

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Scenario Report

Scenario: 2015 AM Peak
Command: 2015 AM Peak
Volume: 2015 AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 AM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2015 AM Peak

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.3
	Zone 1 Subtotal					28	40	68	1.3
2	YML Trucks	1.00	YML Trucks	146.00	35.00	146	35	181	3.5
	Zone 2 Subtotal					146	35	181	3.5
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	2.8
	Zone 3 Subtotal					68	79	147	2.8
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.0
	Zone 4 Subtotal					213	99	312	6.0
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.5
	Zone 7 Subtotal					73	58	131	2.5
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	66.00	67.00	66	67	133	2.6
	Zone 11 Subtotal					66	67	133	2.6
12	China Shippi	1.00	China Shipping	296.00	187.00	296	187	483	9.3
	Zone 12 Subtotal					296	187	483	9.3
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.4
	Zone 13 Subtotal					524	740	1264	24.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	2.1
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
Zone 21 Subtotal						26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
Zone 22 Subtotal						126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.3
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
Zone 23 Subtotal						540	540	1080	20.8
TOTAL						2700	2483	5183	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	Percent
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Zone	To Gates	
	12	-----
17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.344	A xxxxx	0.506	+ 0.162 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.573	B xxxxx	0.665	+ 0.092 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.537	B xxxxx	0.604	+ 0.067 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.546	C xxxxx	0.718	+ 0.172 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.236	A xxxxx	0.350	+ 0.114 V/C
#212 Navy Way / Seaside	A xxxxx	0.541	B xxxxx	0.600	+ 0.059 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 48 47 10 13 37 56 110 388 38 14 544 60
Added Vol: 7 13 13 8 16 35 38 192 8 16 318 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 60 23 21 53 91 148 580 46 30 862 68
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 60 23 21 53 91 148 580 46 30 862 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 60 23 21 53 91 148 580 46 30 862 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 55 60 23 21 53 91 148 580 46 30 862 68

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.80 0.87 0.33 0.26 0.74 1.00 1.00 1.85 0.15 1.00 1.85 0.15
Final Sat.: 1201 1306 493 384 1116 1500 1500 2778 222 1500 2781 219

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.06 0.05 0.06 0.10 0.21 0.21 0.02 0.31 0.31
Crit Vol: 55 91 148 465
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 17 180 391 6 287 116 122 1139 18 472 859 29
Added Vol: 7 138 28 0 258 0 0 31 5 51 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 318 418 6 545 116 122 1170 23 523 896 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 24 318 418 6 545 116 122 1170 23 523 896 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 318 418 6 545 116 122 1170 23 523 896 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 24 318 418 6 545 116 122 1170 23 523 896 29

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.30 1.70 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1846 2429 1425 2850 1425 1425 4275 1425 2850 2761 89

Capacity Analysis Module:
Vol/Sat: 0.02 0.17 0.17 0.00 0.19 0.08 0.09 0.27 0.02 0.18 0.32 0.32
Crit Vol: 24 273 390 261
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 897 418 15 69 480 8 18 11 9 24 117 50
Added Vol: 32 24 15 423 21 0 0 85 0 24 139 112
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 929 443 30 492 501 8 18 96 9 48 256 162
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 929 443 30 492 501 8 18 96 9 48 256 162
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 929 443 30 492 501 8 18 96 9 48 256 162
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 929 443 30 492 501 8 18 96 9 48 256 162

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.29 1.56 0.15 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 416 2226 208 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.33 0.16 0.02 0.17 0.18 0.01 0.04 0.04 0.04 0.03 0.09 0.11
Crit Vol: 464 251 18 128
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 206 20 72 6 14 10 17 292 289 172 300 1
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 247 24 86 7 17 12 20 350 347 206 360 1
Added Vol: 45 0 54 0 0 0 0 182 96 117 232 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 24 140 7 17 12 20 532 443 323 592 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 292 24 140 7 17 12 20 532 443 323 592 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 24 140 7 17 12 20 532 443 323 592 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 292 24 140 7 17 12 20 532 443 323 592 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.15 0.85 0.40 0.93 0.67 1.00 2.00 1.00 1.00 1.99 0.01
Final Sat.: 1500 219 1281 600 1400 1000 1500 3000 1500 1500 2994 6

