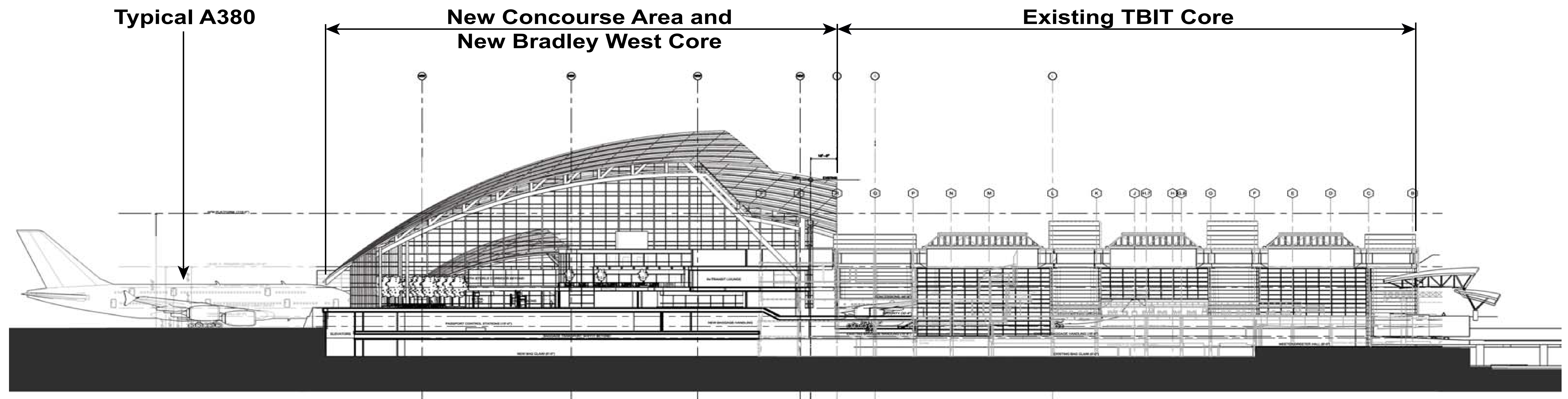


Bradley West Conceptual Building Section View



Surface Transportation Analysis - Operations Impacts

A variety of factors influence the surface transportation impacts associated with operation of LAX after the implementation of the Bradley West Project:

➤ **The Bradley West Project**

would change the nature and timing of international passengers being processed through TBIT, changing the volume of traffic generated during peak travel hours.

➤ **The natural increase**

in international travel at LAX projected to occur by 2013 would have the most influence on traffic volumes at LAX and off-airport roadway intersections. This increase is anticipated to occur even if the Bradley West Project is not implemented.

➤ **The activity level forecast**

used in the traffic impact analysis is based on 2008 data, and is considered conservative in light of the current economic recession and related decrease in aviation activity worldwide.



Construction Surface Transportation Analysis



Public Review and Comments



LAWA encourages interested parties to review the Draft EIR and provide written comments. Comments can be submitted at today's workshop or by mail to:

Los Angeles World Airports

Airport and Facilities Planning
Attention: Dennis Quilliam
7301 World Way West, 3rd Floor
Los Angeles, Ca 90045-5803

