Appendix F7
Alternative 2

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

Scenario Report

Scenario:	2005 AM Peak
Command:	2005 AM Peak
Volume:	2005 AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2005 AM Peak
Trip Distribution:	Distribution
Paths:	Existing
Routes:	Default Routes
Configuration:	2005 AM Peak

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Trip Generation Report

Forecast for 2005 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	23.00	36.00	23	36	59	1.9
	Zone 1 Subtotal					23	36	59	1.9
2	YML Trucks	1.00	YML Trucks	129.00	30.00	129	30	159	5.2
	Zone 2 Subtotal					129	30	159	5.2
3	Trapac Autos	1.00	Trapac Autos	25.00	37.00	25	37	62	2.0
	Zone 3 Subtotal					25	37	62	2.0
4	Trapac Truck	1.00	Trapac Trucks	171.00	86.00	171	86	257	8.4
	Zone 4 Subtotal					171	86	257	8.4
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	4.0
	Zone 5 Subtotal					61	61	122	4.0
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.4
	Zone 6 Subtotal					23	19	42	1.4
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	4.3
	Zone 7 Subtotal					73	58	131	4.3
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	15.0
	Zone 8 Subtotal					244	215	459	15.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	1.3
	Zone 9 Subtotal					20	20	40	1.3
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	4.0
	Zone 10 Subtotal					72	50	122	4.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	41.3
	Zone 13 Subtotal					524	740	1264	41.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	3.5
	Zone 14 Subtotal					65	43	108	3.5
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	3.5
	Zone 15 Subtotal					54	54	108	3.5
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.7
	Zone 17 Subtotal					14	6	20	0.7
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.7

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 18 Subtotal					14	6	20	0.7
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.7
	Zone 19 Subtotal					14	6	20	0.7
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.6
	Zone 20 Subtotal					13	5	18	0.6
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.7
	Zone 21 Subtotal					26	27	53	1.7
TOTAL						1565	1499	3064	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	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	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	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	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	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40.0

Zone	To Gates 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

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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 2005 AM Peak - Alternative 2 (No Federal Action)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.387	A	xxxxx	0.496	+ 0.109 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.315	A	xxxxx	0.413	+ 0.098 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.578	B	xxxxx	0.631	+ 0.053 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.461	A	xxxxx	0.479	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.2	0.000	A	9.7	0.000	+ 0.522 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.761	D	xxxxx	0.882	+ 0.121 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.524	A	xxxxx	0.548	+ 0.024 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	19.7	0.736	D	31.3	0.900	+ 0.163 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.483	A	xxxxx	0.505	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.276	A	xxxxx	0.361	+ 0.085 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.198	A	xxxxx	0.260	+ 0.062 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.316	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.357	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.349	A	xxxxx	0.362	+ 0.012 V/C
#110 John S. Gibson / Channel Stree	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.227	A	xxxxx	0.306	+ 0.079 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.470	A	xxxxx	0.528	+ 0.058 V/C

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

Intersection #17 Figueroa St / 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				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	29		84	28	184		213	102	48		323	16	120		337	184
Growth Adj:	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07
Initial Bse:	31		90	30	196		227	109	51		345	17	128		360	196
Added Vol:	5		14	31	32		66	33	7		30	4	90		55	41
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	36		104	61	228		293	142	58		375	21	218		415	237
User Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	36		104	61	228		293	0	58		375	21	218		415	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	36		104	61	228		293	0	58		375	21	218		415	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00
Final Vol.:	36		104	61	228		293	0	58		375	21	218		415	0
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:	0.36		1.03	0.61	1.00		2.00	1.00	1.00		1.89	0.11	1.00		2.00	1.00
Final Sat.:	538		1551	911	1500		3000	1500	1500		2840	160	1500		3000	1500
Capacity Analysis Module:																
Vol/Sat:	0.07		0.07	0.07	0.15		0.10	0.00	0.04		0.13	0.13	0.15		0.14	0.00
Crit Vol:				100	228							198	218			
Crit Moves:				****	****							****	****			

