM [to]	Length	AM_GP_Auto	AM_GP_Games	AM_GP_Truck	AM_GP_TotalVehicles	AM_GL_Auto	PM_GP_Auto	PM_GP_GF	PM_GP_Truck	PM_GP_TotalVehicles	PM_GL_Auto	Daily_GP_Auto	Daily_GP_GF	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GL_Auto
NB405	GP1	ML1	405	Beach Blvd to SR-22	NB	12	16.545	20.822	4.277	27,775	3,878	1,017	32,670	360	27,441	3,794	947	32,183	360	555,833	115,904	20,788	692,525	10,106
SB405	GP2	ML2	405	Beach Blvd to SR-22	SB	12	16.545	20.822	4.277	19,340	1,027	708	21,076	360	25,180	2,340	968	28,488	360	431,877	44,102	16,152	492,131	10,106
NB405	GP3	ML3	405	SR-22 to I-605	NB	12	20.822	23.504	2.682	23,514	3,433	701	27,647	249	25,684	3,187	747	29,618	249	495,994	100,881	14,880	611,755	6,977
SB405	GP4	ML4	405	SR-22 to I-605	SB	12	20.822	23.504	2.682	26,292	1,593	770	28,655	247	23,495	2,054	647	26,195	247	469,986	52,580	14,100	536,666	6,942
NB405	GP5	ML5	405	I-605 to Lakewood Blvd	NB	7	23.504	3.324	3.82	26,410	4,335	1,182	31,926	351	27,835	3,590	1,295	32,720	351	550,752	123,040	24,619	698,411	9,839
SB405	GP6	ML6	405	I-605 to Lakewood Blvd	SB	7	23.504	3.324	3.82	27,375	1,689	1,169	30,232	333	26,383	1,611	1,145	29,139	333	503,504	50,061	22,507	576,072	9,326
NB405	GP7	ML7	405	Lakewood Blvd to I-710	NB	7	3.324	7.596	4.272	31,179	5,124	1,384	37,687	427	31,480	4,758	1,473	37,711	418	641,629	150,592	28,681	820,902	11,906
SB405	GP8	ML8	405	Lakewood Blvd to I-710	SB	7	3.324	7.596	4.272	34,284	2,914	1,468	38,665	620	30,946	2,103	1,436	34,485	443	616,630	79,595	27,563	723,789	15,876
NB405	GP9	ML9	405	I-710 to I-110	NB	7	7.596	12.967	5.371	38,609	5,814	1,726	46,149	844	34,324	6,690	1,535	42,549	1,160	751,860	183,847	32,180	967,887	26,390
SB405	GP10	ML10	405	I-710 to I-110	SB	7	7.596	12.967	5.371	36,417	6,422	1,563	44,403	1,624	29,356	4,090	1,313	34,759	1,254	663,993	169,944	28,419	862,356	42,364
NB405	GP11	ML11	405	I-110 to Rosecrans Ave	NB	7	12.967	19.222	6.255	39,207	4,068	1,465	44,739	647	40,399	5,270	1,517	47,187	615	789,572	134,532	28,740	952,845	17,866
SB405	GP12	ML12	405	I-110 to Rosecrans Ave	SB	7	12.967	19.222	6.255	39,544	9,223	1,477	50,243	663	31,704	4,534	1,198	37,435	631	737,498	230,600	26,845	994,944	18,328
NB405	GP13	ML13	405	Rosecrans Ave to Century Blvd	NB	7	19.222	22.234	3.012	19,353	1,573	702	21,628	336	21,527	2,398	757	24,682	316	400,220	55,636	14,568	470,424	9,255
SB405	GP14	ML14	405	Rosecrans Ave to Century Blvd	SB	7	19.222	22.234	3.012	20,177	5,669	762	26,609	343	13,286	2,701	502	16,489	323	358,691	140,888	13,056	512,635	9,454
NB405	GP15	ML15	405	Century Blvd to SR-90	NB	7	22.234	25.923	3.689	16,882	2,031	515	19,429	504	28,785	2,254	878	31,917	480	455,883	63,387	13,494	532,764	13,931
SB405	GP16	ML16	405	Century Blvd to SR-90	SB	7	22.234	25.923	3.689	27,178	7,085	829	35,092	504	22,821	3,302	692	26,815	480	524,791	175,337	15,534	715,662	13,931
NB405	GP17	ML17	405	SR-90 to I-10	NB	7	25.923	29.51	3.587	26,982	911	752	28,645	531	23,395	1,859	657	25,911	497	467,109	36,944	13,079	517,132	14,612
SB405	GP18	ML18	405	SR-90 to I-10	SB	7	25.923	29.51	3.587	33,718	5,175	971	39,864	533	15,653	2,362	422	18,437	498	479,321	127,565	13,421	620,307	14,643
NB405	GP19	ML19	405	I-10 to Sunset Blvd	NB	7	29.51	32.995	3.485	26,535	804	951	28,289	848	16,130	1,081	578	17,789	795	382,402	26,979	13,231	422,612	23,334
SB405	GP20	ML20	405	I-10 to Sunset Blvd	SB	7	29.51	32.995	3.485	28,766	3,693	1,031	33,490	851	17,528	1,812	611	19,950	797	443,080	92,298	15,331	550,709	23,393
NB405	GP21	ML21	405	Sunset Blvd to Skirball Center Dr	NB	7	32.995	36.716	3.721	27,428	828	982	29,238	366	22,724	1,040	787	24,551	356	454,999	27,052	15,743	497,795	10,172
SB405	GP22	ML22	405	Sunset Blvd to Skirball Center Dr	SB	7	32.995	36.716	3.721	14,403	3,583	516	18,502	368	22,783	1,570	794	25,146	358	381,879	87,670	13,213	482,762	10,234
NB405	GP23	ML23	405	Skirball Center Dr to US-101	NB	7	36.716	39.463	2.747	16,305	191	584	17,080	240	13,944	163	500	14,606	236	267,956	5,468	9,271	282,695	6,702
SB405	GP24	ML24	405	Skirball Center Dr to US-101	SB	7	36.716	39.463	2.747	15,621	2,135	560	18,317	242	16,728	821	600	18,148	238	312,077	51,092	10,798	373,967	6,748
NB405	GP25	ML25	405	US-101 to Burbank Blvd	NB	7	39.463	40.284	0.821	3,513	58	115	3,686	25	3,936	54	114	4,104	25	67,369	1,714	2,196	71,280	704
SB405	GP26	ML26	405	US-101 to Burbank Blvd	SB	7	39.463	40.284	0.821	2,174	288	73	2,536	28	3,133	128	106	3,367	28	51,559	7,075	1,681	60,315	796
EB101	GP27	ML27	101	I-10 to SR-110	EB	7	S1.268	1.604	2.872	13,221	1,162	820	15,203	500	13,145	1,195	2,778	17,118	481	254,043	35,324	8,866	298,233	13,868
WB101	GP28	ML28	101	I-10 to SR-110	WB	7	S1.268	1.604	2.872	10,785	267	390	11,442	490	12,870	1,268	465	14,603	475	226,395	18,081	7,901	252,378	13,612
EB101	GP29	ML29	101	SR-110 to Alvarado St	EB	7	1.604	2.858	1.254	6,978	695	239	7,912	127	7,954	788	272	9,015	120	146,452	21,863	4,848	173,163	3,507
WB101	GP30	ML30	101	SR-110 to Alvarado St	WB	7	1.604	2.858	1.254	8,497	156	291	8,944	126	5,424	601	186	6,210	129	126,809	9,166	4,197	140,173	3,568
EB101	GP31	ML31	101	SR-170 to I-405	EB	7	11.966	16.837	4.871	39,255	1,092	1,734	42,081	288	36,205	1,580	2,213	39,999	275	688,215	37,768	29,111	755,094	7,965
WB101	GP32	ML32	101	SR-170 to I-405	WB	7	11.966	16.837	4.871	41,177	625	1,819	43,621	236	31,958	1,496	1,412	34,865	223	656,091	27,558	27,753	711,401	6,507
EB101	GP33	ML33	101	I-405 to Hayvenhurst Ave	EB	7	16.837	18.615	1.778	14,297	959	824	16,080	113	15,034	787	867	16,687	113	275,564	27,142	15,018	317,724	3,176
WB101	GP34	ML34	101	I-405 to Hayvenhurst Ave	WB	7	16.837	18.615	1.778	14,857	300	856	16,013	100	12,060	714	695	13,469	100	244,327	13,186	13,316	270,829	2,804
NB134	GP35	ML35	134	SR-170 to I-5	NB	7	0	R5.706	5.706	37,363	601	2,077	40,041	159	24,288	1,765	1,641	27,695	143	552,562	29,775	29,341	611,678	4,312
SB134	GP36	ML36	134	SR-170 to I-5	SB	7	0	R5.706	5.706	33,451	2,393	1,821	37,665	151	30,212	3,012	1,694	34,918	136	607,962	78,262	32,283	718,508	4,107
NB134	GP37	ML37	134	I-5 to SR-2	NB	7	R5.706	R8.987	3.281	20,138	65	905	21,107	78	18,274	338	821	19,433	71	341,521	4,699	14,685	360,905	2,126
SB134	GP38	ML38	134	I-5 to SR-2	SB	7	R5.706	R8.987	3.281	21,886	153	955	22,995	71	16,550	948	736	18,234	64	344,514	12,590	14,814	371,918	1,923
NB134	GP39	ML39	134	SR-2 to I-210	NB	7	R8.987	R13.323	4.336	28,061	75	764	28,900	93	27,691	241	754	28,686	87	495,759	3,932	13,138	512,829	2,567
SB134	GP40	ML40	134	SR-2 to I-210	SB	7	R8.987	R13.323	4.336	32,676	232	831	33,739	106	25,534	356	679	26,570	132	512,044	8,228	13,569	533,842	3,207
EB210	GP41	ML41	210	SR-134 to Mountain St	EB	7	R24.070	R24.564	0.494	1,809	1	85	1,896	2	2,060	1	97	2,157	2	34,533	31	1,551	36,114	44
WB210	GP42	ML42	210	SR-134 to Mountain St	WB	7	R24.070	R24.564	0.494	1,992	2	119	2,113	2	2,306	16	87	2,408	4	38,553	205	1,731	40,489	74
NB2	GP43	ML43	2	US-101 to Sunset Blvd	NB	7	12.762	13.177	0.415	321	7	14	342	9	545	21	23	590	11	8,192	351	338	8,882	275
SB2	GP44	ML44	2	US-101 to Sunset Blvd	SB	7	12.762	13.177	0.415	724	5	31	761	11	485	13	21	519	11	10,591	225	437	11,253	310
NB2	GP45	ML45	2	Sunset Blvd to Glendale Blvd	NB	7	13.177	13.596	0.419	344	7	15	366	9	454	22	20	495	12	7,461	366	308	8,135	277
SB2	GP46	ML46	2	Sunset Blvd to Glendale Blvd	SB	7	13.177	13.596	0.419	611	1	26	639	11	409	8	18	434	11	8,876	102	367	9,344	313
NB2	GP47	ML47	2	Alvardo St to Allesandro St	NB	7	13.596	14.101	0.505	926	18	40	984	11	1,301	45	56	1,402	14	20,720	803	856	22,378	334
SB2	GP48	ML48	2	Alvardo St to Allesandro St	SB	7	13.596	14.101	0.505	1,613	2	70	1,685	14	1,139	10	49	1,198	13	23,921	145	988	25,054	377
NB2	GP49	ML49	2	Allesandro St to I-5	NB	7	14.101	15.142	1.041	1,530	42	44	1,616	28	2,598	102	74	2,774	34	39,089	1,873	1,087	42,048	845
SB2	GP50	ML50	2	Allesandro St to I-5	SB	7	14.101	15.142	1.041	3,040	7	87	3,134	23	2,319	65	66	2,450	21	47,278	794	1,314	49,386	621
NB2	GP51	ML51	2	I-5 to SR-134	NB	7	15.142	R18.837	3.695	12,872	219	288	13,379	100	23,423	554	729	24,706	122	340,467	9,955	7,456	357,879	2,999
SB2	GP52	ML52	2	I-5 to SR-134	SB	7	15.142	R18.837	3.695	23,098	522	517	24,138	81	20,319	789	455	21,563	74	392,778	18,401	8,602	419,781	2,206
EB10	GP53	ML53	10	PCH to 20th St	EB	7	0	R3.339	3.339	15,704	849	406	16,959	75	8,247	693	213	9,153	75	216,734	23,997	5,462	246,193	2,107
WB10	GP54	ML54	10	PCH to 20th St	WB	7	0	R3.339	3.339	12,954	301	335	13,590	250	15,584	390	403	16,377	75	261,700	9,957	6,595	278,252	5,514
EB10	GP55	ML55	10	20th St to I-405	EB	7	R3.339	R5.454	2.115	14,095	841	280	15,216	48	5,925	654	118	6,697	48	180,681	23,445	3,523	207,649	1,335
WB10	GP56	ML56	10	20th St to I-405	WB	7	R3.339	R5.454	2.115	14,248	697	283	15,229	159	15,468	428	308	16,204	48	273,929	18,292	5,342	297,562	3,493
EB10	GP57	ML57	10	I-405 to La Cienega Blvd	EB	7	R5.454	R8.849	3.395	27,648	1,350	967	29,965	412	14,884	1,832	521	17,237	381	390,223	45,474	13,190	448,887	11,283
WB10	GP58	ML58	10	I-405 to La Cienega Blvd	WB	7	R5.454	R8.849	3.395	26,193	1,556	916	28,665	594	25,171	930	881	26,981	385	474,456	40,552	16,037	531,044	14,861
EB10	GP59	ML59	10	La Cienega Blvd to La Brea Ave	EB	7	R8.849	R10.450	1.601	12,380	1,003	433	13,816	211	9,329	1,120	326	10,776	190	207,437	31,368	7,011	245,817	5,738
WB10	GP60	ML60	10	La Cienega Blvd to La Brea Ave	WB	7	R8.849	R10.450	1.601	6,962	727	244	7,933	297	12,386	625	433	13,445	192	189,261	20,871	6,397	216,529	7,426
EB10	GP61	ML61	10	La Brea Ave to Arlington Ave	EB	7	R10.450	R12.318	1.868	16,263	1,236	569	18,068	244	13,354	1,365	467	15,186	219	281,801	38,513	9,525	329,838	6,639
WB10	GP62	ML62	10	La Brea Ave to Arlington Ave	WB	7	R10.450	R12.318	1.868	9,814	887	343	11,044	345	18,251	849	638	19,739	222	273,321	26,330	9,238	308,889	8,609
EB10	GP63	ML63	10	Arlington Ave to Vermont Ave	EB	7	R12.318	R13.822	1.504	9,680	948	339	10,967	192	7,011	981	245	8,237	172	161,679	28,875	5,465	196,019	5,218
WB10	GP64	ML64	10	Arlington Ave to Vermont Ave	WB	7	R12.318	R13.822	1.504	7,796	637	273	8,705	273	10,888	654	381	11,924	174	180,294	19,354	6,094	205,741	6,796
EB10	GP65	ML65	10	Vermont Ave to Hoover St	EB	7	R13.822	R14.249	0.427	2,781	291	93	3,166	55	2,141	312	66	2,518	49	48,162	8,977	1,628	58,767	1,481
WB10	GP66	ML66	10	Vermont Ave to Hoover St	WB	7	R13.822	R14.249	0.427	2,212	185	76	2,473	77	2,458	207	86	2,751	49	45,086	5,795	1,524	52,405	1,929
EB10	GP67	ML67	10	Hoover St to I-110	EB	7	R14.249	14.845	0.596	2,799	235	98	3,132	85	2,025	228	71	2,324	79	45,872	7,008	1,550	54,431	2,334
WB10	GP68	ML68	10	Hoover St to I-110	WB	7	R14.249	14.845	0.596	3,401	42	158	3,601	257	3,389	61	175	3,625	115	60,981	1,450	2,061	64,492	5,981
EB10	GP69	ML69	10	US-101 to I-5	EB	7	S0.000	S0.656	0.656	1,308	119	81	1,507	109	2,351	141	297	2,790	104	35,903	3,802	880	40,584	3,014
WB10	GP70	ML70	10	US-101 to I-5	WB	7	S0.000	S0.656	0.656	1,615	56	164	1,835	108	1,924	297	205	2,426	104	35,063	4,105	859	40,028	2,998
EB10	GP71	ML71	10	I-5 to I-710	EB	7	18.411	21.383	2.972	8,583	1,210	310	10,103	493	15,881	1,633	574	18,088	473	250,467	40,678	8,741	299,886	13,657
WB10	GP72	ML72	10	I-5 to I-710	WB	7	18.411	21.383	2.972	17,965	611	1,142	19,718	489	11,246	2,926	407	14,579	473	284,610	41,627	9,933	336,170	13,583
EB10	GP73	ML73	10	I-710 to Rosemead Blvd	EB	7	21.383	26.852	5.469	23,794	623	756	25,173	822	25,569	3,470	1,474	30,513	795	478,210	47,328	14,729	540,266	22,815
WB10	GP74	ML74	10	I-710 to Rosemead Blvd	WB	7	21.383	26.852	5.469	32,416	1,973	1,881	36,270	819	28,368	6,574	1,432	36,375	801	613,953	105,589	18,910	738,452	22,819
EB10	GP75	ML75	10	Rosemead Blvd to I-605	EB	7	26.852	31.158	4.306	19,267	357	672	20,296	532	15,465	2,650	1,078	19,193	526	332,111	33,766	11,192	377,069	14,874
WB10	GP76	ML76	10	Rosemead Blvd to I-605	WB	7	26.852	31.158	4.306	28,109	947	1,607	30,664	534	24,598	4,418	1,331	30,347	534	513,671	63,354	17,311	594,335	14,986
EB10	GP77	ML77	10	I-605 to Azusa Ave	EB	7	31.158	36.496	5.338	28,581	943	2,198	31,721	660	30,005	3,888	3,547	37,440	652	566,033	57,941	40,415	664,389	18,439
WB10	GP78	ML78	10	I-605 to Azusa Ave	WB	7	31.158	36.496	5.338	25,000	3,179	1,922	30,101	662	29,173	5,565	2,243	36,981	662	564,139	119,667	40,279	724,085	18,578
EB10	GP79	ML79	10	Azusa Ave to SR-57	EB	7	36.496	42.432	5.936	31,835	939	2,682	35,457	734	34,658	4,066	4,043	42,767	725	639,352	59,670	50,125	749,148	20,505
WB10	GP80	ML80	10	Azusa Ave to SR-57	WB	7	36.496	42.432	5.936	31,416	2,946	2,673	37,035	737	33,167	5,537	2,821	41,525	737	651,363	114,708	51,067	817,138	20,659
NB71	GP81	ML81	71	SR-91 to Euclid Ave	NB	8	R2.977	R7.992	3.36	9,425	114	661	10,200	115	11,382	10	798	12,190	115	187,296	2,380	12,268	201,945	3,216
SB71	GP82	ML82	71	SR-91 to Euclid Ave	SB	8	R2.977	R7.992	3.36	9,276	90	650	10,016	108	9,233	64	647	9,944	108	165,012	2,437	10,808	178,258	3,021
NB71	GP83	ML83	71	Euclid Ave to Central Ave	NB	8	R7.992	R4.883	3.109	7,890	118	536	8,544	135	8,601	56	709	9,366	135	148,168	2,931	9,423	160,522	3,782
SB71	GP84	ML84	71	Euclid Ave to Central Ave	SB	8	R7.992	R4.883	3.109	5,138	68	349	5,555	112	5,719	72	579	6,371	109	97,964	2,091	6,230	106,285	3,115
NB71	GP85	ML85	71	Central Ave to SR-60	NB	8	R4.883	R4.159	0.724	2,506	55	181	2,741	29	2,531	67	183	2,781	29	45,678	1,772	3,074	50,525	816
SB71	GP86	ML86	71	Central Ave to SR-60	SB	8	R4.883	R4.159	0.724	1,787	18	129	1,934	22	2,317	36	189	2,542	21	37,421	730	2,518	40,669	608
NB71	GP87	ML87	71	SR-60 to I-10	NB	7	R4.159	R0.616	4.636	14,261	4	1,095	15,360	186	13,247	265	1,017	14,529	186	244,853	2,748	17,458	265,059	5,224
SB71	GP88	ML88	71	SR-60 to I-10	SB	7	R4.159	R0.616	4.636	13,774	23	1,058	14,855	141	11,687	163	897	12,747	134	224,632	2,090	16,016	242,738	3,892
EB91	GP89	ML89	91	SR-71 to I-15	EB	8	R2.108	R7.446	3.543	20,456	524	1,424	22,404	263	21,530	132	1,499	23,161	263	378,007	11,837	24,608	414,453	7,363
WB91	GP90	ML90	91	SR-71 to I-15	WB	8	R2.108	R7.446	3.543	19,617	1,974	1,366	22,957	262	22,164	757	1,543	24,463	262	395,285	47,218	25,733	468,236	7,335
NB15	GP91	ML91	15	Temecula Pkwy to Winchester Rd	NB	8	3.459	6.629	3.17	11,271	103	662	12,036	108	12,125	102	712	12,939	108	209,755	3,083	11,641	224,479	3,025
SB15	GP92	ML92	15	Temecula Pkwy to Winchester Rd	SB	8	3.459	6.629	3.17	14,629	39	860	15,528	96	11,255	70	661	11,986	96	226,081	1,488	12,547	240,116	2,699
NB15	GP93	ML93	15	Winchester Rd to I-215	NB	8	6.629	8.114	1.485	6,140	85	607	6,833	73	7,820	86	773	8,680	73	126,948	2,566	11,425	140,940	2,054
SB15	GP94	ML94	15	Winchester Rd to I-215	SB	8	6.629	8.114	1.485	7,376	37	730	8,143	68	5,551	70	549	6,170	68	113,240	1,453	10,192	124,885	1,902
NB15	GP95	ML95	15	I-215 to Clinton Keith Rd	NB	8	8.114	13.636	5.522	13,127	372	1,378	14,877	272	20,132	191	2,113	22,436	272	307,066	9,379	29,171	345,616	7,638
SB15	GP96	ML96	15	I-215 to Clinton Keith Rd	SB	8	8.114	13.636	5.522	22,143	197	2,324	24,664	252	15,640	60	1,642	17,341	252	328,838	4,547	31,240	364,625	7,071
NB15	GP97	ML97	15	Clinton Keith Rd to Diamond Dr	NB	8	13.636	19.178	5.542	15,368	637	1,613	17,618	273	20,549	403	2,157	23,109	273	332,632	16,824	31,600	381,056	7,666
SB15	GP98	ML98	15	Clinton Keith Rd to Diamond Dr	SB	8	13.636	19.178	5.542	19,765	254	2,075	22,094	253	17,053	104	1,790	18,947	253	325,559	6,145	30,928	362,633	7,097
NB15	GP99	ML99	15	Diamond Dr to Nichols Rd	NB	8	19.178	23.847	4.669	14,980	716	1,757	17,453	230	13,713	507	1,609	15,829	230	262,937	19,451	27,608	309,997	6,458
SB15	GP100	ML100	15	Diamond Dr to Nichols Rd	SB	8	19.178	23.847	4.669	13,351	274	1,566	15,192	213	17,302	144	2,030	19,475	213	279,265	6,939	29,323	315,527	5,979
NB15	GP101	ML101	15	Nichols Rd to Indian Truck Trail	NB	8	23.847	30.413	6.566	20,508	1,125	2,406	24,039	324	20,160	853	2,365	23,378	324	376,535	31,135	39,536	447,206	9,082
SB15	GP102	ML102	15	Nichols Rd to Indian Truck Trail	SB	8	23.847	30.413	6.566	18,360	462	2,154	20,977	300	24,704	316	2,898	27,918	300	394,988	12,453	41,474	448,915	8,408
NB15	GP103	ML103	15	Indian Truck Trail to Cajalco Rd	NB	8	30.413	36.846	6.433	22,780	1,224	2,673	26,677	317	20,567	920	2,413	23,900	317	399,522	33,809	41,950	475,280	8,898
SB15	GP104	ML104	15	Indian Truck Trail to Cajalco Rd	SB	8	30.413	36.846	6.433	19,034	495	2,233	21,762	294	28,509	327	3,345	32,181	294	438,587	13,220	46,052	497,858	8,238
NB15	GP105	ML105	15	Cajalco Rd to SR-91	NB	8	36.846	41.484	4.638	21,609	839	2,295	24,742	229	17,630	806	2,068	20,504	229	357,034	24,932	37,489	419,455	6,415
SB15	GP106	ML106	15	Cajalco Rd to SR-91	SB	8	36.846	41.484	4.638	17,421	367	1,984	19,772	212	14,881	280	1,746	16,906	212	288,436	10,166	30,286	328,887	5,939
EB105	GP107	ML107	105	I-405 to Prairie Ave	EB	7	R2.118	R3.624	1.506	6,339	876	315	7,530	89	4,449	548	239	5,236	84	105,463	23,076	6,001	134,540	2,456
WB105	GP108	ML108	105	I-405 to Prairie Ave	WB	7	R2.118	R3.624	1.506	12,000	262	642	12,905	97	8,132	330	424	8,886	92	178,945	8,576	10,182	197,703	2,684
EB105	GP109	ML109	105	Prairie Ave to I-110	EB	7	R3.624	7.399	3.775	19,494	2,544	851	22,889	313	17,695	1,409	794	19,898	338	360,562	65,193	18,172	443,928	8,996
WB105	GP110	ML110	105	Prairie Ave to I-110	WB	7	R3.624	7.399	3.775	26,538	929	1,292	28,758	391	23,454	890	1,061	25,405	297	454,721	27,570	22,918	505,209	10,166
EB91	GP111	ML111	91	I-110 to I-710	EB	7	R6.344	R11.683	5.339	23,313	3,151	1,787	28,251	811	15,551	4,374	1,192	21,116	589	402,810	107,138	28,680	538,628	20,824
WB91	GP112	ML112	91	I-110 to I-710	WB	7	R6.344	R11.683	5.339	27,058	5,380	2,074	34,512	523	20,642	2,975	1,582	25,199	506	485,691	137,839	34,581	658,111	14,523
EB91	GP113	ML113	91	I-710 to I-605	EB	7	R11.683	16.942	5.259	30,900	2,322	2,589	35,811	782	29,578	3,889	2,478	35,945	571	590,230	85,634	45,625	721,488	20,119
WB91	GP114	ML114	91	I-710 to I-605	WB	7	R11.683	16.942	5.259	26,831	7,331	2,248	36,410	496	33,207	4,510	2,782	40,499	488	639,953	192,395	49,468	881,817	13,844
EB91	GP115	ML115	91	I-605 to Carmenita Rd	EB	7	16.942	R20.453	3.511	20,830	1,606	1,398	23,834	509	21,713	2,525	1,457	25,695	374	414,961	57,570	26,101	498,632	13,116
WB91	GP116	ML116	91	I-605 to Carmenita Rd	WB	7	16.942	R20.453	3.511	18,519	3,722	1,243	23,484	315	17,862	2,055	1,199	21,116	315	370,250	95,315	23,289	488,854	8,832
EB91	GP117	ML117	91	Carmenita Rd to I-5	EB	12	R20.453	R3.669	3.499	16,965	1,575	1,491	20,031	507	19,044	2,507	1,674	23,225	373	358,126	56,767	28,937	443,830	13,072
WB91	GP118	ML118	91	Carmenita Rd to I-5	WB	12	R20.453	R3.669	3.499	18,640	3,434	1,638	23,712	314	18,732	1,827	1,647	22,206	314	375,387	87,254	30,331	492,972	8,802
EB91	GP119	ML119	91	I-5 to SR-57	EB	12	0.505	6.095	5.59	29,444	866	2,912	33,222	725	30,690	1,533	3,035	35,259	510	555,386	32,774	49,985	638,145	18,494
WB91	GP120	ML120	91	I-5 to SR-57	WB	12	0.505	6.095	5.59	34,263	3,662	3,389	41,314	409	30,395	2,514	3,006	35,914	409	620,814	98,726	55,873	775,412	11,475
NB57	GP121	ML121	57	I-10 to Via Verde Dr	NB	7	R7.736	R8.717	0.981	4,627	9	432	5,068	10	5,632	8	546	6,185	10	92,056	250	7,990	100,297	280
SB57	GP122	ML122	57	I-10 to Via Verde Dr	SB	7	R7.736	R8.717	0.981	5,711	15	559	6,285	8	5,643	6	662	6,310	8	100,532	350	8,726	109,608	224
NB57	GP123	ML123	57	Katella Ave to SR-91	NB	12	12.415	15.578	3.163	18,639	107	1,843	20,589	75	18,542	102	1,834	20,477	75	330,634	3,160	29,757	363,550	2,094
SB57	GP124	ML124	57	Katella Ave to SR-91	SB	12	12.415	15.578	3.163	21,123	893	2,139	24,155	243	20,042	699	1,889	22,629	122	376,762	24,935	33,909	435,606	5,777
NB110	GP125	ML125	110	I-405 to SR-91	NB	7	8.756	9.887	1.131	8,203	338	668	9,209	104	5,783	617	507	6,907	170	129,699	12,978	9,766	152,443	3,484
SB110	GP126	ML126	110	I-405 to SR-91	SB	7	8.756	9.887	1.131	4,505	35	386	4,926	269	3,707	119	761	4,588	190	73,184	1,894	5,511	80,589	6,860
NB110	GP127	ML127	110	SR-91 to I-105	NB	7	9.887	13.785	3.898	22,342	1,590	1,769	25,700	704	18,570	2,671	2,226	23,467	921	396,496	58,711	25,852	481,059	21,608
SB110	GP128	ML128	110	SR-91 to I-105	SB	7	9.887	13.785	3.898	24,478	2,816	2,909	30,203	1,915	23,766	3,406	2,855	30,026	1,484	481,666	90,693	31,405	603,764	50,010
NB110	GP129	ML129	110	I-105 to Martin Luther King Jr Blvd	NB	7	13.785	19.507	5.722	19,124	2,908	1,068	23,100	1,180	25,173	4,520	1,979	31,671	1,534	466,404	103,727	20,942	591,073	36,151
SB110	GP130	ML130	110	I-105 to Martin Luther King Jr Blvd	SB	7	13.785	19.507	5.722	39,610	4,299	4,775	48,683	3,076	35,338	4,801	4,036	44,175	2,298	739,150	134,460	33,188	906,798	79,584
NB110	GP131	ML131	110	Martin Luther King Jr Blvd to I-10	NB	7	19.507	21.41	1.903	11,189	424	530	12,142	417	7,289	861	345	8,495	536	170,825	17,150	7,721	195,697	12,720
SB110	GP132	ML132	110	Martin Luther King Jr Blvd to I-10	SB	7	19.507	21.41	1.903	15,048	1,554	1,465	18,067	1,494	8,153	1,750	386	10,288	901	226,729	48,749	10,248	285,726	36,793
NB110	GP133	ML133	110	I-10 to US-101	NB	7	21.41	23.712	2.302	14,147	341	388	14,876	639	7,653	540	210	8,404	677	193,383	12,268	5,163	210,814	18,240
SB110	GP134	ML134	110	I-10 to US-101	SB	7	21.41	23.712	2.302	17,455	1,070	990	19,516	620	8,321	1,054	228	9,603	628	236,249	32,056	6,308	274,613	17,464
NB110	GP135	ML135	110	US-101 to Hill St	NB	7	23.712	24.242	0.53	2,856	64	33	2,953	16	2,145	156	25	2,326	28	45,473	2,845	514	48,831	549
SB110	GP136	ML136	110	US-101 to Hill St	SB	7	23.712	24.242	0.53	2,999	159	34	3,193	12	1,702	174	19	1,896	20	43,060	4,947	487	48,494	403
NB39	GP137	ML137	39	PCH to Adams Ave	NB	12	0	1.631	1.631	964	19	21	1,004	17	1,834	34	40	1,909	17	26,240	718	567	27,525	477
SB39	GP138	ML138	39	PCH to Adams Ave	SB	12	0	1.631	1.631	1,414	7	31	1,453	17	1,330	22	29	1,382	17	24,455	369	528	25,353	477
NB39	GP139	ML139	39	Adams Ave to Ellis Ave	NB	12	1.631	3.122	1.491	1,493	45	20	1,558	16	2,453	47	34	2,534	16	36,832	1,374	497	38,703	436
SB39	GP140	ML140	39	Adams Ave to Ellis Ave	SB	12	1.631	3.122	1.491	2,100	15	29	2,144	16	1,912	40	26	1,979	16	35,803	710	483	36,996	436
NB39	GP141	ML141	39	Ellis Ave to Warner Ave	NB	12	3.122	4.628	1.506	2,113	58	23	2,195	16	3,144	33	34	3,211	16	48,468	1,497	523	50,488	440
SB39	GP142	ML142	39	Ellis Ave to Warner Ave	SB	12	3.122	4.628	1.506	3,385	17	37	3,439	16	2,818	38	31	2,887	16	54,729	730	591	56,050	440
NB39	GP143	ML143	39	Warner Ave to I-405	NB	12	4.628	5.764	1.136	1,847	51	33	1,931	12	2,417	31	44	2,492	12	39,084	1,334	692	41,109	332
SB39	GP144	ML144	39	Warner Ave to I-405	SB	12	4.628	5.764	1.136	2,763	15	50	2,827	12	2,350	31	42	2,423	12	45,176	607	800	46,582	332
NB1	GP145	ML145	1	I-10 to Moomat Ahiko Wy	NB	7	R34.575	35.331	0.756	3,265	68	147	3,480	57	1,431	88	77	1,597	17	40,838	2,254	2,217	45,309	1,249
SB1	GP146	ML146	1	I-10 to Moomat Ahiko Wy	SB	7	R34.575	35.331	0.756	1,682	192	97	1,971	17	2,043	157	117	2,318	17	36,424	5,433	1,978	43,835	477
NB1	GP147	ML147	1	Beach Blvd to Main St	NB	12	23.742	24.723	0.981	2,020	0	21	2,040	20	1,154	0	62	1,217	20	27,080	0	217	27,296	550
SB1	GP148	ML148	1	Beach Blvd to Main St	SB	12	23.742	24.723	0.981	786	0	8	794	20	1,905	0	62	1,967	20	25,095	0	201	25,296	550