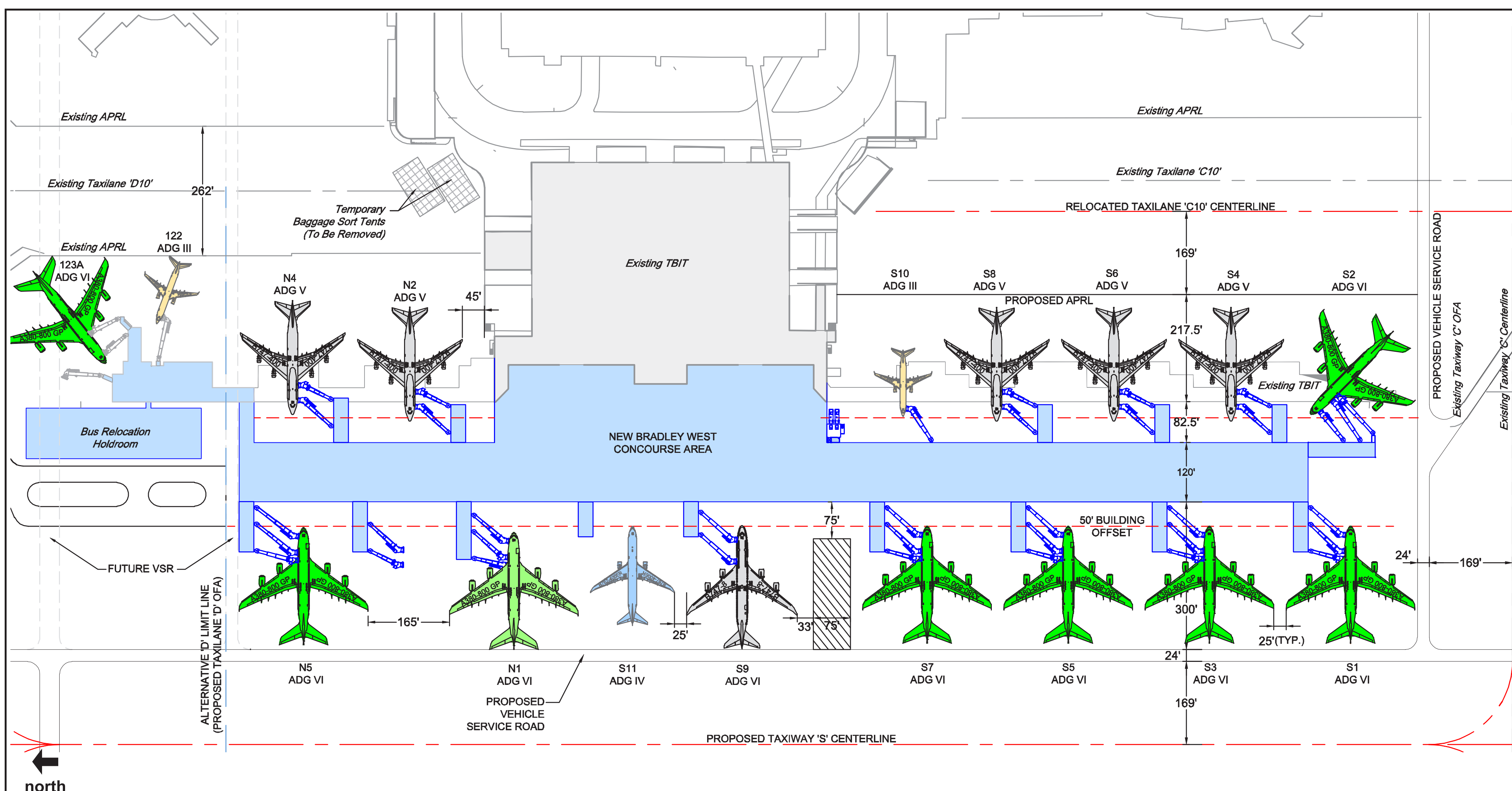