Capacity Analysis Module:
Vol/Sat: 0.19 0.11 0.11 0.01 0.01 0.01 0.01 0.18 0.30 0.22 0.20 0.20
Crit Vol: 292 18 443 323
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 0

Volume Module:
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 1 8 22 19 6 89 52 271 4 56 413 12
Added Vol: 0 0 0 0 0 0 0 207 0 0 343 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 22 19 6 89 52 478 4 56 756 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 22 19 6 89 52 478 4 56 756 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 22 19 6 89 52 478 4 56 756 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 22 19 6 89 52 478 4 56 756 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 1.00 1.99 0.01 1.00 1.97 0.03
Final Sat.: 115 1385 1500 505 995 1500 1500 2978 22 1500 2953 47

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.03 0.16 0.16 0.04 0.26 0.26
Crit Vol: 1 89 52 384
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 4 0 1 1 0 3 0 0

Volume Module:
Base Vol: 49 0 530 0 0 0 0 1467 71 106 1260 0
Growth Adj: 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55
Initial Bse: 76 0 822 0 0 0 0 2274 110 164 1953 0
Added Vol: 0 0 0 0 0 0 0 339 0 0 323 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 0 822 0 0 0 0 2613 110 164 2276 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 76 0 0 0 0 0 0 2613 110 164 2276 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 76 0 0 0 0 0 0 2613 110 164 2276 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 76 0 0 0 0 0 0 2613 110 164 2276 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.08 0.12 0.53 0.00
Crit Vol: 38 0 653 164
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Scenario Report

Scenario: 2015 PM Peak
Command: 2015 PM Peak
Volume: 2015 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2015 PM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2015 PM Peak

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.2
	Zone 1 Subtotal					37	50	87	1.2
2	YML Trucks	1.00	YML Trucks	114.00	144.00	114	144	258	3.6
	Zone 2 Subtotal					114	144	258	3.6
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.7
	Zone 3 Subtotal					73	122	195	2.7
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.4
	Zone 4 Subtotal					166	223	389	5.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	62.00	119.00	62	119	181	2.5
	Zone 11 Subtotal					62	119	181	2.5
12	China Shippi	1.00	China Shipping	207.00	232.00	207	232	439	6.1
	Zone 12 Subtotal					207	232	439	6.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.4
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.8
	Zone 14 Subtotal					217	127	344	4.8
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.3
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.8
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.7
TOTAL						3618	3622	7240	100.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Zone	To Gates	
	12	-----
17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.337	A xxxxx	0.522	+ 0.185 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.606	B xxxxx	0.693	+ 0.087 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.472	A xxxxx	0.572	+ 0.100 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.494	C xxxxx	0.721	+ 0.227 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.297	A xxxxx	0.429	+ 0.132 V/C
#212 Navy Way / Seaside	A xxxxx	0.577	C xxxxx	0.709	+ 0.132 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 50 62 12 17 46 124 113 457 59 13 419 18
Added Vol: 16 32 32 23 50 47 68 346 25 50 271 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 94 44 40 96 171 181 803 84 63 690 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 94 44 40 96 171 181 803 84 63 690 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 94 44 40 96 171 181 803 84 63 690 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 66 94 44 40 96 171 181 803 84 63 690 41

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.65 0.92 0.43 0.26 0.74 1.00 1.00 1.81 0.19 1.00 1.89 0.11
Final Sat.: 973 1383 645 390 1110 1500 1500 2717 283 1500 2832 168

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.10 0.09 0.11 0.12 0.30 0.30 0.04 0.24 0.24
Crit Vol: 66 171 181 365
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 10 351 561 15 263 169 107 868 19 393 1046 43
Added Vol: 1 273 69 0 228 0 0 32 10 69 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 624 630 15 491 169 107 900 29 462 1066 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 11 624 630 15 491 169 107 900 29 462 1066 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 624 630 15 491 169 107 900 29 462 1066 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 11 624 630 15 491 169 107 900 29 462 1066 43

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.49 1.51 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 2127 2148 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.01 0.17 0.12 0.08 0.21 0.02 0.16 0.39 0.39
Crit Vol: 418 15 300 554
Crit Moves: **** **** 300 ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 407 420 12 78 646 18 12 6 12 18 214 173
Added Vol: 66 24 16 327 42 0 0 63 0 37 232 185
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 473 444 28 405 688 18 12 69 12 55 446 358
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 473 444 28 405 688 18 12 69 12 55 446 358
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 473 444 28 405 688 18 12 69 12 55 446 358
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 473 444 28 405 688 18 25 69 12 55 446 358