Corridor				2028 With Games																								
				2028 With Games Volumes																								
	Route	Direction	Length	AM_GP_Auto	AM_GP_Games	AM_GP_Truck	AM_GP_TotalVehicles	AM_GP_Truck_Percent	AM_GL_Auto	AM_GL_GF_Bus	AM_GL_GETS_Bus	PM_GP_Auto	PM_GP_Games	PM_GP_Truck	PM_GP_TotalVehicles	PM_GP_Truck_Percent	PM_GL_Auto	PM_GL_GF_Bus	PM_GL_GETS_Bus	Daily_GP_Auto	Daily_GP_Games	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GP_Truck_Percent	Daily_GL_Auto	Daily_GL_GF_Bus	Daily_GL_GETS_Bus
NB405	405	NB	47.74	6,780	692	253	7,726	3.27	120	35	1	6,653	757	247	7,657	3.22	123	35	0	131,582	21,491	4,849	157,922	3.07	3,389	1,110	23
SB405	405	SB	47.74	6,814	1,058	249	8,121	3.07	141	41	1	5,844	616	218	6,679	3.27	125	37	0	125,157	27,416	4,579	157,153	2.91	3,815	1,250	23
EB101	101	EB	10.78	6,845	363	336	7,543	4.45	95	85	0	6,714	404	569	7,686	7.40	92	46	0	126,615	11,332	5,368	143,315	3.75	2,646	2,363	0
WB101	101	WB	10.78	6,990	125	311	7,426	4.19	88	31	0	5,783	379	256	6,417	3.99	86	33	0	116,345	6,310	4,934	127,590	3.87	2,459	993	0
NB134	134	NB	13.32	6,432	56	281	6,759	4.16	25	8	0	5,273	176	241	5,690	4.24	23	8	31	104,319	2,883	4,291	111,492	3.85	676	253	296
SB134	134	SB	13.32	6,606	209	271	7,085	3.82	25	8	0	5,426	324	233	5,984	3.90	25	8	31	109,924	7,457	4,553	121,915	3.73	693	235	296
EB210	210	EB	0.494	3,663	2	172	3,837	4.49	3	6	0	4,169	2	196	4,367	4.49	3	6	46	69,904	62	3,139	73,105	4.29	88	196	444
WB210	210	WB	0.494	4,032	5	240	4,278	5.62	4	6	0	4,667	31	175	4,874	3.60	8	6	0	78,043	415	3,504	81,962	4.28	150	196	0
NB2	2	NB	6.075	2,633	48	66	2,747	2.40	26	8	0	4,662	122	149	4,933	3.01	32	15	0	68,466	2,197	1,654	72,316	2.29	778	317	0
SB2	2	SB	6.075	4,788	88	120	4,997	2.41	23	48	0	4,061	146	100	4,307	2.33	21	27	0	79,579	3,237	1,927	84,744	2.27	630	1,331	0
EB10	10	EB	39.52	5,433	277	250	5,960	4.20	118	46	19	4,728	583	330	5,640	5.85	114	52	12	97,026	11,407	4,388	112,822	3.89	3,275	1,496	479
WB10	10	WB	39.52	5,569	373	304	6,246	4.87	142	82	8	5,872	745	297	6,915	4.30	116	48	4	111,883	14,970	4,849	131,702	3.68	3,751	2,301	197
NB71	71	NB	11.83	2,881	25	209	3,115	6.71	39	16	2	3,023	34	229	3,286	6.96	39	16	0	52,920	831	3,569	57,321	6.23	1,102	489	38
SB71	71	SB	11.83	2,534	17	185	2,736	6.75	32	14	2	2,448	28	195	2,672	7.32	31	14	0	44,385	621	3,007	48,013	6.26	899	440	38
EB91	91	EB	26.74	5,307	376	434	6,116	7.09	135	86	1	5,165	559	424	6,148	6.90	100	21	0	100,951	13,153	7,626	121,730	6.26	3,477	2,189	25
WB91	91	WB	26.74	5,420	954	447	6,821	6.56	87	17	1	5,348	547	440	6,335	6.94	86	15	0	107,976	24,634	8,200	140,810	5.82	2,424	507	25
NB15	15	NB	38.03	3,308	134	352	3,794	9.28	48	6	0	3,490	102	374	3,965	9.43	48	6	0	62,391	3,713	6,060	72,164	8.40	1,347	196	0
SB15	15	SB	38.03	3,474	56	366	3,896	9.40	44	6	0	3,547	36	386	3,969	9.71	44	6	0	62,985	1,484	6,102	70,571	8.65	1,245	196	0
EB105	105	EB	5.281	4,892	648	221	5,760	3.83	76	102	55	4,193	370	196	4,759	4.11	80	65	41	88,246	16,714	4,577	109,538	4.18	2,169	2,904	1,422
WB105	105	WB	5.281	7,297	225	366	7,889	4.64	93	36	0	5,981	231	281	6,493	4.33	74	45	0	119,990	6,845	6,268	133,102	4.71	2,433	1,190	0
NB57	57	NB	4.144	5,615	28	549	6,191	8.87	20	6	0	5,833	26	574	6,434	8.93	20	6	0	102,000	823	9,109	111,932	8.14	573	196	0
SB57	57	SB	4.144	6,475	219	651	7,346	8.87	61	54	0	6,198	170	615	6,984	8.81	31	12	0	115,177	6,102	10,288	131,567	7.82	1,448	1,372	0
NB110	110	NB	15.49	5,028	366	288	5,681	5.06	198	116	18	4,301	605	342	5,248	6.51	250	143	14	90,551	13,411	4,517	108,480	4.16	5,988	3,846	474
SB110	110	SB	15.49	6,722	641	682	8,045	8.48	477	287	36	5,230	730	535	6,495	8.24	357	187	27	116,236	20,199	5,627	142,063	3.96	12,341	8,216	948
NB39	39	NB	5.764	1,113	30	17	1,160	1.47	10	0	0	1,709	25	26	1,760	1.50	10	0	0	26,132	854	395	27,381	1.44	292	0	0
SB39	39	SB	5.764	1,676	9	25	1,711	1.49	10	0	0	1,459	23	22	1,504	1.48	10	0	0	27,787	419	417	28,623	1.46	292	0	0
NB1	1	NB	1.737	3,042	39	96	3,178	3.03	44	34	0	1,489	51	80	1,620	4.95	21	6	0	39,190	1,298	1,401	41,799	3.35	1,036	856	0
SB1	1	SB	1.737	1,421	111	60	1,592	3.77	21	6	0	2,273	90	103	2,467	4.18	21	6	0	35,417	3,128	1,254	39,799	3.15	591	196	0