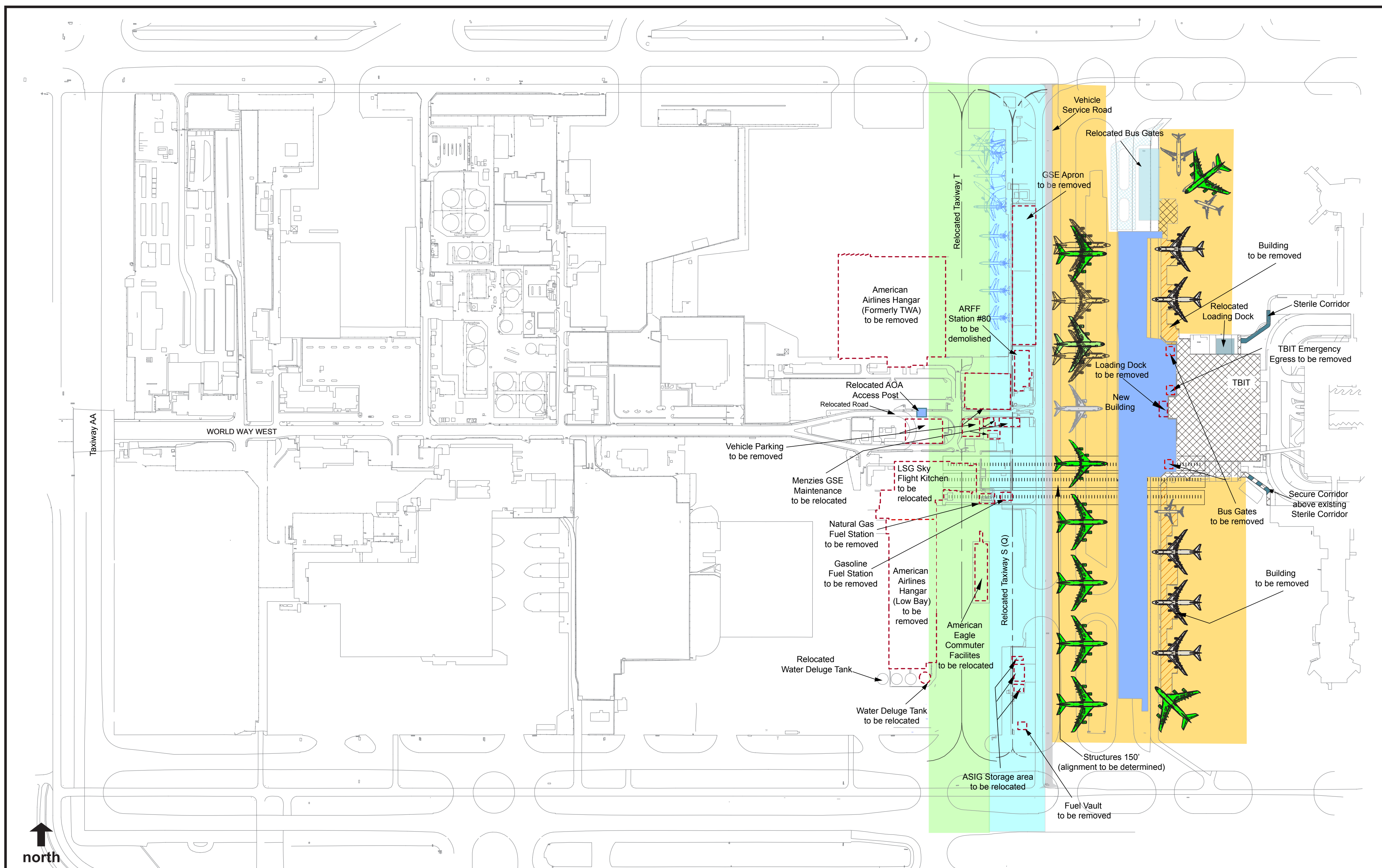
or by email to:

bradleywestproject@lawa.org

Comments must be received by LAWA no later than:

**5:00 PM, Pacific Time
Monday, June 22, 2009**

Proposed Bradley West Project



On-Airport Surface Transportation Analysis

Measures to address on-airport traffic impacts:

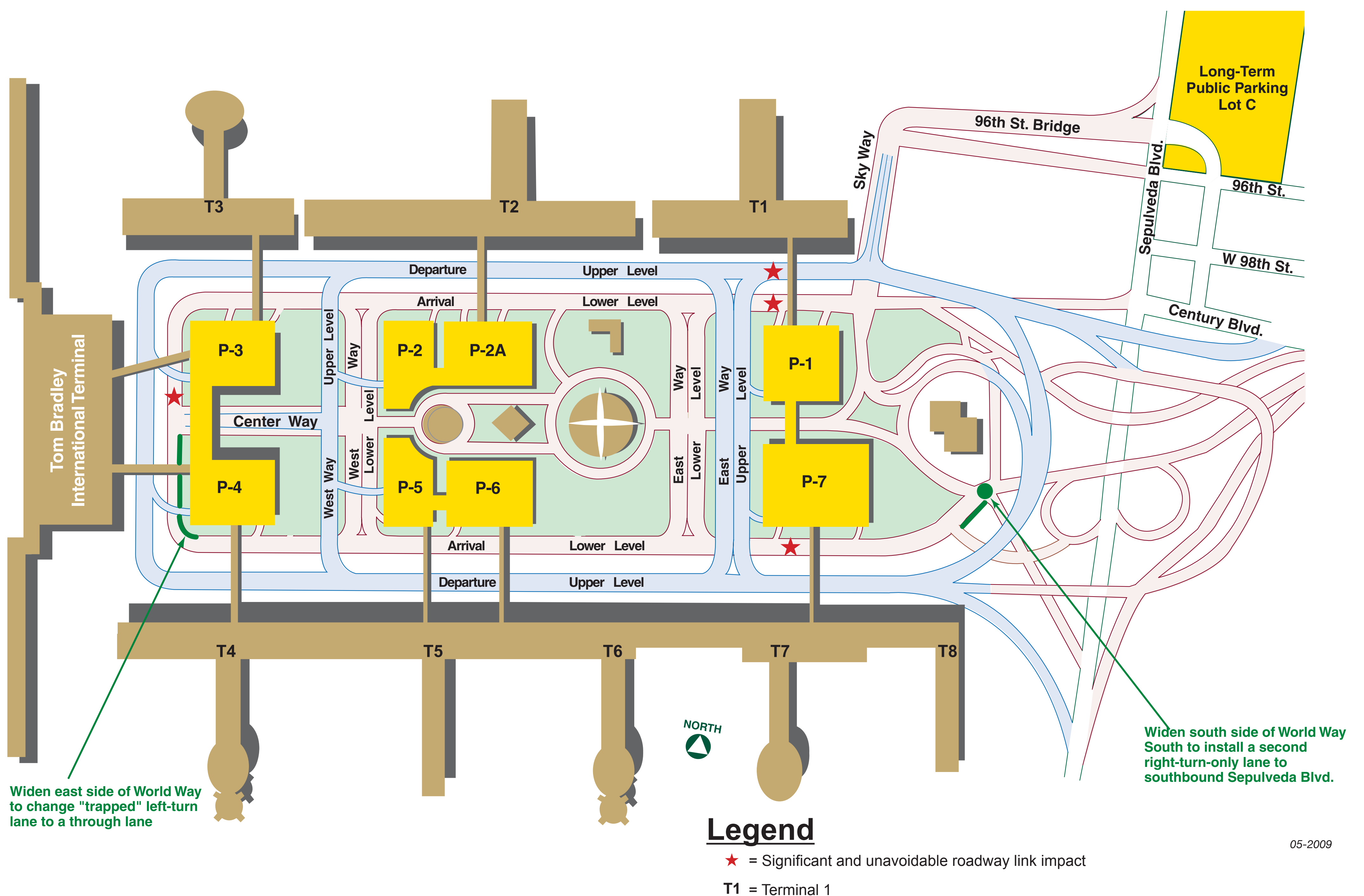
➤ Trip Reduction Measures

LAWA will continue to promote and expand the FlyAway services, which will reduce traffic volume using the CTA roadway system.