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.31 1.46 0.23 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 435 2081 334 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.16 0.02 0.14 0.24 0.01 0.03 0.03 0.04 0.04 0.16 0.25
Crit Vol: 237 344 12 223
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 370 31 266 10 13 37 48 528 146 71 449 7
Added Vol: 100 0 123 0 0 0 0 299 75 91 227 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 470 31 389 10 13 37 48 827 221 162 676 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 470 31 389 10 13 37 48 827 221 162 676 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 470 31 389 10 13 37 48 827 221 162 676 7
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 470 31 389 19 13 37 48 827 221 162 676 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 111 1389 571 929 1500 1500 3000 1500 1500 2968 32

Capacity Analysis Module:
Vol/Sat: 0.31 0.28 0.28 0.02 0.01 0.02 0.03 0.28 0.15 0.11 0.23 0.23
Crit Vol: 470 37 414 162
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 1 7 104 6 4 58 138 608 0 31 283 34
Added Vol: 0 0 0 0 0 0 0 395 0 0 339 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 104 6 4 58 138 1003 0 31 622 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 104 6 4 58 138 1003 0 31 622 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 104 6 4 58 138 1003 0 31 622 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 104 6 4 58 138 1003 0 31 622 34

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 1.00 1.90 0.10
Final Sat.: 32 1468 1500 268 1232 1500 1500 3000 0 1500 2846 154

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.09 0.33 0.00 0.02 0.22 0.22
Crit Vol: 104 6 502 31
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0

Volume Module:
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0
Growth Adj: 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56
Initial Bse: 178 0 1083 0 0 0 0 2373 119 44 2200 0
Added Vol: 0 0 0 0 0 0 0 540 0 0 565 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 178 0 1083 0 0 0 0 2913 119 44 2765 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 178 0 0 0 0 0 0 2913 119 44 2765 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 178 0 0 0 0 0 0 2913 119 44 2765 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 178 0 0 0 0 0 0 2913 119 44 2765 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.51 0.08 0.03 0.65 0.00
Crit Vol: 89 0 922
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Scenario Report

Scenario: 2030 AM Peak
Command: 2030 AM Peak
Volume: 2030 AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2030 AM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2030 AM Peak

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	2.8
	Zone 2 Subtotal					53	101	154	2.8
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.5
	Zone 3 Subtotal					61	73	134	2.5
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	7.5
	Zone 4 Subtotal					170	238	408	7.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.2
	Zone 5 Subtotal					61	61	122	2.2
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.4
	Zone 7 Subtotal					73	58	131	2.4
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.4
	Zone 8 Subtotal					244	215	459	8.4
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.7
	Zone 9 Subtotal					20	20	40	0.7
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.2
	Zone 10 Subtotal					72	50	122	2.2
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.2
	Zone 11 Subtotal					60	61	121	2.2
12	China Shippi	1.00	China Shipping	388.00	337.00	388	337	725	13.3
	Zone 12 Subtotal					388	337	725	13.3
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	23.3
	Zone 13 Subtotal					524	740	1264	23.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.0
	Zone 14 Subtotal					65	43	108	2.0
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.0

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	2.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
Zone 21 Subtotal						26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.8
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	1.9
Zone 22 Subtotal						126	126	252	4.6
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.2
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	15.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.7
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.4
Zone 23 Subtotal						540	540	1080	19.9
TOTAL						2624	2808	5432	100.0

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	Percent
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Zone	To Gates	
	12	

17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.402	A xxxxx	0.547	+ 0.146 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.729	D xxxxx	0.820	+ 0.092 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.596	B xxxxx	0.699	+ 0.103 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx	0.637	D xxxxx	0.822	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.275	A xxxxx	0.379	+ 0.103 V/C
#212 Navy Way / Seaside	C xxxxx	0.733	D xxxxx	0.800	+ 0.068 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 56 55 11 15 43 66 129 452 45 17 634 70
Added Vol: 7 13 13 8 16 31 34 329 8 16 285 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 63 68 24 23 59 97 163 781 53 33 919 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 63 68 24 23 59 97 163 781 53 33 919 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 68 24 23 59 97 163 781 53 33 919 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 63 68 24 23 59 97 163 781 53 33 919 78