Corridor				2028 With Games																	
				2028 With Games Travel Time (Minutes)						2028 With Games Average Speed (MPH)						2028 With Games Delay (Minutes)					
	Route	Direction	Length	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL	AM_GP	AM_GL	PM_GP	PM_GL	Daily_GP	Daily_GL
NB405	405	NB	47.739	93.52	40.92	99.87	40.92	63.73	40.92	30.6	70.0	28.7	70.0	44.9	70.0	52.60	0.00	58.95	0.00	22.81	0.00
SB405	405	SB	47.739	111.87	40.92	81.83	40.92	67.98	40.92	25.6	70.0	35.0	70.0	42.1	70.0	70.95	0.00	40.91	0.00	27.06	0.00
EB101	101	EB	10.775	43.72	9.95	51.83	9.95	15.63	9.95	14.8	65.0	12.5	65.0	41.3	65.0	33.95	0.18	42.06	0.18	5.86	0.18
WB101	101	WB	10.775	68.18	9.95	41.98	9.95	15.39	9.95	9.5	65.0	15.4	65.0	42.0	65.0	58.41	0.18	32.21	0.18	5.62	0.18
NB134	134	NB	13.323	26.50	11.42	27.38	11.42	16.79	11.42	30.2	70.0	29.2	70.0	47.6	70.0	15.08	0.00	15.96	0.00	5.37	0.00
SB134	134	SB	13.323	28.87	11.42	17.13	11.42	17.05	11.42	27.7	70.0	46.7	70.0	46.9	70.0	17.45	0.00	5.71	0.00	5.63	0.00
EB210	210	EB	0.494	9.13	0.85	16.69	0.85	0.64	0.85	3.2	35.0	1.8	35.0	46.7	35.0	8.28	0.00	15.85	0.00	0.00	0.00
WB210	210	WB	0.494	12.98	0.66	12.98	0.66	0.81	0.66	2.3	45.0	2.3	45.0	36.4	45.0	12.33	0.00	12.33	0.00	0.15	0.00
NB2	2	NB	6.075	11.34	7.75	32.55	7.75	13.09	7.75	32.2	47.0	11.2	47.0	27.8	47.0	5.41	1.83	26.62	1.83	7.17	1.83
SB2	2	SB	6.075	42.27	7.72	17.78	7.72	12.95	7.72	8.6	47.2	20.5	47.2	28.2	47.2	36.36	1.81	11.86	1.81	7.03	1.81
EB10	10	EB	39.522	79.58	34.23	104.05	34.23	54.76	34.23	29.8	69.3	22.8	69.3	43.3	69.3	45.62	0.27	70.09	0.27	20.80	0.27
WB10	10	WB	39.522	102.33	34.23	86.02	34.23	51.83	34.23	23.2	69.3	27.6	69.3	45.7	69.3	68.37	0.28	52.07	0.27	17.88	0.28
NB71	71	NB	11.829	21.99	10.92	22.13	10.92	14.97	10.92	32.3	65.0	32.1	65.0	47.4	65.0	10.86	0.00	11.01	0.00	3.84	0.00
SB71	71	SB	11.829	20.72	10.71	43.23	10.71	14.64	10.71	34.3	66.2	16.4	66.2	48.5	66.2	9.92	0.00	32.44	0.00	3.85	0.00
EB91	91	EB	26.741	34.17	22.92	51.47	22.92	33.69	22.92	47.0	70.0	31.2	70.0	47.6	70.0	11.25	0.00	28.55	0.00	10.76	0.00
WB91	91	WB	26.741	48.81	22.92	38.04	22.92	37.94	22.92	32.9	70.0	42.2	70.0	42.3	70.0	25.89	0.00	15.12	0.00	15.02	0.00
NB15	15	NB	38.025	46.97	30.68	60.70	30.68	39.88	30.68	48.6	74.4	37.6	74.4	57.2	74.4	16.30	0.01	30.03	0.01	9.21	0.01
SB15	15	SB	38.025	46.32	30.68	55.08	30.68	36.92	30.68	49.3	74.4	41.4	74.4	61.8	74.4	15.66	0.01	24.41	0.01	6.25	0.01
EB105	105	EB	5.281	8.61	4.53	8.13	4.53	7.84	4.53	36.8	70.0	39.0	70.0	40.4	70.0	4.08	0.00	3.60	0.00	3.31	0.00
WB105	105	WB	5.281	53.62	4.53	10.99	4.53	6.33	4.53	5.9	70.0	28.8	70.0	50.1	70.0	49.09	0.00	6.46	0.00	1.80	0.00
NB57	57	NB	4.144	4.10	3.55	6.60	3.55	4.36	3.55	60.7	70.0	37.7	70.0	57.1	70.0	0.55	0.00	3.05	0.00	0.81	0.00
SB57	57	SB	4.144	17.71	4.32	12.31	4.32	4.81	4.32	14.0	57.5	20.2	57.5	51.7	57.5	13.83	0.44	8.43	0.44	0.93	0.44
NB110	110	NB	15.486	49.34	14.29	37.13	14.30	22.08	14.32	18.8	65.0	25.0	65.0	42.1	64.9	35.46	0.41	23.25	0.42	8.20	0.44
SB110	110	SB	15.486	44.45	15.45	41.10	13.97	22.14	16.29	20.9	60.1	22.6	66.5	42.0	57.0	30.82	1.82	27.47	0.34	8.51	2.66
NB39	39	NB	5.764	10.57	8.02	17.33	8.02	13.29	8.02	32.7	43.1	20.0	43.1	26.0	43.1	2.59	0.05	9.36	0.05	5.32	0.05
SB39	39	SB	5.764	14.96	8.02	13.48	8.02	13.20	8.02	23.1	43.1	25.7	43.1	26.2	43.1	6.99	0.05	5.51	0.05	5.23	0.05
NB1	1	NB	1.737	9.96	2.31	4.96	2.31	3.91	2.31	10.5	45.0	21.0	45.0	26.6	45.0	7.61	0.00	2.61	0.00	1.57	0.00
SB1	1	SB	1.737	4.75	2.31	11.94	2.31	3.64	2.31	22.0	45.0	8.7	45.0	28.6	45.0	2.40	0.00	9.59	0.00	1.29	0.00