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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): 0.413
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	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	40		39	8	11		31	47	92		323	32	12		453	50
Growth Adj:	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07
Initial Bse:	43		42	9	12		33	50	98		345	34	13		483	53
Added Vol:	7		13	13	8		16	16	19		91	8	16		161	8
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	50		55	22	20		49	66	117		436	42	29		644	61
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:	50		55	22	20		49	66	117		436	42	29		644	61
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	50		55	22	20		49	66	117		436	42	29		644	61
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	4.00		1.00	1.00	2.00		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.:	50		55	22	20		49	66	469		436	42	58		644	61
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:	0.79		0.87	0.34	0.29		0.73	0.98	0.96		0.95	0.09	0.08		1.76	0.16
Final Sat.:	1184		1302	513	439		1091	1470	1444		1423	134	122		2636	241
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.04		0.04	0.04	0.08		0.31	0.32	0.24		0.24	0.25
Crit Vol:	50							67				473	29			
Crit Moves:	****							****				****	****			

Port of Los Angeles
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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):	0.631
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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 2	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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	14	147	320	5	235	94	100	932	15	386	703	24
Added Vol:	7	66	20	0	137	0	0	31	5	36	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	213	340	5	372	94	100	963	20	422	740	24
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:	20	213	340	5	372	94	100	963	20	422	740	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	213	340	5	372	94	100	963	20	422	740	24
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.:	20	213	340	5	372	94	100	963	20	422	740	24
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	1.16	1.84	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1650	2625	1425	2850	1425	1425	2850	1425	2850	2762	88
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.13	0.07	0.07	0.34	0.01	0.15	0.27	0.27
Crit Vol:	20				186			481		211		
Crit Moves:	****				****			****		****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	63	87	38	99	13	10	811	252	53	641	70
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:	164	71	98	43	111	15	11	912	284	60	721	79
Added Vol:	0	0	0	0	0	0	0	51	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	71	98	43	111	15	11	963	284	60	794	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	164	71	98	43	111	15	11	963	0	60	794	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	71	98	43	111	15	11	963	0	60	794	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	164	71	98	43	111	15	11	963	0	60	794	79
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	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3779	496	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.07	0.03	0.03	0.03	0.01	0.34	0.00	0.04	0.28	0.06
Crit Vol:			98	43				482		60		
Crit Moves:			****	****				****		****		

Port of Los Angeles
China Shipping EIR
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	503	231		0	0	165		5	0	0		0	0	0		0
Growth Adj:	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08
Initial Bse:	545	250		0	0	179		5	0	0		0	0	0		0
Added Vol:	59	67		0	0	17		15	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	604	317		0	0	196		20	0	0		0	0	0		0
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:	604	317		0	0	196		20	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	604	317		0	0	196		20	0	0		0	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	216	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	1 0	1	0	1	1 0	1	1	0	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	306	638		26	28	118		48	84	57	860		20	13		13
Growth Adj:	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08		1.08
Initial Bse:	331	691		28	30	128		52	91	62	931		22	14		14
Added Vol:	123	69		0	0	9		7	57	0	158		0	0		0
PasserByVol:	0	0		0	0	0		0	0	0	0		0	0		0
Initial Fut:	454	760		28	30	137		59	148	62	1089		22	14		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:	454	760		28	30	137		59	148	62	1089		22	14		14
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
Reduced Vol:	454	760		28	30	137		59	148	62	1089		22	14		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.:	454	760		28	30	137		59	148	62	1089		22	14		14
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375	1375		1375	1375		1375
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	2.89		0.11	1.00	1.40		0.60	1.41	0.59	1.00		0.87	0.57		0.56
Final Sat.:	1375	3978		147	1375	1921		829	1940	810	1375		1196	777		777
Capacity Analysis Module:																
Vol/Sat:	0.33	0.19		0.19	0.02	0.07		0.07	0.08	0.08	0.79		0.02	0.02		0.02
Crit Vol:	0				98				1089				25			
Crit Moves:	****				****				****				****			

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

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): 0.548
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	797	372	13	61	427	7	16	10	8	21	104	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	830	388	14	64	445	7	17	10	8	22	108	46
Added Vol:	0	32	2	48	45	0	0	10	0	5	10	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	830	420	16	112	490	7	17	20	8	27	118	55
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:	830	420	16	112	490	7	17	20	8	27	118	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	420	16	112	490	7	17	20	8	27	118	55
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.:	830	420	16	112	490	7	17	20	8	27	118	55
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	1.93	0.07	1.00	1.97	0.03	1.00	0.71	0.29	0.27	1.18	0.55
Final Sat.:	2850	2748	102	1425	2808	42	1425	1012	413	383	1686	781
Capacity Analysis Module:												
Vol/Sat:	0.29	0.15	0.15	0.08	0.17	0.17	0.01	0.02	0.02	0.07	0.07	0.07
Crit Vol:	415					249	17					100
Crit Moves:	****					****	****					****