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.88 0.31 0.26 0.74 1.00 1.00 1.87 0.13 1.00 1.84 0.16
Final Sat.: 1221 1310 469 391 1109 1500 1500 2810 190 1500 2765 235

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.06 0.05 0.06 0.11 0.28 0.28 0.02 0.33 0.33
Crit Vol: 63 97 163 499
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 21 229 497 7 366 147 156 1449 23 600 1094 37
Added Vol: 7 262 47 0 236 0 0 31 5 47 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 491 544 7 602 147 156 1480 28 647 1131 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 491 544 7 602 147 156 1480 28 647 1131 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 491 544 7 602 147 156 1480 28 647 1131 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 491 544 7 602 147 156 1480 28 647 1131 37

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.42 1.58 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 2029 2246 1425 2850 1425 1425 4275 1425 2850 2760 90

Capacity Analysis Module:
Vol/Sat: 0.02 0.24 0.24 0.00 0.21 0.10 0.11 0.35 0.02 0.23 0.41 0.41
Crit Vol: 345 7 493 324
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 996 465 16 76 534 9 20 13 10 26 130 55
Added Vol: 32 23 11 406 20 0 0 83 0 18 241 172
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1028 488 27 482 554 9 20 96 10 44 371 227
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1028 488 27 482 554 9 20 96 10 44 371 227
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1028 488 27 482 554 9 20 96 10 44 371 227
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1028 488 27 482 554 9 40 96 10 44 371 227

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.38 1.48 0.14 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 540 2114 196 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.36 0.17 0.02 0.17 0.19 0.01 0.04 0.05 0.05 0.03 0.13 0.16
Crit Vol: 514 277 20 186
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 206 20 72 6 14 10 17 292 289 172 300 1
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 288 28 101 8 20 14 24 409 405 241 420 1
Added Vol: 107 0 131 0 0 0 0 238 77 94 218 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 395 28 232 8 20 14 24 647 482 335 638 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 395 28 232 8 20 14 24 647 482 335 638 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 395 28 232 8 20 14 24 647 482 335 638 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 395 28 232 8 20 14 24 647 482 335 638 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.11 0.89 0.40 0.93 0.67 1.00 2.00 1.00 1.00 1.99 0.01
Final Sat.: 1500 162 1338 600 1400 1000 1500 3000 1500 1500 2993 7

Capacity Analysis Module:
Vol/Sat: 0.26 0.17 0.17 0.01 0.01 0.01 0.02 0.22 0.32 0.22 0.21 0.21
Crit Vol: 395 21 482 335
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 1 10 25 22 7 104 60 316 4 66 482 14
Added Vol: 0 0 0 0 0 0 0 344 0 0 310 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 10 25 22 7 104 60 660 4 66 792 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 10 25 22 7 104 60 660 4 66 792 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 10 25 22 7 104 60 660 4 66 792 14
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 10 25 22 7 104 60 660 4 66 792 14

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 1.00 1.99 0.01 1.00 1.97 0.03
Final Sat.: 115 1385 1500 505 995 1500 1500 2981 19 1500 2948 52

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.04 0.22 0.22 0.04 0.27 0.27
Crit Vol: 1 104 60 403
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0

Volume Module:
Base Vol: 49 0 530 0 0 0 0 0 1467 71 106 1260 0
Growth Adj: 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10
Initial Bse: 103 0 1113 0 0 0 0 0 3081 149 223 2646 0
Added Vol: 0 0 0 0 0 0 0 0 385 0 0 319 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 0 1113 0 0 0 0 0 3466 149 223 2965 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103 0 0 0 0 0 0 0 3466 149 223 2965 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 103 0 0 0 0 0 0 0 3466 149 223 2965 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 103 0 0 0 0 0 0 0 3466 149 223 2965 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.10 0.16 0.69 0.00
Crit Vol: 51 0 866 223
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Scenario Report

Scenario: 2030 PM Peak
Command: 2030 PM Peak
Volume: 2030 PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2030 PM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2030 PM Peak