Corridor				2028 With Games														
				2028 With Games VMT														
	Route	Direction	Length	AM_GP_Auto	AM_GP_Games	AM_GP_Truck	AM_GP_TotalVehicles	AM_GL_Auto	PM_GP_Auto	PM_GP_GF	PM_GP_Truck	PM_GP_TotalVehicles	PM_GL_Auto	Daily_GP_Auto	Daily_GP_GF	Daily_GP_Truck	Daily_GP_TotalVehicles	Daily_GL_Auto
NB405	405	NB	47.739	323,691	33,047	12,076	368,814	5,729	317,605	36,139	11,783	365,527	5,858	6,281,578	1,025,978	231,470	7,539,026	161,793
SB405	405	SB	47.739	325,291	50,497	11,897	387,685	6,717	278,994	29,428	10,431	318,852	5,991	5,974,887	1,308,809	218,619	7,502,315	182,140
EB101	101	EB	10.775	73,752	3,908	3,617	81,277	1,029	72,339	4,350	6,130	82,819	989	1,364,274	122,097	57,843	1,544,214	28,516
WB101	101	WB	10.775	75,316	1,348	3,356	80,020	953	62,311	4,079	2,758	69,148	926	1,253,622	67,991	53,167	1,374,781	26,491
NB134	134	NB	13.323	85,562	741	3,746	90,049	330	70,253	2,344	3,216	75,813	301	1,389,842	38,405	57,164	1,485,411	9,004
SB134	134	SB	13.323	88,014	2,778	3,607	94,398	328	72,296	4,316	3,109	79,722	332	1,464,520	99,081	60,666	1,624,267	9,238
EB210	210	EB	0.494	1,809	1	85	1,896	2	2,060	1	97	2,157	2	34,533	31	1,551	36,114	44
WB210	210	WB	0.494	1,992	2	119	2,113	2	2,306	16	87	2,408	4	38,553	205	1,731	40,489	74
NB2	2	NB	6.075	15,993	293	401	16,687	158	28,321	744	903	29,968	193	415,929	13,348	10,045	439,322	4,730
SB2	2	SB	6.075	29,088	537	731	30,356	140	24,671	885	609	26,165	129	483,444	19,666	11,708	514,818	3,827
EB10	10	EB	39.522	214,718	10,944	9,884	235,546	4,672	186,846	23,034	13,041	222,921	4,487	3,834,665	450,841	173,436	4,458,942	129,440
WB10	10	WB	39.522	220,100	14,745	12,017	246,863	5,602	232,070	29,462	11,745	273,277	4,570	4,421,825	591,652	191,646	5,205,122	148,233
NB71	71	NB	11.829	34,082	291	2,472	36,846	465	35,761	397	2,707	38,865	465	625,995	9,831	42,224	678,050	13,039
SB71	71	SB	11.829	29,975	199	2,186	32,360	382	28,957	335	2,312	31,604	372	525,028	7,349	35,573	567,950	10,636
EB91	91	EB	26.741	141,908	10,043	11,602	163,553	3,597	138,106	14,961	11,336	164,402	2,679	2,699,520	351,721	203,935	3,255,176	92,988
WB91	91	WB	26.741	144,927	25,503	11,958	182,388	2,318	143,000	14,638	11,759	169,397	2,294	2,887,381	658,745	219,276	3,765,402	64,811
NB15	15	NB	38.025	125,783	5,101	13,391	144,275	1,827	132,696	3,867	14,211	150,774	1,827	2,372,428	141,179	230,421	2,744,028	51,237
SB15	15	SB	38.025	132,081	2,125	13,926	148,132	1,688	134,893	1,371	14,661	150,925	1,688	2,394,995	56,411	232,041	2,683,447	47,331
EB105	105	EB	5.281	25,834	3,420	1,166	30,420	403	22,143	1,957	1,034	25,134	421	466,025	88,269	24,173	578,468	11,452
WB105	105	WB	5.281	38,538	1,191	1,934	41,662	489	31,586	1,220	1,485	34,291	389	633,666	36,147	33,100	702,912	12,850
NB57	57	NB	4.144	23,267	115	2,275	25,657	85	24,174	109	2,380	26,663	85	422,690	3,410	37,747	463,847	2,374
SB57	57	SB	4.144	26,834	908	2,699	30,440	251	25,685	704	2,550	28,940	130	477,294	25,285	42,635	545,214	6,001
NB110	110	NB	15.486	77,861	5,664	4,455	87,980	3,059	66,613	9,365	5,291	81,269	3,866	1,402,280	207,679	69,958	1,679,917	92,751
SB110	110	SB	15.486	104,095	9,932	10,560	124,588	7,387	80,986	11,304	8,285	100,575	5,521	1,800,038	312,800	87,146	2,199,984	191,114
NB39	39	NB	5.764	6,417	173	98	6,688	60	9,848	145	152	10,145	60	150,624	4,922	2,279	157,826	1,685
SB39	39	SB	5.764	9,662	55	147	9,863	60	8,411	132	129	8,671	60	160,164	2,415	2,402	164,981	1,685
NB1	1	NB	1.737	5,285	68	167	5,520	76	2,586	88	139	2,813	37	67,917	2,254	2,434	72,606	1,799
SB1	1	SB	1.737	2,469	192	104	2,765	37	3,948	157	180	4,284	37	61,519	5,433	2,179	69,130	1,027

ATTACHMENT O
SAFETY PERFORMANCE MEASURE

July 28, 2025

For project EA#50320-LA28-Proactive Safety Vehicles:

I. Project location and description:

10 LA-Upgrade 880 LF of median concrete barrier to MASH within the limits of PM (6-12).
101 LA-Upgrade 440 LF of median concrete barrier to MASH within the limits of PM (12-17).
405 LA-Upgrade 880 LF of median concrete barrier to MASH within the limits of PM (26-28).
Prorated ratio for Route 10 = (880/5280)/6=0.03
Prorated ratio for Route 101 = (440/5280)/5=0.02
Prorated ratio for Route 405 = (880/5280)/2=0.09

Data collected:

TASAS Table "B", 60-month data collected for 10/01/2019 thru 09/30/2024

Estimated Project Life:

20 years for Bridge Railing, MGS, Concrete Median Barrier, and 10 years for Delineation and Signs.