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	330	63	0	0	112	39	400	0	203	0	0	14
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	352	67	0	0	120	42	427	0	217	0	0	15
Added Vol:	55	8	0	0	7	29	34	0	124	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	75	0	0	127	71	461	0	341	0	0	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:	407	75	0	0	127	71	461	0	341	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	75	0	0	127	71	461	0	341	0	0	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.:	407	75	0	0	127	71	461	0	341	0	0	15
Saturation Flow Module:												
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	2.00	0.00	0.00	1.28	0.72	1.14	0.01	0.85	0.00	0.00	1.00
Final Sat.:	453	945	0	0	603	354	1109	-533	453	0	0	459
Capacity Analysis Module:												
Vol/Sat:	0.90	0.08	xxxx	xxxx	0.21	0.20	0.42	0.00	0.75	xxxx	xxxx	0.03
Crit Moves:	****				****				****			****
Delay/Veh:	48.2	10.7	0.0	0.0	12.0	11.4	29.6	26.5	26.5	0.0	0.0	10.6
Delay 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
AdjDel/Veh:	48.2	10.7	0.0	0.0	12.0	11.4	29.6	26.5	26.5	0.0	0.0	10.6
LOS by Move:	E	B	*	*	B	B	D	D	D	*	*	B
ApproachDel:	42.4			11.8			29.9			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.4			11.8			29.9			10.6		
LOS by Appr:	E			B			D			B		
AllWayAvgQ:	4.7	0.1	0.0	0.0	0.3	0.2	2.5	2.5	2.5	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	487	0	24	0	0	0	0	347	399	21	215	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	507	0	25	0	0	0	0	362	416	22	224	0
Added Vol:	11	0	1	0	0	0	0	40	11	1	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	0	26	0	0	0	0	402	427	23	247	0
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	0	26	0	0	0	0	402	427	23	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	0	26	0	0	0	0	402	427	23	247	0
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.:	518	0	26	0	0	0	0	402	427	23	247	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.02	0.00	0.00	0.00	0.00	0.14	0.30	0.02	0.09	0.00
Crit Vol:	518			0			201			124		
Crit Moves:	****						****					

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

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): 0.361
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	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	93	20	44	6	14	10	17	320	60	52	420	1
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	99	21	47	6	15	11	18	341	64	55	448	1
Added Vol:	31	0	38	0	0	0	0	78	15	19	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	21	85	6	15	11	18	419	79	74	603	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:	130	21	85	6	15	11	18	419	79	74	603	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	21	85	6	15	11	18	419	79	74	603	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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.:	130	21	85	6	15	11	36	419	79	149	603	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	0.28	0.72	0.40	0.93	0.67	0.07	1.63	0.30	0.24	1.75	0.01
Final Sat.:	1500	423	1077	600	1400	1000	109	2448	443	370	2626	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.08	0.01	0.01	0.01	0.17	0.17	0.18	0.20	0.23	0.25
Crit Vol:	130			16			18					377
Crit Moves:	****			****			****					****

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	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	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	0	2	0	26	18	402	0	0	468	1
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	2	0	28	19	429	0	0	499	1
Added Vol:	0	0	0	0	0	0	0	93	0	0	186	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	28	19	522	0	0	685	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:	0	0	0	2	0	28	19	522	0	0	685	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	28	19	522	0	0	685	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	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.:	0	0	0	2	0	28	77	522	0	0	685	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:	0.00	2.00	0.00	0.14	0.86	1.00	0.32	1.68	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	214	1286	1500	477	2523	0	0	2995	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.04	0.21	0.00	0.00	0.23	0.23
Crit Vol:	0					28	19				343	
Crit Moves:						****	****				****	