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.5
	Zone 1 Subtotal					21	17	38	0.5
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.3
	Zone 2 Subtotal					41	51	92	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.5
	Zone 3 Subtotal					67	110	177	2.5
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.7
	Zone 7 Subtotal					138	124	262	3.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.3
	Zone 8 Subtotal					160	144	304	4.3
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.3
	Zone 11 Subtotal					56	108	164	2.3
12	China Shippi	1.00	China Shipping	263.00	282.00	263	282	545	7.8
	Zone 12 Subtotal					263	282	545	7.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39.6
	Zone 13 Subtotal					1456	1325	2781	39.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.6
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.5
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	7.9
TOTAL						3539	3481	7020	100.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	12
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Zone	To Gates	
	12	

17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.393	A xxxxx	0.560	+ 0.167 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.771	D xxxxx	0.848	+ 0.077 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.525	B xxxxx	0.611	+ 0.086 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.577	C xxxxx	0.767	+ 0.190 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.347	A xxxxx	0.461	+ 0.114 V/C
#212 Navy Way / Seaside	C xxxxx	0.784	E xxxxx	0.915	+ 0.131 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 59 73 14 20 53 144 132 533 69 15 489 21
Added Vol: 16 32 32 23 50 43 60 293 25 50 239 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 105 46 43 103 187 192 826 94 65 728 44
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 105 46 43 103 187 192 826 94 65 728 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 105 46 43 103 187 192 826 94 65 728 44
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 75 105 46 43 103 187 192 826 94 65 728 44

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.66 0.93 0.41 0.26 0.74 1.00 1.00 1.80 0.20 1.00 1.89 0.11
Final Sat.: 995 1394 612 384 1116 1500 1500 2695 305 1500 2829 171

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.11 0.09 0.12 0.13 0.31 0.31 0.04 0.26 0.26
Crit Vol: 75 187 192 386
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 12 446 714 19 334 215 137 1104 25 501 1332 54
Added Vol: 1 237 63 0 205 0 0 32 10 65 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 683 777 19 539 215 137 1136 35 566 1352 54
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 683 777 19 539 215 137 1136 35 566 1352 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 683 777 19 539 215 137 1136 35 566 1352 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 13 683 777 19 539 215 137 1136 35 566 1352 54

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.40 1.60 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 2000 2275 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.34 0.34 0.01 0.19 0.15 0.10 0.27 0.02 0.20 0.49 0.49
Crit Vol: 487 19 379 703
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 453 466 14 86 718 20 14 6 14 20 238 193
Added Vol: 66 24 13 299 40 0 0 59 0 28 199 154
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 518 490 27 385 758 20 14 65 14 48 437 347
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 518 490 27 385 758 20 14 65 14 48 437 347
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 518 490 27 385 758 20 14 65 14 48 437 347
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 518 490 27 385 758 20 28 65 14 48 437 347

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.35 1.39 0.26 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 496 1986 368 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.18 0.17 0.02 0.14 0.27 0.01 0.03 0.03 0.04 0.03 0.15 0.24
Crit Vol: 259 379 14 218
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 431 36 311 11 15 43 56 616 171 83 524 8
Added Vol: 81 0 100 0 0 0 0 262 59 73 209 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 512 36 411 11 15 43 56 878 230 156 733 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 512 36 411 11 15 43 56 878 230 156 733 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 512 36 411 11 15 43 56 878 230 156 733 8
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 512 36 411 22 15 43 56 878 230 156 733 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 122 1378 571 929 1500 1500 3000 1500 1500 2966 34

Capacity Analysis Module:
Vol/Sat: 0.34 0.30 0.30 0.02 0.02 0.03 0.04 0.29 0.15 0.10 0.25 0.25
Crit Vol: 512 43 439 156
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 1 8 122 7 4 67 161 710 0 36 330 39
Added Vol: 0 0 0 0 0 0 0 343 0 0 306 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 122 7 4 67 161 1053 0 36 636 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 122 7 4 67 161 1053 0 36 636 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 122 7 4 67 161 1053 0 36 636 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 122 7 4 67 161 1053 0 36 636 39

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 1.00 1.88 0.12
Final Sat.: 32 1468 1500 268 1232 1500 1500 3000 0 1500 2826 174

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.11 0.35 0.00 0.02 0.23 0.23
Crit Vol: 122 7 526 36
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Proposed Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0