II. Performance Measure Calculations (Prorated):

1) Upgrade Concrete Barrier-Route 10 (Combined Prorated).
   a. *(F+SI) Collision Reduction-Annual=4.93x0.03=0.15*
   b. *(F+SI) Collision Reduction-Life of the project=3*
2) Upgrade Concrete Barrier-Route 101 (Combined Prorated).
   c. *(F+SI) Collision Reduction-Annual=4.65x0.02=0.1*
   d. *(F+SI) Collision Reduction-Life of the project=2*
3) Upgrade Concrete Barrier-Route 405 (Combined Prorated).
   e. *(F+SI) Collision Reduction-Annual=2.13x0.09=0.2*
   f. *(F+SI) Collision Reduction-Life of the project=4*

III. Performance Measure Collective Totals:

1. Total (F+SI) Collision Reduction-Vehicles-Annual= 0.45 (Proactive Safety Vehicles-Worst case scenario)
2. Total (F+SI) Collision Reduction-Vehicles-Life of the project= 9 (Proactive Safety Vehicles-Worst case scenario)

Please let me know if you have any questions.
Thanks,
Ashraf

Proactive Safety Performance Measure			
Calculated by	AWH		
Date Calculated	7/28/2025		
Reviewed by	AWH		
Date Reviewed	7/28/2025		
Project Asset Management Tool ID			
EA	50320		
District	7		
Project Location #	Primary	2	3
County	Los Angeles	Los Angeles	Los Angeles
Route	10	101	405
Begin Post Mile	6	12	26
End Post Mile	12	17	28
Crash Data Time Period	10/01/2019-09/30/2024	10/01/2019-09/30/2024	10/01/2019-09/30/2024
Statewide Average Fatal Collision Rate	0.004	0.003	0.004
Statewide Average Fatal + Injury Collision Rate	0.370	0.460	0.420
Traffic Volume (MV or MVM)	2896.940	2319.190	1119.070
Years of Data	5	5	5
SI% of All Injuries	6.65%	6.65%	6.65%
Number of Fatal Collisions	11.59	6.96	4.48
Number of Injury Collisions	1060.28	1059.87	465.53
Number of Serious Injury Collisions	70.51	70.48	30.96
Number of F+SI Collisions	82.10	77.44	35.43
F+SI Collisions Per Year	16.42	15.49	7.09
Dominant Safety Focus	Vehicles	Vehicles	Vehicles
Countermeasure-1	Upgrade Median Barrier to MASH	Upgrade Median Barrier to MASH	Upgrade Median Barrier to MASH
Countermeasure-2			
Countermeasure-3			
F+SI Crash Reduction Factor - 1	0.30	0.30	0.30
Life of Countermeasure - 1	20.00	20.00	20.00
F+SI Crash Reduction Factor -2	0.00	0.00	0.00
Life of Countermeasure - 2	0.00	0.00	0.00
F+SI Crash Reduction Factor -3	0.00	0.00	0.00
Life of Countermeasure - 3	0.00	0.00	0.00
Combined F+SI Crash Reduction Factor	0.300	0.300	0.300
***Annual* F+SI Collisions Reduction**	**4.926**	**4.646**	**2.126**
F+SI Collisions reduced for life	**98.50**	**92.90**	**42.50**

ATTACHMENT P
OPERATIONAL COORDINATION OF GRN

Operational Coordination for entire Games Route Network

Project	Location (PM)	Scope	Ready to List Date	Contract Acceptance Date
DISTRICT 7				
07-32360	10- PM 17.12/31.15	I-10 HOT Lane, DTLA to 605	Aug 2028	Nov 2027
07-32010	101- PM 0.00/1.50	Storm Water Source Control	Apr 2022	Feb 2028
07-0Y100	101- PM 0.19/17.85	VEN101 PM 0.2/17.9 HM251 LINE CULVERTS 24/25 FY	Jan 2025	Apr 2027
07-22000	101- PM 0.40/0.40	AMTrack and Commuter Rail (OS)	Sep 2026	Aug 2027
07-37230	101- PM 0.70/2.10	LA-101/110 Four Level Interchange/Lighting Upgrades	Feb 2026	Jun 2028
07-2Q180	101- PM 0.91/0.91	LA 101-Slope & Fence Repair	Jan 2026	Apr 2027
07-50430	101- PM 0.91/0.91	Arcadian Joint build #2	Dec 2026	Oct 2027
07-0Y420	101- PM 0.91/37.72	FY25/26 HM4-SAFETY	Dec 2025	Dec 2027
07-36320	101- PM 2.50/13.90	Mobility - TMS	Jun 2025	Oct 2027
07-31452	105- PM 0.60/10.10	I-105 HOT Lanes Cons. Seg. 1	Jan 2025	Dec 2027
07-0Y450	105- PM 5.66/15.13	FY25/26 HM4-TMS	Dec 2025	Dec 2027
07-36210	110- PM 1.10/9.70	110 Culverts; San Pedro to 91	Mar 2026	Oct 2028
07-37530	110- PM 24.00/31.91	Arroyo Seco Pkwy Drainage	Jun 2025	Dec 2027
07-34710	134- PM 0.00/13.34	LA-134 Overhead Signs	Dec 2025	Mar 2027
07-38930	134- PM 5.93/5.93	Doran Street Grade Separation Project	Aug 2025	May 2028
07-36730	134- PM 8.40/13.30	LA-134 Storm Water	Dec 2025	Sep 2028
07-33440	164- PM 3.97/4.97	SR-164 Relinq. to South El Monte	Sep 2026	Oct 2027
07-34850	2- PM 14.97/26.54	LA2 ADA in LCF	Oct 2024	Nov 2027
07-35030	2- PM 16.34/16.34	7-LA/VEN-Various PMs Changeable Message Signs(CMS) Replacement Project	Jun 2024	May 2027
07-37300	2- PM 18.70/18.70	LA-2 TMC Electrical	Apr 2026	Nov 2027
07-37310	2- PM 18.70/18.70	LA-2 TMC Mech	Apr 2026	Jan 2028
07-34820	210- PM 19.40/27.00	210 Misc	Jun 2024	Feb 2028
07-37540	405- PM 13.60/29.50	LA-405 Drainage, PE:MN-KY	Mar 2026	Jun 2028
07-0Y120	405- PM 17.14/23.45	LA 405 HM1 Slabs and HOV CPOL 25/26	Sep 2025	Apr 2028
07-35070	405- PM 19.20/25.95	405 ATM/ITS near LAX (CMGC)	Jun 2024	Oct 2027
07-36330	405- PM 25.90/43.80	LA-405 Mobility - TMS	Jun 2025	Dec 2027
07-28570	405- PM 31.50/31.50	Westside HRT on Wilshire & 405 (OS)	Sep 2020	Aug 2027
07-35820	405- PM 7.20/7.20	Pacific MTC Station	Jun 2023	Feb 2027
07-35460	91- PM 11.80/13.20	Aux Lane from I-710 to Cherry Ave UC (OS)	May 2022	Sep 2028
07-33860	91- PM 6.10/20.70	Upgrade TMS	Sep 2023	Mar 2027
07-0Y230	91- PM 6.40/19.43	Route 91 & 605 HM Bridge Preservation	Dec 2025	Jul 2027
DISTRICT 11				
11-2N237	5- PM 40.60/72.00	BRIDGE PRESERVATION	Nov 2025	Feb 2027
DISTRICT 12				
12-0H100	405- PM 10.20/24.00	12-0H100 405 WIDENING & ADDING AUXILARY LANES	Mar 2016	Feb 2027
12-0H101	405- PM 9.30/24.20	0H101 Add one Hot lane in each direction	Mar 2016	Jan 2028
12-0K024	5- PM 12.40/18.90	12-0K024 Rt 5 OCTA Replacement Planting for 0K02	Dec 2024	Sep 2028
12-0Q970	405- PM 0.20/11.40	12-0Q970 Rte 405 (S.) Asset Management	Jun 2022	Jun 2027
12-0R311	91- PM 0.00/4.80	12-0R311 State Route 91 Multi-Asset Project	Jun 2024	Dec 2027
12-0R57U	405- PM 11.40/24.20	12-0R57U Rte. 405 Reh pvmt, Indscpng-install WIM-add stations	Jun 2024	Mar 2027
12-0R970	5- PM 0.50/10.00	12-0R970 I-5 Multi Asset Project	Sep 2025	Jan 2028
12-0S380	5- PM 10.00/21.30	12-0S380, Rte 5, RT 74 to RT 405 Multi-Asset Project	Apr 2025	Jan 2028
12-0U760	57- PM 12.53/13.39	12-0U760 Rte. 57 NB Off-ramp @ Katella Ave & SB @ Ball Rd.	Jul 2026	Mar 2028

ATTACHMENT Q
SHOPP PERFORMANCE OUTPUT

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 07 **Tool ID:** 25694 **Project ID:** 0724000249 **EA:** 50320 **Co-Rte-PM:** All Locations View/Print PIR (Performance) Report

Multi-Objective Worksheet | Bridge | Pavement | Drainage | Facilities | Signs and Lighting | Mobility TMS | Roadside | Bicycle and Pedestrian Infrastructure | Sustainability /Climate Change | Advance Mitigation /Mitigation | Major Damage & Betterments | Green-house Gases | Relinquishment

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	F02	Changeable Message Sign	No Performance Objective in the SHSMP	Each	54.000				54.000				Yes		09/02/25		
2	F02	Changeable Message Sign	No Performance Objective in the SHSMP	Each	51.000				51.000				Yes		09/02/25		
3	F03	CCTV	No Performance Objective in the SHSMP	Each	92.000				92.000				Yes		09/02/25		
4	F03	CCTV	No Performance Objective in the SHSMP	Each	164.000				164.000				Yes		09/02/25		
5	F37	TMC Improvements (No Facilities)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at LARTMC
6	F38	Central Systems (Hub)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at ELA Hub
7	F38	Central Systems (Hub)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at LAX Hub
8	F38	Central Systems (Hub)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at NHD Hub
9	F38	Central Systems (Hub)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at NWK Hub
10	F38	Central Systems (Hub)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							Communication Equipment Upgrade at SGV Hub
11	F45	TMS Structure Component	Transportation Management System Structures	Each	361.000				361.000				Yes	All Assets are new. (09/02/2025)	09/02/25		
12	F46	TMS Technology Component	Transportation Management Systems	Each	361.000				361.000				Yes	All Assets are new. (09/02/2025)	09/02/25		
13	F48	Transportation Systems Management and Operations TSMO	No Performance Objective in the SHSMP	Each	3.000			3.000		3.000							
14	F53	Daily Person Hours of Delay (DPHD)	Operational Improvements	DPHD	2476.000			2476.000		2476.000							
15	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes												

(Last Saved - 09/26/25 @ 1:27 PM by Devang Vora)

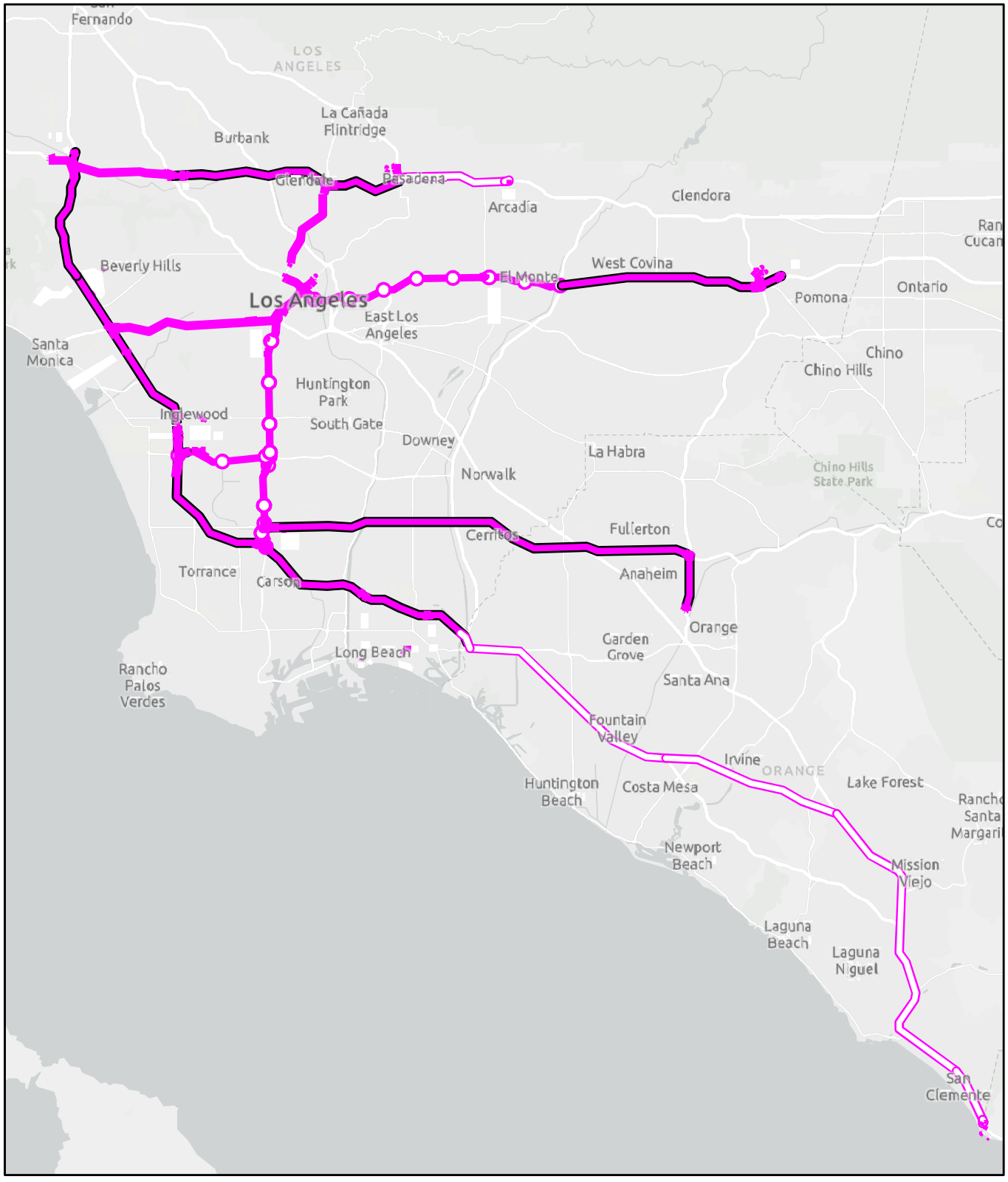
Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.310	Mobility - Operational Improvements		Other Program Objectives	2476.0	Daily Person Hours of Delay (DPHD)	DPHD	0.0	0.0	2,476.0	2,476.0	2,476.0	0.0	2,476.0	0.0	0.0	2,476.0