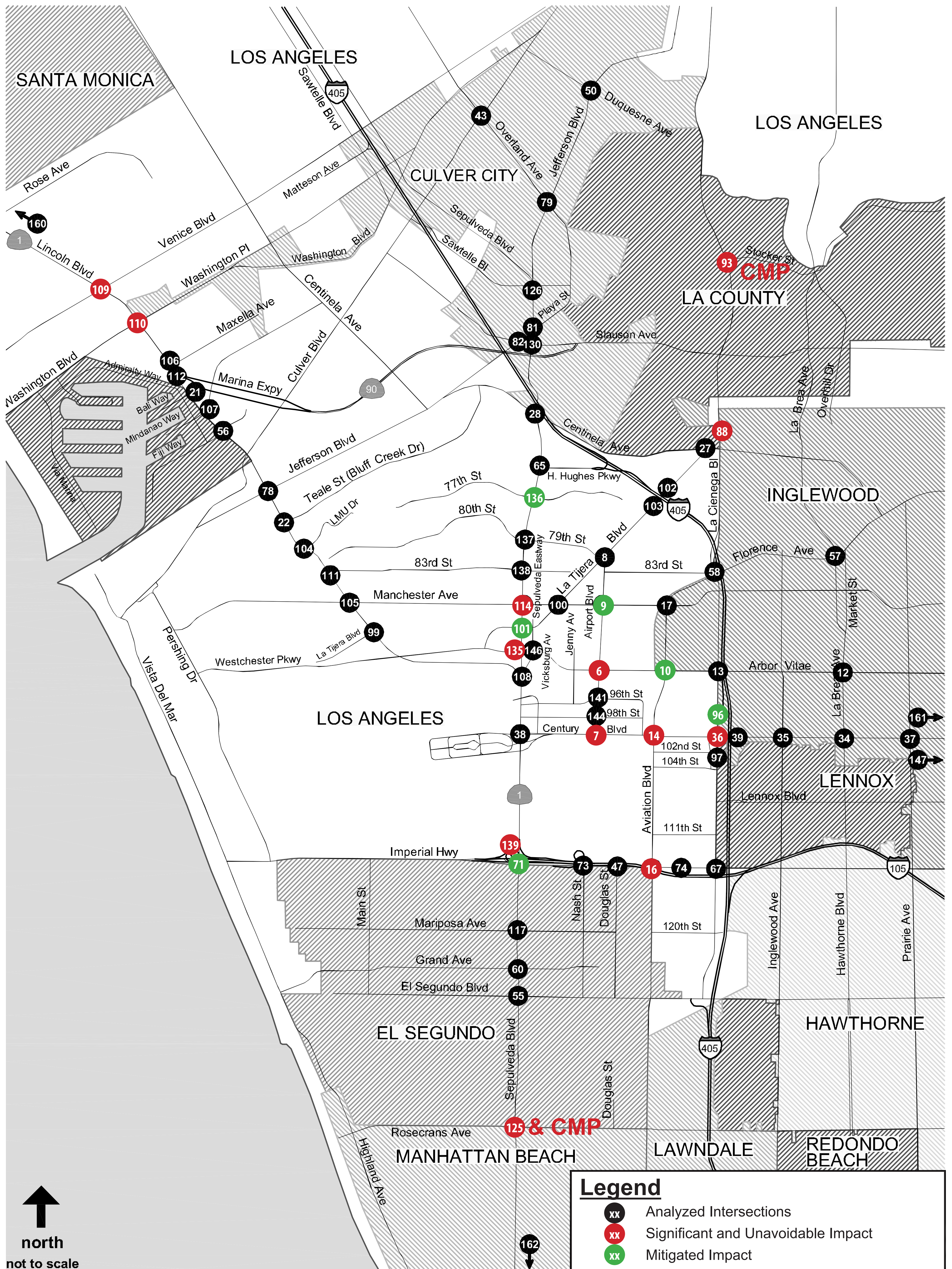
LAWA will continue to promote the consolidation of shuttle services (e.g., hotel/motel, off-airport parking, rental cars) or programs to reduce trips associated with these modes.