Volume Module:
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0
Growth Adj: 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12
Initial Bse: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Added Vol: 0 0 0 0 0 0 0 527 0 0 559 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 242 0 1471 0 0 0 0 3752 161 59 3548 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 0 0 0 0 0 0 3752 161 59 3548 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 0 0 0 0 0 0 3752 161 59 3548 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 242 0 0 0 0 0 0 3752 161 59 3548 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.66 0.11 0.04 0.83 0.00
Crit Vol: 121 0 1183
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Scenario Report

Scenario: 2045 AM Peak
Command: 2045 AM Peak
Volume: 2045 AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: 2045 AM Peak
Trip Distribution: Distribution
Paths: Proposed
Routes: Default Routes
Configuration: 2045 AM Peak

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	2.8
	Zone 2 Subtotal					53	101	154	2.8
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.5
	Zone 3 Subtotal					61	73	134	2.5
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	7.5
	Zone 4 Subtotal					170	238	408	7.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.2
	Zone 5 Subtotal					61	61	122	2.2
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.4
	Zone 7 Subtotal					73	58	131	2.4
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.4
	Zone 8 Subtotal					244	215	459	8.4
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.7
	Zone 9 Subtotal					20	20	40	0.7
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.2
	Zone 10 Subtotal					72	50	122	2.2
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.2
	Zone 11 Subtotal					60	61	121	2.2
12	China Shippi	1.00	China Shipping	388.00	337.00	388	337	725	13.3
	Zone 12 Subtotal					388	337	725	13.3
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	23.3
	Zone 13 Subtotal					524	740	1264	23.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.0
	Zone 14 Subtotal					65	43	108	2.0
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.0
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
Zone 17 Subtotal						14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
Zone 18 Subtotal						14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
Zone 19 Subtotal						14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
Zone 21 Subtotal						26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.8
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	1.9
Zone 22 Subtotal						126	126	252	4.6
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.2
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	15.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.7
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.4
Zone 23 Subtotal						540	540	1080	19.9
TOTAL						2624	2808	5432	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	Percent
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Zone	To Gates	
	12	

17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.442	A xxxxx	0.588	+ 0.146 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.844	E xxxxx	0.932	+ 0.087 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.695	C xxxxx	0.799	+ 0.104 V/C
# 72 Fries Ave / Harry Bridges Blvd	C xxxxx	0.701	D xxxxx	0.886	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.303	A xxxxx	0.406	+ 0.103 V/C
#212 Navy Way / Seaside	D xxxxx	0.811	D xxxxx	0.878	+ 0.068 V/C

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 56 55 11 15 43 66 129 452 45 17 634 70
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 62 61 12 17 47 73 142 497 50 19 698 77
Added Vol: 7 13 13 8 16 31 34 329 8 16 285 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 69 74 25 25 63 104 176 826 58 35 983 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 69 74 25 25 63 104 176 826 58 35 983 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 74 25 25 63 104 176 826 58 35 983 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 69 74 25 25 63 104 176 826 58 35 983 85

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.82 0.88 0.30 0.26 0.74 1.00 1.00 1.87 0.13 1.00 1.84 0.16
Final Sat.: 1231 1319 450 384 1116 1500 1500 2805 195 1500 2761 239

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.06 0.06 0.07 0.12 0.29 0.29 0.02 0.36 0.36
Crit Vol: 69 104 176 534
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 21 229 497 7 366 147 156 1449 23 600 1094 37
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 23 252 547 8 403 162 172 1594 25 660 1204 41
Added Vol: 7 262 47 0 236 0 0 31 5 47 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 514 594 8 639 162 172 1625 30 707 1241 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 514 594 8 639 162 172 1625 30 707 1241 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 514 594 8 639 162 172 1625 30 707 1241 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 30 514 653 8 639 162 172 1625 30 778 1241 41

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.32 1.68 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1882 2393 1425 2850 1425 1425 4275 1425 2850 2759 91