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
5. Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Games Route Network (GRN) Map



8/6/2025

1:562,510

0 4 8 16 mi

0 5 10 20 km

County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

ATTACHMENT R
TYPICAL DETAILS ENTRY AND EXIT TO GRN

DRAFT ONLY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07			Var		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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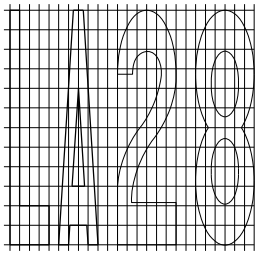

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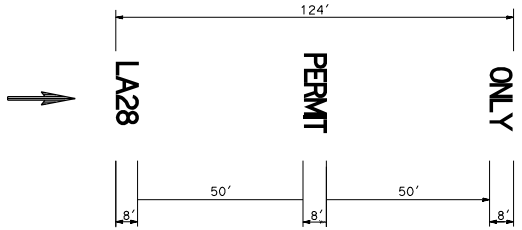
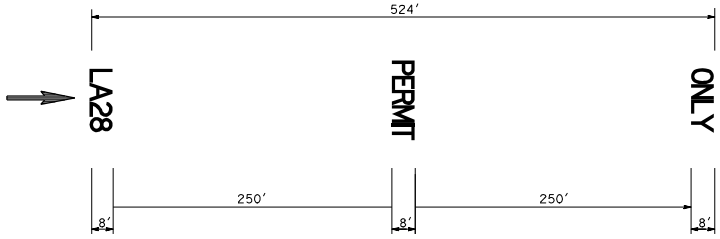
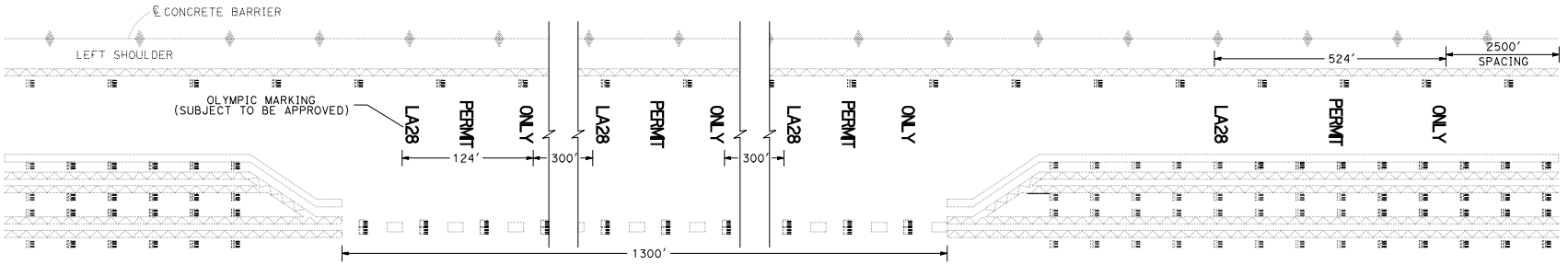


DETAIL A
TYPICAL OLYMPIC MARKING
AT HOV/HOT OPENING
(SUBJECT TO BE APPROVED)



DETAIL B
TYPICAL OLYMPIC CONTRAST MARKING
AT CONTINUOUS HOV/HOT
(SUBJECT TO BE APPROVED)



405 SB DIRECTION FOR VICTORY BLVD EXIT

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS
TYPICAL INGRESS/EGRESS
FOR LA28 FACILITIES WITH BUFFERS 0 FT TO 4 FT

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
JANET KIM	ANH D. NGUYEN

FUNCTIONAL SUPERVISOR: ANH D. NGUYEN

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Dist	COUNTY	ROUTE	TOTAL PROJECT	No.	SHEETS
07			Var		

REGISTERED CIVIL ENGINEER DATE

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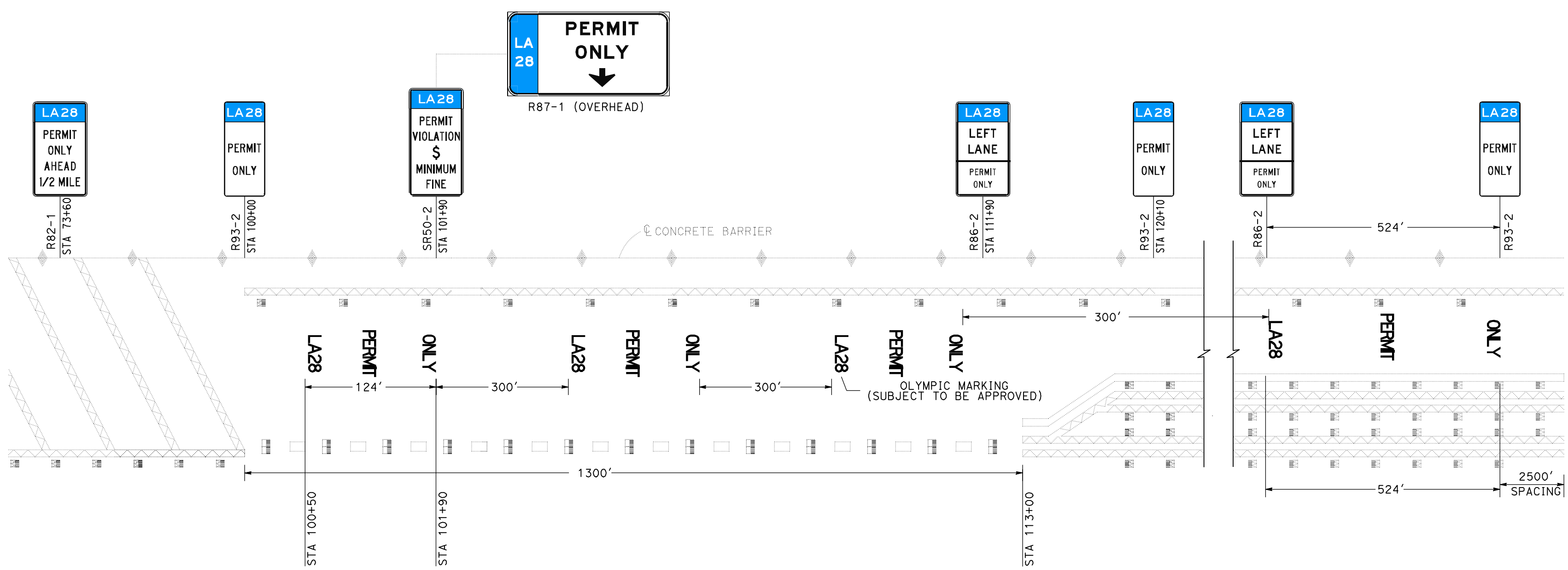

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-2

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
ANH D. NGUYEN	JANET KIM	
	CHECKED BY	DATE REVISED
	ANH D. NGUYEN	

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07			Var		

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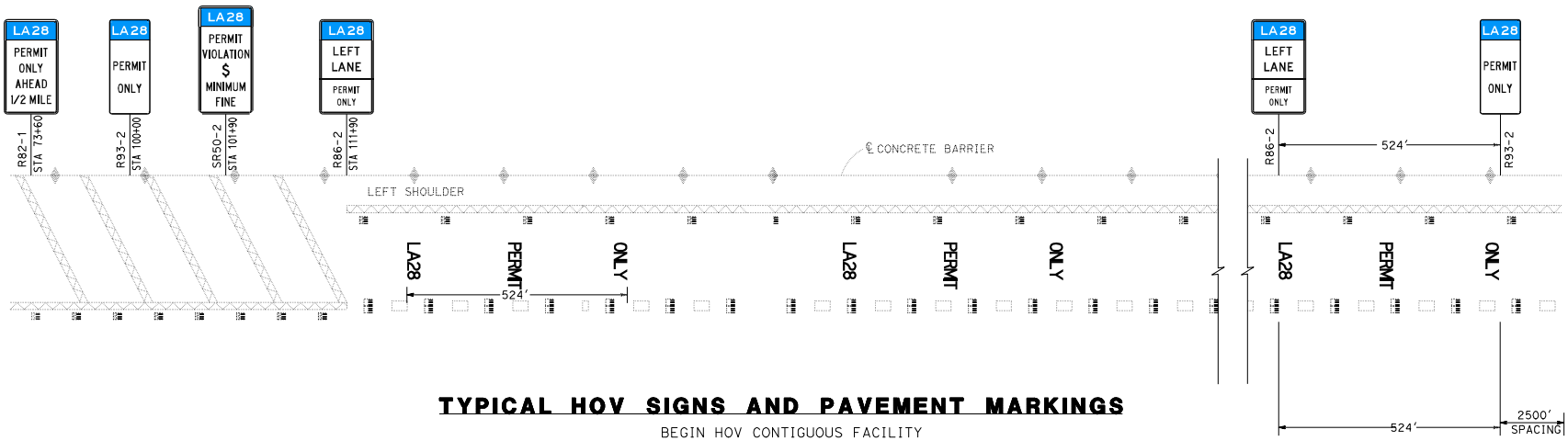
CIVIL
STATE OF CALIFORNIA



TYPICAL HOV SIGNS AND PAVEMENT MARKINGS

BEGIN HOV CONTIGUOUS FACILITY

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-3

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
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07			Var		

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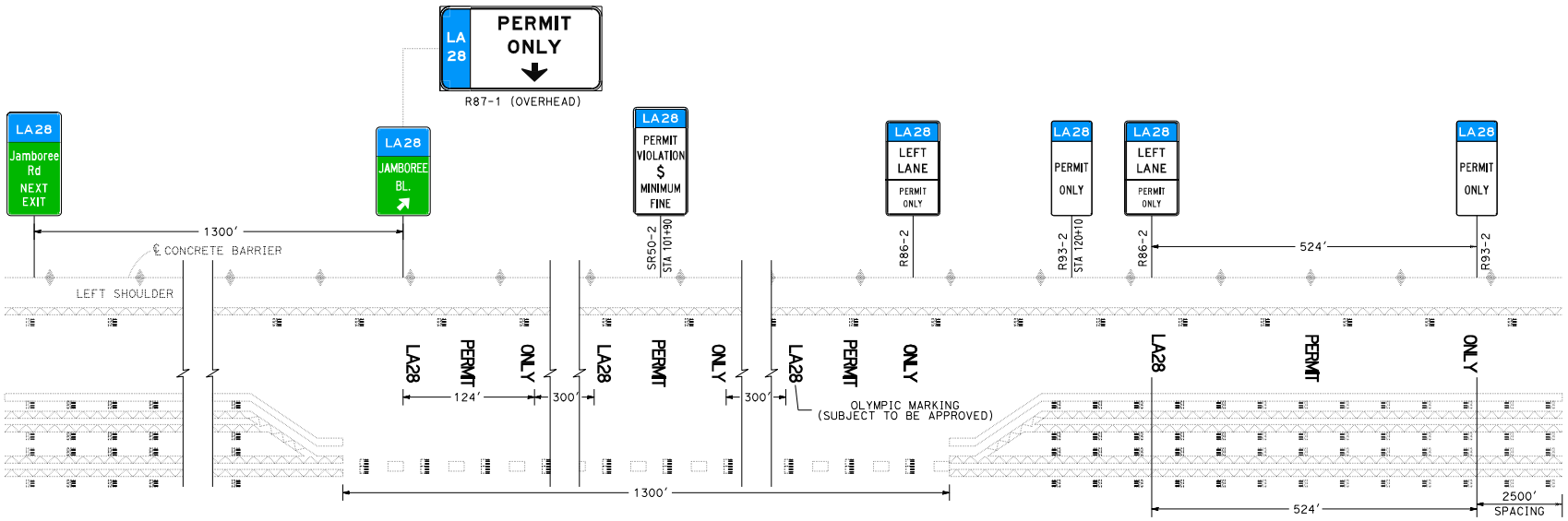

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS
TYPICAL INGRESS/EGRESS
FOR LA28 FACILITIES WITH BUFFERS 0 FT TO 4 FT

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-4

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07			Var		

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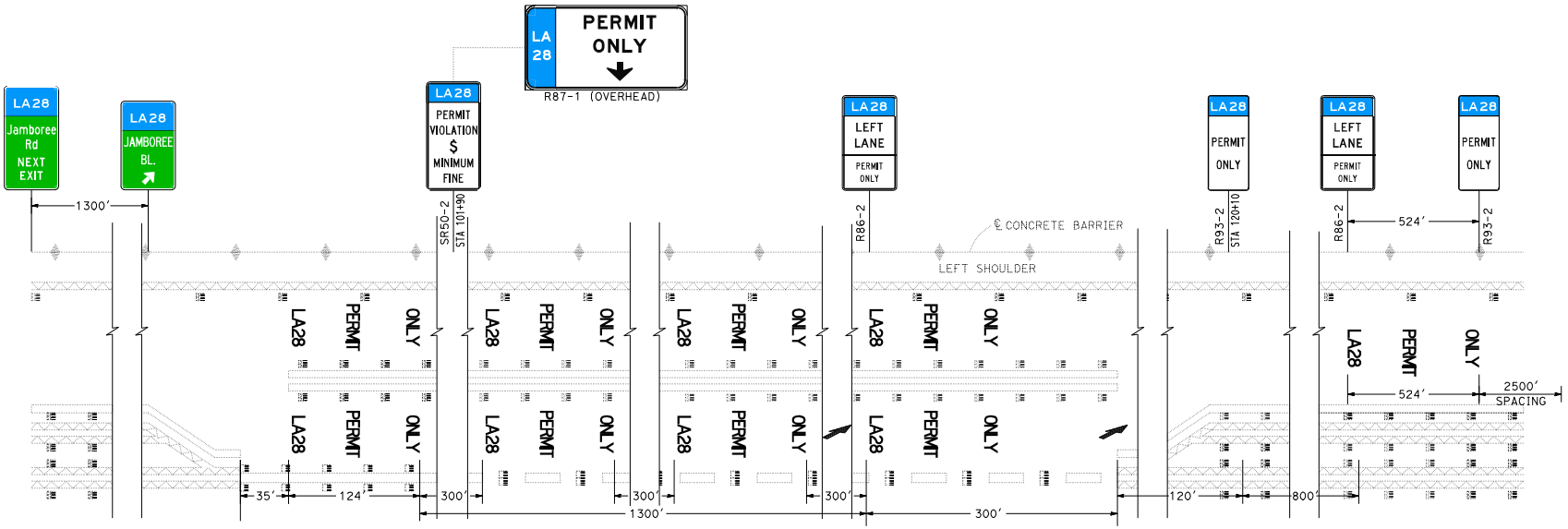