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth 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
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	10	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	487	21	34	438	2
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:	19	0	23	182	0	58	68	487	21	34	438	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	23	182	0	58	68	487	21	34	438	2
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.:	19	0	23	182	0	58	68	487	21	34	438	2
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:	0.45	0.00	0.55	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat.:	645	0	780	2161	0	689	1425	2732	118	1425	4256	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.18	0.18	0.02	0.10	0.10
Crit Vol:			42	120					254	34		
Crit Moves:			****	****					****	****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
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			Protected			Protected		
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	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth 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
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	10	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	613	59	82	434	5
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:	47	2	81	8	0	1	2	613	59	82	434	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	613	59	82	434	5
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.:	47	2	81	8	0	1	2	613	59	82	434	5
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	0.02	0.98	1.00	0.00	1.00	1.00	1.82	0.18	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2600	250	1425	4226	49
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.24	0.24	0.06	0.10	0.10
Crit Vol:			83	8					336	82		
Crit Moves:			****	****					****	****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	44	113	42	82	113	72	46	797	25	47	777	182
Added Vol:	0	0	0	0	0	0	0	51	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	113	42	82	113	72	46	848	25	47	850	182
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:	44	113	42	82	113	72	46	848	25	47	850	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	113	42	82	113	72	46	848	25	47	850	182
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.:	44	113	42	82	113	72	46	848	25	47	850	182
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.07	0.07	0.03	0.21	0.21	0.03	0.21	0.13
Crit Vol:			77	82					291	47		
Crit Moves:			****	****					****	****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	276	432	0	0	275	178	619	0	268	0	0	0				
Added Vol:	0	34	0	0	51	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	276	466	0	0	326	178	619	0	268	0	0	0				
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:	276	466	0	0	326	178	619	0	268	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	276	466	0	0	326	178	619	0	268	0	0	0				
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.:	276	466	0	0	326	178	619	0	268	0	0	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:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.16	0.00	0.00	0.11	0.13	0.22	0.00	0.19	0.00	0.00	0.00				
Crit Vol:	276					178	309				0					
Crit Moves:	****					****	****									

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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): 0.306
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 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	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	1	7	18	16	5	74	43	226	3	47	344	10								
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07								
Initial Bse:	1	7	19	17	5	79	46	241	3	50	367	11								
Added Vol:	0	0	0	0	0	0	0	106	0	0	187	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1	7	19	17	5	79	46	347	3	50	554	11								
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	19	17	5	79	46	347	3	50	554	11								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	1	7	19	17	5	79	46	347	3	50	554	11								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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	19	17	5	79	92	347	3	100	554	11								
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:	0.08	0.92	1.00	0.34	0.66	1.00	0.26	1.73	0.01	0.18	1.79	0.03								
Final Sat.:	115	1385	1500	505	995	1500	393	2585	22	266	2685	48								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.03	0.01	0.05	0.12	0.13	0.15	0.19	0.21	0.22								
Crit Vol:	1					79	46					333								
Crit Moves:	****					****	****					****								

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

Intersection #212 Navy Way / Seaside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	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			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 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	49	0	530	0	0	0	0	1467	71	106	1260	0
Growth Adj:	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Initial Bse:	58	0	627	0	0	0	0	1735	84	125	1491	0
Added Vol:	0	0	0	0	0	0	0	246	0	0	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	627	0	0	0	0	1981	84	125	1697	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:	58	0	0	0	0	0	0	1981	84	125	1697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	0	0	0	0	0	1981	84	125	1697	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.:	58	0	0	0	0	0	0	1981	84	125	1697	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	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.06	0.04	0.40	0.00
Crit Vol:	29			0			660			63		
Crit Moves:	****						****			****		

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Scenario Report

Scenario:	2005 PM Peak
Command:	2005 PM Peak
Volume:	2005 PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2005 PM Peak
Trip Distribution:	Distribution
Paths:	Existing
Routes:	Default Routes
Configuration:	2005 PM Peak

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Trip Generation Report

Forecast for 2005 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	33.00	42.00	33	42	75	1.4
	Zone 1 Subtotal					33	42	75	1.4
2	YML Trucks	1.00	YML Trucks	101.00	126.00	101	126	227	4.3
	Zone 2 Subtotal					101	126	227	4.3
3	Trapac Autos	1.00	Trapac Autos	34.00	44.00	34	44	78	1.5
	Zone 3 Subtotal					34	44	78	1.5
4	Trapac Truck	1.00	Trapac Trucks	133.00	167.00	133	167	300	5.7
	Zone 4 Subtotal					133	167	300	5.7
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	3.1
	Zone 5 Subtotal					81	81	162	3.1
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.6
	Zone 6 Subtotal					80	55	135	2.6
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	5.0
	Zone 7 Subtotal					138	124	262	5.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	5.7
	Zone 8 Subtotal					160	144	304	5.7
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.9
	Zone 9 Subtotal					24	24	48	0.9
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	2.1
	Zone 10 Subtotal					9	102	111	2.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	52
	Zone 13 Subtotal					1456	1325	2781	52.6
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	6.5
	Zone 14 Subtotal					217	127	344	6.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.6
	Zone 15 Subtotal					42	42	84	1.6
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	1.1
	Zone 17 Subtotal					28	29	57	1.1
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	1.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 18 Subtotal					28	29	57	1.1
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	1.1
	Zone 19 Subtotal					28	29	57	1.1
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	1.1
	Zone 20 Subtotal					28	28	56	1.1
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.8
	Zone 21 Subtotal					98	51	149	2.8
TOTAL						2718	2569	5287	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	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	10.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	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	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40.0