Capacity Analysis Module:
Vol/Sat: 0.02 0.27 0.27 0.01 0.22 0.11 0.12 0.38 0.02 0.27 0.45 0.45
Crit Vol: 389 8 542 389
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 996 465 16 76 534 9 20 13 10 26 130 55
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1096 512 18 84 588 10 22 14 11 29 143 61
Added Vol: 32 23 11 406 20 0 0 83 0 18 241 172
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1128 535 29 490 608 10 22 97 11 47 384 233
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1128 535 29 490 608 10 22 97 11 47 384 233
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1128 535 29 490 608 10 22 97 11 47 384 233
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1241 535 29 539 608 10 44 97 11 47 384 233

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.41 1.45 0.14 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 579 2065 206 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.44 0.19 0.02 0.19 0.21 0.01 0.04 0.05 0.05 0.03 0.13 0.16
Crit Vol: 620 304 22 192
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 288 28 101 8 20 14 24 409 405 241 420 1
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 317 31 111 9 22 15 26 450 446 265 462 1
Added Vol: 107 0 131 0 0 0 0 238 77 94 218 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 424 31 242 9 22 15 26 688 523 359 680 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 424 31 242 9 22 15 26 688 523 359 680 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 424 31 242 9 22 15 26 688 523 359 680 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 424 31 242 9 22 15 26 688 523 359 680 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.11 0.89 0.38 0.95 0.67 1.00 2.00 1.00 1.00 1.99 0.01
Final Sat.: 1500 169 1331 571 1429 1000 1500 3000 1500 1500 2995 5

Capacity Analysis Module:
Vol/Sat: 0.28 0.18 0.18 0.02 0.02 0.02 0.02 0.23 0.35 0.24 0.23 0.23
Crit Vol: 424 23 523 359
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			
Rights:	Include			
Min. Green:	0	0	0	0
Lanes:	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:
Base Vol: 1 10 25 22 7 104 60 316 4 66 482 14
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1 11 28 24 8 114 66 348 4 73 530 15
Added Vol: 0 0 0 0 0 0 0 344 0 0 310 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 28 24 8 114 66 692 4 73 840 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 28 24 8 114 66 692 4 73 840 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 28 24 8 114 66 692 4 73 840 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 28 24 8 114 66 692 4 73 840 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.33 0.67 1.00 1.00 1.99 0.01 1.00 1.96 0.04
Final Sat.: 83 1417 1500 496 1004 1500 1500 2981 19 1500 2946 54

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.08 0.04 0.23 0.23 0.05 0.29 0.29
Crit Vol: 1 114 66 428
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Protected			
Rights:	Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 4 0 1	1 0 3 0 0				

Volume Module:
Base Vol: 103 0 1113 0 0 0 0 3081 149 223 2646 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 113 0 1225 0 0 0 0 3390 164 245 2912 0
Added Vol: 0 0 0 0 0 0 0 385 0 0 319 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 0 1225 0 0 0 0 3775 164 245 3231 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 113 0 0 0 0 0 0 3775 164 245 3231 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 113 0 0 0 0 0 0 3775 164 245 3231 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 125 0 0 0 0 0 0 3775 164 245 3231 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.66 0.12 0.17 0.76 0.00
Crit Vol: 62 0 944 245
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Scenario Report

Scenario: 2045 PM Peak
 Command: 2045 PM Peak
 Volume: 2045 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2045 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2045 PM Peak

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Trip Generation Report

Forecast for 2045 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.5
	Zone 1 Subtotal					21	17	38	0.5
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.3
	Zone 2 Subtotal					41	51	92	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.5
	Zone 3 Subtotal					67	110	177	2.5
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.7
	Zone 7 Subtotal					138	124	262	3.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.3
	Zone 8 Subtotal					160	144	304	4.3
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.3
	Zone 11 Subtotal					56	108	164	2.3
12	China Shippi	1.00	China Shipping	263.00	282.00	263	282	545	7.8
	Zone 12 Subtotal					263	282	545	7.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39.6
	Zone 13 Subtotal					1456	1325	2781	39.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.6
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.5
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
Zone 23 Subtotal						277	277	554	7.9
TOTAL						3539	3481	7020	100.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates
12

Zone	Percent
1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	10.0

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Zone	To Gates	
	12	-----
17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.433	A xxxxx	0.599	+ 0.167 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.867	E xxxxx	0.945	+ 0.079 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.593	B xxxxx	0.682	+ 0.089 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx	0.635	D xxxxx	0.825	+ 0.190 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.381	A xxxxx	0.496	+ 0.114 V/C
#212 Navy Way / Seaside	D xxxxx	0.872	F xxxxx	1.003	+ 0.131 V/C