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS
TYPICAL EXIT/ENTRY POINTS
FOR LA28 FACILITIES WITH BUFFERS 0 FT TO 4 FT

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-5

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ANH D. NGUYEN	

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UNIT 2124
PROJECT NUMBER & PHASE 00000000000
POST MILES SHEET TOTAL

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07			Var		

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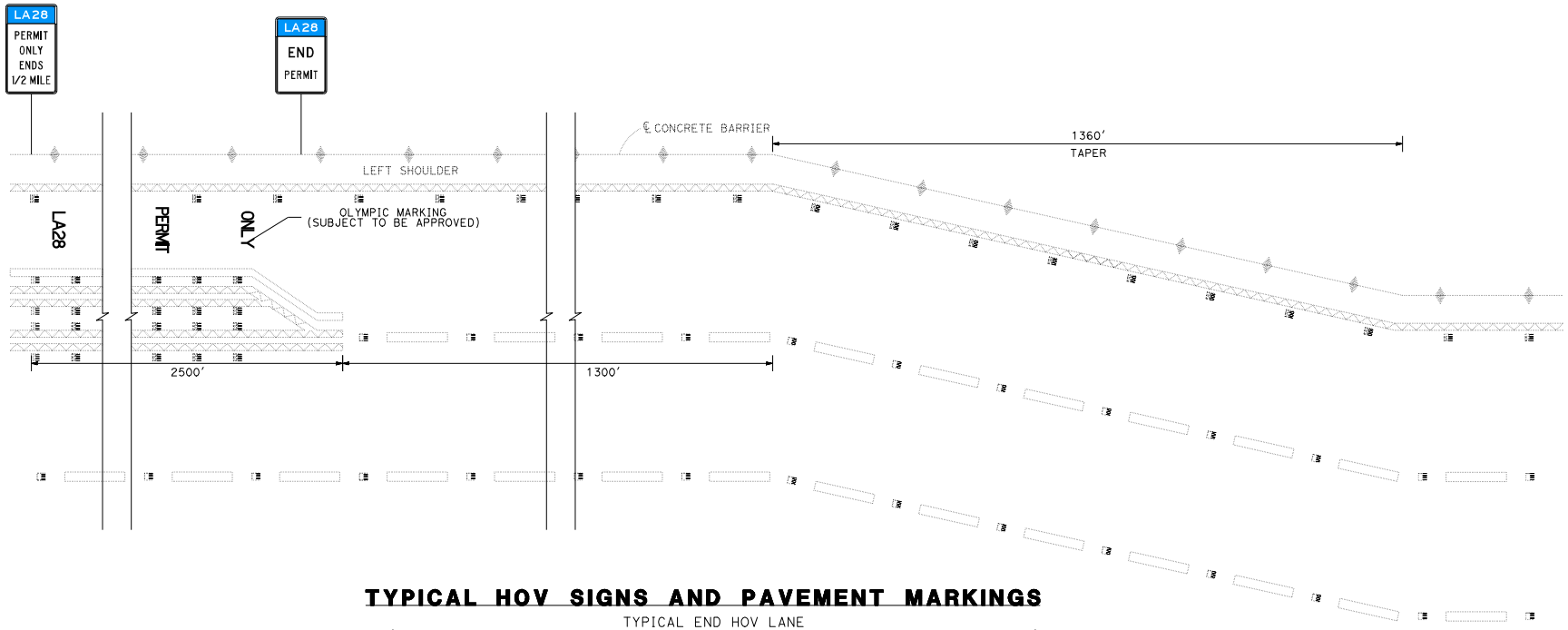

TYPICAL HOV SIGNS AND PAVEMENT MARKINGS

TYPICAL END HOV LANE
(SIMILAR RIGHT LANE DROP FOR CONTIGUOUS AND BARRIER-SEPARATED FACILITIES)

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-6

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ANH D. NGUYEN

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UNIT 2124

PROJECT NUMBER & PHASE 00000000000
POST MILES SHEET TOTAL

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07			Var		

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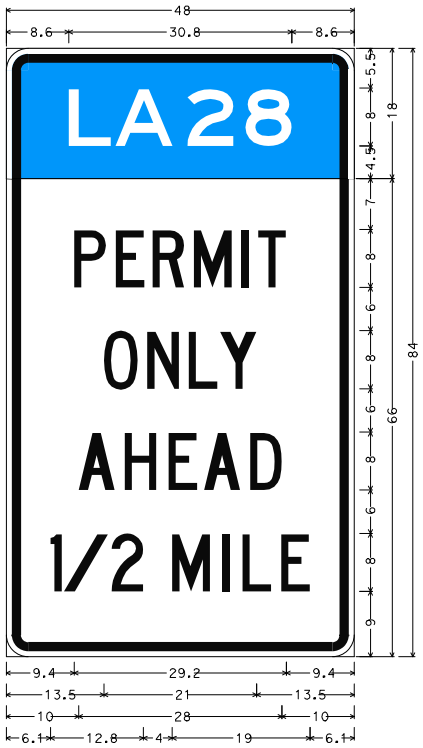
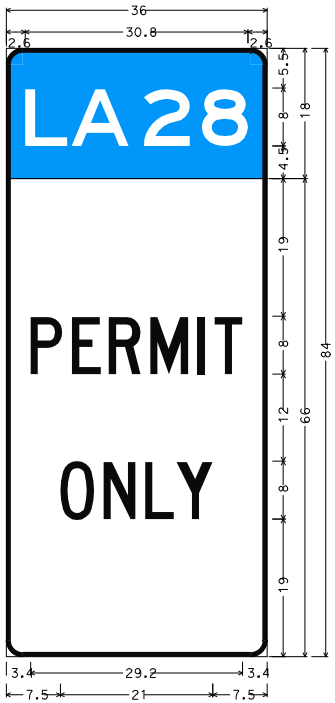


R82-1;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, Light blue;
"LA28" White, E;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, White;
"PERMIT", C 80% spacing; "ONLY", C 80% spacing;
"AHEAD", C; "1/2 MILE", C;



R93-2;

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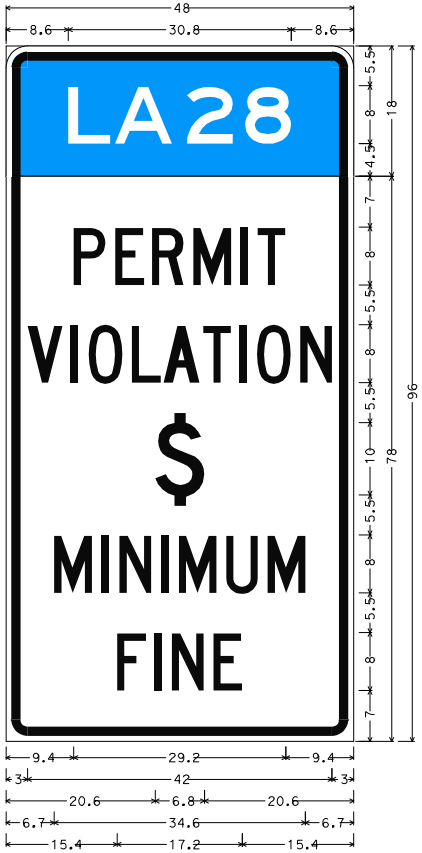
"LA28" White, E;

2.3" Radius, 0.6" Border, Black on, White;
"PERMIT", C 80% spacing;
"ONLY", C 80% spacing;



SR50-2;

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"LA28" White, E;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, White;
"PERMIT", C 80% spacing;
"VIOLATION", C 80% spacing; "$", D 80% spacing;
"MINIMUM", C 80% spacing; "FINE", C 80% spacing;

SIGN DETAILS

NO SCALE

SD-1

REVISED BY	DATE REVISED
ALAN VU	
ANH D. NGUYEN	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: ANH D. NGUYEN

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07			Var		

REGISTERED CIVIL ENGINEER DATE

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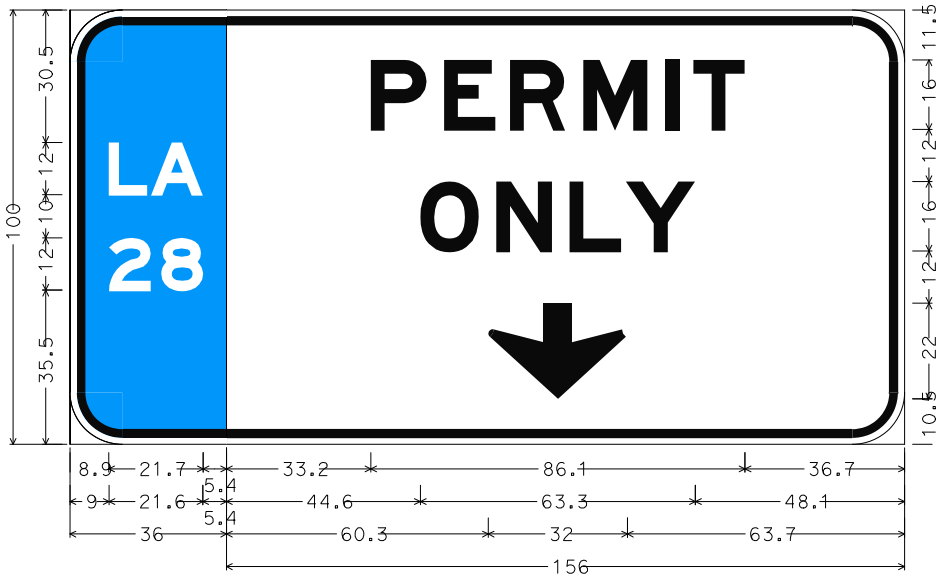
REGISTERED PROFESSIONAL ENGINEER
ANH D. NGUYEN
No. 62370
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA



R87-1(CA)(MOD);

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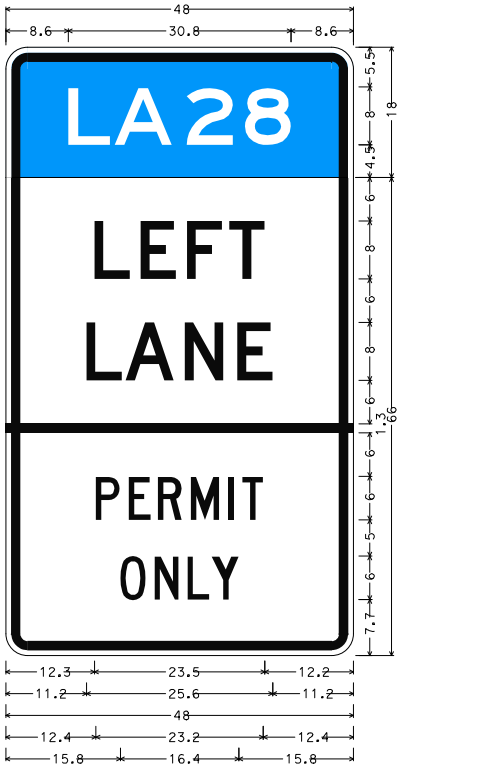
"LA" White, E Mod; "28" White, E Mod;

12.0" Radius, 2.0" Border, 1.5" Indent, Black on, White;
"PERMIT", E Mod; "ONLY", E Mod; Down Arrow 22.0" 270°;



3.0" Radius, 1.3" Border, 0.8" Indent, Black on, Light blue;
"LA28" White, E;

R86-2;
3.0" Radius, 1.3" Border, 0.8" Indent, Black on, White;
"LEFT", D; "LANE", D; "PERMIT", C; "ONLY", C;

SIGN DETAILS

NO SCALE

SD-2

REVISED BY	DATE REVISED
ALAN VU	ANH D. NGUYEN

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR
ANH D. NGUYEN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

S:\design\503201\traffic\Unit2124B\Working\Alan\Plan\LA28_ob001_SD.dgn

LAST REVISION
DATE PLOTTED => 9/12/2024
TIME PLOTTED => 12:25:33 PM

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => ...\Alan\Plan\LA28_ob001_SD.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE | 00000000000

DRAFT ONLY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07			Var		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