➤ Improve the Intersection of Center Way and World Way South

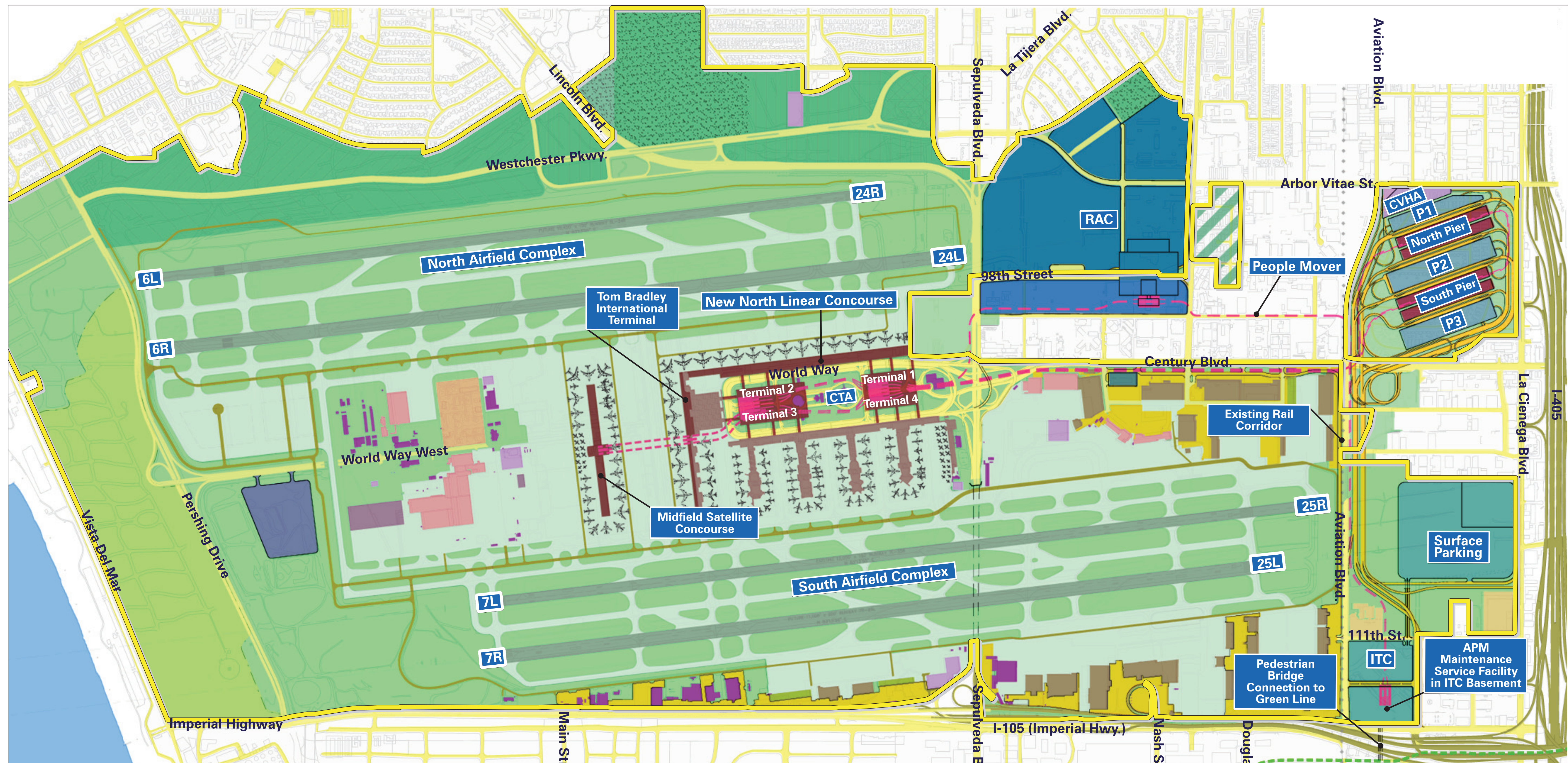
➤ Widen World Way Across from Bradley West