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 59 73 14 20 53 144 132 533 69 15 489 21
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 65 80 15 22 58 158 145 587 76 17 538 23
Added Vol: 16 32 32 23 50 43 60 293 25 50 239 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 81 112 47 45 108 201 205 880 101 67 777 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 81 112 47 45 108 201 205 880 101 67 777 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 112 47 45 108 201 205 880 101 67 777 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 81 112 47 45 108 201 205 880 101 67 777 46

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.94 0.39 0.25 0.75 1.00 1.00 1.79 0.21 1.00 1.89 0.11
Final Sat.: 1009 1400 591 381 1119 1500 1500 2691 309 1500 2832 168

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.12 0.10 0.13 0.14 0.33 0.33 0.04 0.27 0.27
Crit Vol: 81 201 205 412
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 446 714 19 334 215 137 1104 25 501 1332 54
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 13 491 786 21 368 237 151 1215 28 551 1466 59
Added Vol: 1 237 63 0 205 0 0 32 10 65 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 728 849 21 573 237 151 1247 38 616 1486 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 728 849 21 573 237 151 1247 38 616 1486 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 728 849 21 573 237 151 1247 38 616 1486 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 14 728 934 21 573 237 151 1247 38 678 1486 59

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.31 1.69 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1873 2402 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.39 0.39 0.01 0.20 0.17 0.11 0.29 0.03 0.24 0.54 0.54
Crit Vol: 554 21 416 773
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 453 466 14 86 718 20 14 6 14 20 238 193
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 498 513 15 95 790 22 15 7 15 22 262 212
Added Vol: 66 24 13 299 40 0 0 59 0 28 199 154
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 564 537 28 394 830 22 15 66 15 50 461 366
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 564 537 28 394 830 22 15 66 15 50 461 366
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 564 537 28 394 830 22 15 66 15 50 461 366
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 621 537 28 433 830 22 31 66 15 50 461 366

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.38 1.34 0.28 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 542 1915 393 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.22 0.19 0.02 0.15 0.29 0.02 0.03 0.03 0.04 0.04 0.16 0.26
Crit Vol: 310 415 15 230
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 431 36 311 11 15 43 56 616 171 83 524 8
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 474 40 342 12 17 47 62 678 188 91 577 9
Added Vol: 81 0 100 0 0 0 0 262 59 73 209 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 555 40 442 12 17 47 62 940 247 164 786 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 555 40 442 12 17 47 62 940 247 164 786 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 555 40 442 12 17 47 62 940 247 164 786 9
PCE Adj: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 555 40 442 24 17 47 62 940 247 164 786 9

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 123 1377 569 931 1500 1500 3000 1500 1500 2967 33

Capacity Analysis Module:
Vol/Sat: 0.37 0.32 0.32 0.02 0.02 0.03 0.04 0.31 0.16 0.11 0.26 0.26
Crit Vol: 555 47 470 164
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 1 8 122 7 4 67 161 710 0 36 330 39
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1 9 134 8 4 74 177 781 0 40 363 43
Added Vol: 0 0 0 0 0 0 0 343 0 0 306 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 9 134 8 4 74 177 1124 0 40 669 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 9 134 8 4 74 177 1124 0 40 669 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 9 134 8 4 74 177 1124 0 40 669 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 9 134 8 4 74 177 1124 0 40 669 43

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 1.00 1.88 0.12
Final Sat.: 23 1477 1500 269 1231 1500 1500 3000 0 1500 2819 181

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.09 0.03 0.00 0.05 0.12 0.37 0.00 0.03 0.24 0.24
Crit Vol: 134 8 562 40
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 6

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0

Volume Module:
Base Vol: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 266 0 1619 0 0 0 0 3549 177 65 3289 0
Added Vol: 0 0 0 0 0 0 0 527 0 0 559 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 266 0 1619 0 0 0 0 4076 177 65 3848 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 266 0 0 0 0 0 0 4076 177 65 3848 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 0 0 0 0 0 0 4076 177 65 3848 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 293 0 0 0 0 0 0 4076 177 65 3848 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.12 0.05 0.90 0.00
Crit Vol: 146 0 0 0 0 0 0 1283
Crit Moves: **** **