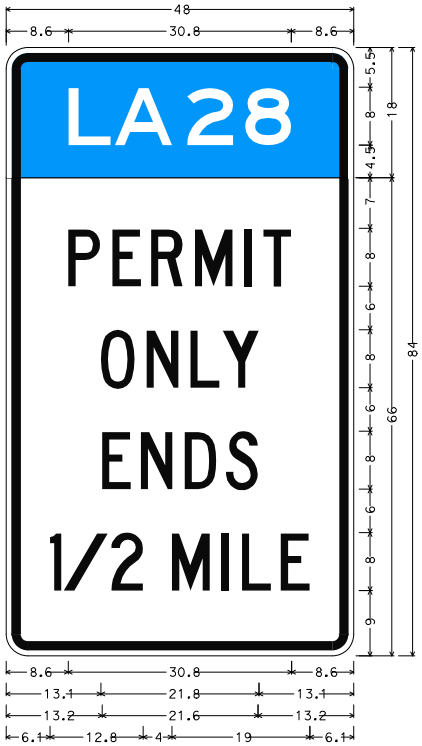
ANH D. NGUYEN No. 62370 Exp. 9/30/25 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

R84-1(CA)(MOD);

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, Light blue; "LA28" White, E;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, White; "END", D; "PERMIT", C;



R84-2(CA)(MOD);

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, Light blue; "LA28" White, E;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on, White; "PERMIT", C; "ONLY", C; "ENDS", C; "1/2 MILE", C;

SIGN DETAILS

NO SCALE

SD-3

REVISED BY	DATE REVISED
ALAN VU	
ANH D. NGUYEN	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

ANH D. NGUYEN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

S:\design\503201\traffic\Unit2124B\Working\Alan\Plan\LA28_ob001_SD.dgn

LAST REVISION

DATE PLOTTED => 9/12/2024
TIME PLOTTED => 12:49:25 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => ...\Alan\Plan\LA28_ob001_SD.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2124

PROJECT NUMBER & PHASE 00000000000

LA28-07-50320-Games Route Network PID

Final Audit Report 2025-08-15

Created:	2025-08-14
By:	Manny Marcos (s126443@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFzp7pRyFmNdBS0kVXOmZyAl4A-MYUS4z

"LA28-07-50320-Games Route Network PID" History

Document created by Manny Marcos (s126443@dot.ca.gov)
2025-08-14 - 3:38:34 PM GMT- IP address: 149.136.25.252

Document signing automatically delegated to Chris Burlaza (chris.burlaza@dot.ca.gov) by Marlon Regisford (marlon.regisford@dot.ca.gov)
2025-08-14 - 3:41:39 PM GMT

Document signing automatically delegated to James Vu (James.Vu@dot.ca.gov) by Chris Burlaza (chris.burlaza@dot.ca.gov)
2025-08-14 - 3:41:40 PM GMT

Document sent to Greg Farr (greg.farr@dot.ca.gov) and Monica Benavides (monica.benavides@dot.ca.gov) for approval. One of them to approve
2025-08-14 - 3:41:40 PM GMT

Document emailed to James Vu (James.Vu@dot.ca.gov) for signature
2025-08-14 - 3:41:40 PM GMT

Document emailed to Marlon Regisford (marlon.regisford@dot.ca.gov) for signature
2025-08-14 - 3:41:41 PM GMT

Document emailed to Chris Burlaza (chris.burlaza@dot.ca.gov) for signature
2025-08-14 - 3:41:41 PM GMT

Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)
2025-08-14 - 3:47:28 PM GMT- IP address: 34.195.242.212

Email viewed by Greg Farr (greg.farr@dot.ca.gov)
2025-08-14 - 3:53:33 PM GMT- IP address: 149.136.33.252

Document approved by Greg Farr (greg.farr@dot.ca.gov)
Approval Date: 2025-08-14 - 3:57:35 PM GMT - Time Source: server- IP address: 149.136.33.252

Document signing automatically delegated to James Vu (James.Vu@dot.ca.gov) by Chris Burlaza (chris.burlaza@dot.ca.gov)

2025-08-14 - 3:57:43 PM GMT

Email viewed by James Vu (James.Vu@dot.ca.gov)

2025-08-14 - 8:55:03 PM GMT- IP address: 54.146.133.158

Document e-signed by Marlon Regisford (marlon.regisford@dot.ca.gov)

Signature Date: 2025-08-14 - 9:09:06 PM GMT - Time Source: server- IP address: 149.136.33.248

Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature

2025-08-14 - 9:09:24 PM GMT

Email viewed by Gloria Roberts (gloria.roberts@dot.ca.gov)

2025-08-14 - 10:09:59 PM GMT- IP address: 34.232.136.185

Document e-signed by Gloria Roberts (gloria.roberts@dot.ca.gov)

Signature Date: 2025-08-15 - 12:33:34 PM GMT - Time Source: server- IP address: 166.198.130.50

Agreement completed.

2025-08-15 - 12:33:34 PM GMT

From:	Higgins, Tasha@DOT
To:	Pedroza, Isaias@DOT
Subject:	RE: EA 503200 - Level 1 Review and Approvals
Date:	Monday, December 29, 2025 10:18:42 AM
Attachments:	image001.jpg image002.png

Morning Isaias,

Approved.

Respectfully,

Tasha Higgins, PE, PMP
Principal Transportation Engineer
2028 Games Caltrans Liaison
Phone/Mobile: 213.259.7259
Email: tasha.higgins@dot.ca.gov

100 S. Main Street
Los Angeles, CA 90012

From: Pedroza, Isaias@DOT <Isaias.Pedroza@dot.ca.gov>
Sent: Tuesday, December 23, 2025 1:13 PM
To: Marcos, Manny T@DOT <manny.t.marcos@dot.ca.gov>
Cc: Elsharief, Amir@DOT <amir.elsharief@dot.ca.gov>; Haddadi, Nima@DOT <Nima.Haddadi@dot.ca.gov>; Nguyen, Jennifer L@DOT <jennifer.nguyen@dot.ca.gov>; Higgins, Tasha@DOT <Tasha.Higgins@dot.ca.gov>
Subject: RE: EA 503200 - Level 1 Review and Approvals

Hi Manny,

I believe you are covering while Tasha is out. Would you also be voting on her behalf?

Please let us know.

Thanks,

Isaias Pedroza
Transportation Engineer
District 7 – Division of Traffic Operations

From: Kuoch, Chan Q@DOT
To: Pedroza, Isaias@DOT
Cc: Nguyen, Jennifer L@DOT; Yan, David Y@DOT; Alvarez, Eduardo@DOT; Carvajal, Sergio@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Wednesday, January 7, 2026 9:58:32 AM

Approved if all Programming/Asset Management's comments have been addressed.

Best regards,
Chan Kuoch
Assistant District Division Chief
Division of Program/Project Management
California Department of Transportation
District 7 – Los Angeles
213.793.9651

From: Liao, Andy C@DOT
To: Pedroza, Isaias@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Monday, December 29, 2025 2:41:46 PM

Regards,

Andy Liao, PE
Assistant District Division Chief
Caltrans District 7 Division of Design
213.266.6167

From: Young, Kenneth C@DOT
To: Pedroza, Isaias@DOT
Cc: Haddadi, Nima@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Tuesday, December 23, 2025 12:58:48 PM

Hi Isaias,

Thank you for your patience. Based on a review of the document, I offer my approval.

Please ensure that "Variable Advisor Speed Signs" are modified to "Variable Advisor**y** Speed Signs" throughout the document.

Sincerely,

Ken Young
Chief | Office of District Traffic Manager
California Department of Transportation
District 7 | Division of Transportation Safety & Operations
Mobile: (213) 435-7916
Email: KENNETH.C.YOUNG@DOT.CA.GOV

From: Khan, Mohammad T@DOT
To: Pedroza, Isaias@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Friday, December 19, 2025 4:17:43 PM

From: Tan, Siew Mei@DOT
To: Pedroza, Isaias@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Wednesday, December 24, 2025 7:02:35 AM

From: Enjily, Shawn@DOT
To: Pedroza, Isaias@DOT; Nguyen, Jennifer L@DOT
Cc: Musa, Md@DOT; Chau, Eric D (D7)@DOT; Lambert, Jeffrey (D7)@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Tuesday, December 16, 2025 12:23:43 PM

Hi

I am approving this.

Thanks

Shawn Enjily
Office Chief, Maintenance Engineering-SHOPP
Cell- 213-266-6134
Room 02-042
Regions Boundary Map:
http://sv07lamaint.ct.dot.ca.gov/Maint/MS%20Station%20&%20Boundary%20Directory/D7%20Mtce%20Area%20Map.pdf
*GIS Boundary Map*http://sv07lamaint.ct.dot.ca.gov/gis/MTCEBN
http://sv07lamaint.ct.dot.ca.gov/GIS/MTCEBN

Statement of Ongoing Contracts | Caltrans
Caltrans 2020-2024 Strategic Plan 2-Page Summary

D7 Bridge and Pavement Condition Web Map (ca.gov)

From: Le, Thoa@DOT
To: Pedroza, Isaias@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Thursday, December 18, 2025 10:34:00 AM

See comments sent by Elaine. Thanks! Thoa

From:	Lee, Wayne D@DOT
To:	Pedroza, Isaias@DOT; Haddadi, Nima@DOT
Cc:	Elo, Zoltan@DOT; Murdoch, Dan E@DOT; Corona, Carly@DOT; Howard, William A@DOT; Wong, Kenneth@DOT
Subject:	Yes: EA 503200 (2028 Olympics) - Level 1 Review and Approvals
Date:	Thursday, December 18, 2025 12:16:49 PM

Hi Isaias and Nima,

In addition to providing Level 1 approval by RW, we have signed the data sheet for EA 50320. Due to the RWC date being not far away at 12/12/26, it would be best that the 51 potholing conficts and 4 railroad crossings be addressed as soon as possible in PS & E so there is not delay in the RWC delivery on the 2028 Olympics project.

Wayne Lee
Supervising Right of Way Agent
D7 Office of Project Coordination, Planning and Management, Appraisals, and Operations
213-264-9044

From: Elsharief, Amir@DOT
To: Pedroza, Isaias@DOT
Cc: Haddadi, Nima@DOT; Nguyen, Jennifer L@DOT
Subject: Yes: EA 503200 - Level 1 Review and Approvals
Date: Monday, December 22, 2025 11:08:12 AM

Hi Isaias,

I approved with comments. Please see my comments on the attached PR.

Thank you

Amir Elsharief, P.E., Ph.D.
Chief, Office of Traffic Design
Division of Transportation Safety and Operations
District 7
(213)793-9253

LA28 GRN EA-50320 Project Review Approvals

Final Audit Report 2026-01-17

Created:	2026-01-12
By:	Nima Haddadi (s148127@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAATsdK9qfDhfbrv9DYNuipvzbSWANdHAgw

"LA28 GRN EA-50320 Project Review Approvals" History

Document created by Nima Haddadi (s148127@dot.ca.gov)
2026-01-12 - 8:16:08 PM GMT- IP address: 149.136.33.247

Document emailed to Dan Murdoch (dan.murdoch@dot.ca.gov) for signature
2026-01-12 - 8:19:37 PM GMT

Document e-signed by Dan Murdoch (dan.murdoch@dot.ca.gov)
Signature Date: 2026-01-12 - 8:34:37 PM GMT - Time Source: server- IP address: 149.136.33.248

Document emailed to Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov) for approval
2026-01-12 - 8:35:03 PM GMT

Email viewed by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)
2026-01-12 - 9:19:58 PM GMT- IP address: 149.136.33.253

Document approved by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)
Approval Date: 2026-01-12 - 9:35:06 PM GMT - Time Source: server- IP address: 149.136.33.253

Document emailed to Kelly Lamare (kelly.m.lamare@dot.ca.gov) for approval
2026-01-12 - 9:35:35 PM GMT

Email viewed by Kelly Lamare (kelly.m.lamare@dot.ca.gov)
2026-01-12 - 11:10:44 PM GMT- IP address: 149.136.17.247

Document approved by Kelly Lamare (kelly.m.lamare@dot.ca.gov)
Approval Date: 2026-01-12 - 11:11:05 PM GMT - Time Source: server- IP address: 149.136.17.247

Document emailed to Rafael Molina (rafael.molina@dot.ca.gov) for signature
2026-01-12 - 11:11:33 PM GMT

Document e-signed by Rafael Molina (rafael.molina@dot.ca.gov)
Signature Date: 2026-01-12 - 11:41:38 PM GMT - Time Source: server- IP address: 149.136.33.248

Document emailed to Monica Benavides (monica.benavides@dot.ca.gov) for approval

2026-01-12 - 11:42:03 PM GMT

Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)

2026-01-13 - 5:45:46 AM GMT- IP address: 44.208.246.83

Nima Haddadi (s148127@dot.ca.gov) added alternate approver Greg Farr (greg.farr@dot.ca.gov). The original approver Monica Benavides (monica.benavides@dot.ca.gov) can still approve.

2026-01-16 - 9:54:24 PM GMT- IP address: 149.136.33.250

Document emailed to Greg Farr (greg.farr@dot.ca.gov) for approval

2026-01-16 - 9:54:24 PM GMT

Email viewed by Greg Farr (greg.farr@dot.ca.gov)

2026-01-16 - 10:17:28 PM GMT- IP address: 149.136.25.249

Document approved by Greg Farr (greg.farr@dot.ca.gov)

Approval Date: 2026-01-16 - 11:22:08 PM GMT - Time Source: server- IP address: 149.136.25.249

Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature

2026-01-16 - 11:22:25 PM GMT

Email viewed by Gloria Roberts (gloria.roberts@dot.ca.gov)

2026-01-17 - 0:24:22 AM GMT- IP address: 174.193.130.151

Document e-signed by Gloria Roberts (gloria.roberts@dot.ca.gov)

Signature Date: 2026-01-17 - 0:24:33 AM GMT - Time Source: server- IP address: 174.193.130.151

Agreement completed.

2026-01-17 - 0:24:33 AM GMT