Off-Airport Surface Transportation Analysis



LAX Master Plan



Legend

- | | | | |
|---|--|---|---|
| <ul style="list-style-type: none"> — Airport Property Boundary Line ■ El Segundo Blue Butterfly Preserve ■ Airfield/Airport Open Space ■ Runways ■ Taxiways/Aircraft Aprons ■ Existing Terminal Buildings ■ Existing Cargo Building ■ Existing Maintenance Facility | <ul style="list-style-type: none"> ■ Existing Light Rail Transit ■ Existing Ancillary Facility ■ Existing Roadways ■ Existing Commercial Use ■ Existing Off-Airport Use ■ Existing Employee Parking ■ Existing Fuel Farm ■ Proposed Terminals | <ul style="list-style-type: none"> ■ Existing MTA Right-of-Way ■ Proposed Cargo Building ■ Proposed Maintenance Facility ■ Proposed Ancillary Facility ■ Proposed Airside Service Roads ■ Proposed Public Parking ■ Proposed Commercial Vehicle Staging Area ■ Proposed Employee Parking ■ Airport Landside | <ul style="list-style-type: none"> — Proposed People Mover ■ Proposed Rental Car Facility ■ High Density Mixed Use (Hotel, Office, Retail) ■ Medium Density Commercial (Hotel, Office, Retail) ■ R/D Business Park ■ Airport Related ■ Golf Course/Open Space/Recreation ■ ANMP Acquisition Area |
|---|--|---|---|

Existing Airport



Measures to Address Construction Traffic Impacts

- **Use of Ground Transportation/Construction Coordination Office**
This office will monitor traffic conditions, advise motorists about detours and congested areas, coordinate deliveries and monitor and enforce delivery times and routes.
- **Construction Traffic Management Plan**
A complete construction traffic management plan will be developed to designate detour/haul routes, sign locations, construction employee shift hours, and parking locations.
- **Construction Personnel Airport Orientation**
All construction personnel will be required to attend an orientation meeting that includes where to park, where staging areas are located and construction policies.
- **Construction Employee Shift Hours**
Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., and 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts to the extent possible and necessary.
- **Construction Deliveries**
Construction deliveries requiring lane closures shall receive prior approval from the Ground Transportation/Construction Coordination Office.
- **Designated Truck Delivery Hours**
Truck deliveries shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. and be encouraged to use nighttime hours.
- **Designated Truck and Haul Routes**
Routes have been established on freeways and non-residential streets.
- **Maintenance of Haul Routes**
Haul routes will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance.

Construction Parking and Staging Areas

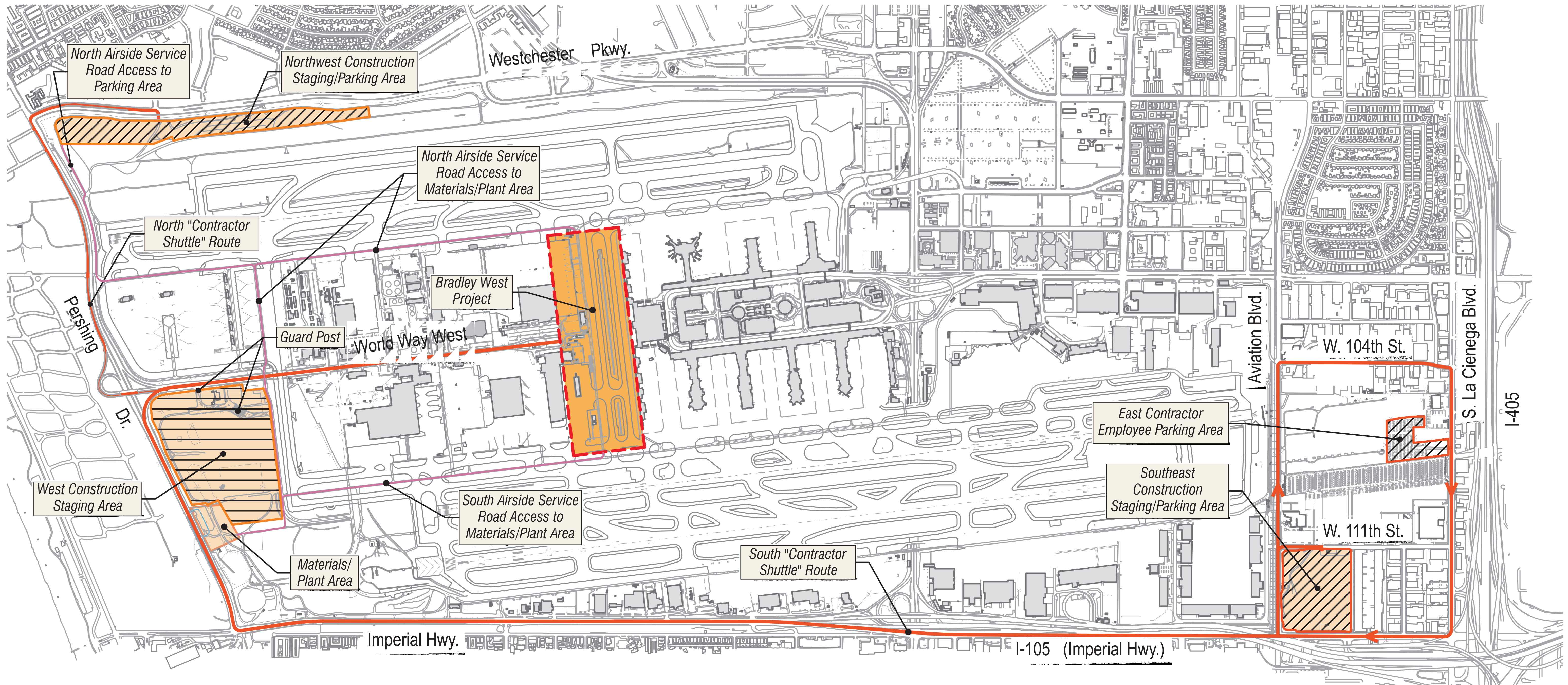
The proposed project identifies the following construction staging and parking areas:

- **Northwest Construction Staging/Parking Area**
Construction staging/laydown and contractor employee parking
- **West Construction Staging Area**
Construction staging/laydown only
- **Southeast Construction Staging/Parking Area**
Construction staging/laydown and contractor employee parking
- **East Contractor Employee Parking Area**
Contractor employee parking only



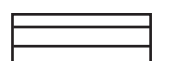
The peak construction period (4th Quarter 2011) is estimated to require approximately 700 workers per day, with potential short-term surges of up to 1,100 workers per day.

Alternative 4 in the Draft EIR evaluates the reconfiguration of the West Construction Staging Area to serve as the primary contractor employee parking area for the Bradley West Project, reducing the use of the other contractor employee parking areas.

Construction Parking and Staging Areas



Legend

-  Proposed Construction Staging
-  Proposed Contractor Employee Parking
-  EIR Alternative: Primary Contractor Employee Parking

Construction-Related Noise Control Measures

➤ **Construction Noise Control Plan**

A Construction Noise Control Plan will be prepared by the construction contractor to provide feasible measures to reduce on-airport construction noise throughout the construction period for the Bradley West Project.

➤ **Construction Staging**

Construction operations will be staged as far from noise-sensitive uses as feasible.

➤ **Equipment Replacement**

Source control is considered to be the most effective noise control measure by using equipment that emits the least noise possible. Noisy equipment will be replaced by quieter equipment when technically and economically feasible. Quieter equipment includes heavy diesel-powered machinery with mufflers installed. This measure will be implemented through contractual requirements and monitored for compliance.

➤ **Construction Scheduling**

Construction activities will be minimized during sensitive times (9:00 p.m. to 7:00 a.m. Monday - Friday; before 8:00 a.m. or after 6:00 p.m. Saturday; anytime on Sunday or holidays) except when necessary for airfield operational safety. Construction activity may occur during noise-sensitive hours (except Sunday), but at lower levels compared to daytime hours (7:00 a.m. to 9:00 p.m.).

➤ **Designated Truck and Haul Routes**

Construction truck and haul routes have been established on freeways and non-residential streets.

Want to Learn More?



Visit the LAX Master Plan Website
<http://www.ourlax.org>