Zone	To Gates 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

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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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.425	A	xxxxx	0.559	+ 0.134 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.331	A	xxxxx	0.493	+ 0.163 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.545	B	xxxxx	0.626	+ 0.080 V/C
# 26 Henry Ford Ave / Anaheim St	B	xxxxx	0.645	B	xxxxx	0.675	+ 0.030 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.9	0.000	B	11.9	0.000	+ 1.992 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	D	xxxxx	0.842	F	xxxxx	1.135	+ 0.293 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.488	A	xxxxx	0.531	+ 0.044 V/C
# 37 Figueroa St / C-St / I-110 Ram	D	25.2	0.731	F	59.5	1.038	+ 0.307 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.420	A	xxxxx	0.445	+ 0.026 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.360	A	xxxxx	0.462	+ 0.102 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.303	A	xxxxx	0.350	+ 0.047 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.548	+ 0.008 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.406	+ 0.008 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.489	A	xxxxx	0.508	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.305	A	xxxxx	0.460	+ 0.154 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.481	A	xxxxx	0.588	+ 0.107 V/C

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	36	130	80	199	80	77	74	457	12	41	379	250
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	38	139	85	212	85	82	79	488	13	44	404	267
Added Vol:	6	23	44	54	54	38	13	57	5	79	55	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	162	129	266	139	120	92	545	18	123	459	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	44	162	129	266	139	0	92	545	18	123	459	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	162	129	266	139	0	92	545	18	123	459	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	44	162	129	266	139	0	92	545	18	123	459	0
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:	0.26	0.97	0.77	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	397	1446	1157	1500	3000	1500	1500	2905	95	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.18	0.05	0.00	0.06	0.19	0.19	0.08	0.15	0.00
Crit Vol:			168	266				281		123		
Crit Moves:			****	****				****		****		

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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):	0.493
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	42	52	10	14	38	103	94	381	49	11	349	15
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	45	55	11	15	41	110	100	407	52	12	372	16
Added Vol:	16	32	32	23	50	30	34	176	25	50	152	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	87	43	38	91	140	134	583	77	62	524	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:	61	87	43	38	91	140	134	583	77	62	524	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	87	43	38	91	140	134	583	77	62	524	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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.:	61	87	43	38	91	140	269	583	77	247	524	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:	0.64	0.91	0.45	0.28	0.72	1.00	0.41	1.42	0.17	0.28	1.62	0.10
Final Sat.:	955	1374	670	424	1076	1500	611	2140	250	421	2435	144
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.08	0.09	0.22	0.27	0.31	0.15	0.22	0.27
Crit Vol:	61					140	134					405
Crit Moves:	****					****	****					****

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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):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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 2	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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	8	287	459	12	215	138	88	710	16	322	856	35
Added Vol:	1	156	53	0	140	0	0	32	10	58	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	443	512	12	355	138	88	742	26	380	876	35
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:	9	443	512	12	355	138	88	742	26	380	876	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	443	512	12	355	138	88	742	26	380	876	35
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.:	9	443	512	12	355	138	88	742	26	380	876	35
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	1.39	1.61	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1983	2292	1425	2850	1425	1425	2850	1425	2850	2741	109
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.12	0.10	0.06	0.26	0.02	0.13	0.32	0.32
Crit Vol:			318	12				371		190		
Crit Moves:			****	****				****		****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	345	249	36	87	80	26	15	993	160	36	811	84
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:	388	280	41	98	90	29	17	1117	180	41	912	94
Added Vol:	0	0	0	0	0	0	0	85	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	280	41	98	90	29	17	1202	180	41	990	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	388	280	41	98	90	29	17	1202	0	41	990	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	280	41	98	90	29	17	1202	0	41	990	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	388	280	41	98	90	29	17	1202	0	41	990	94
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:	1.74	1.26	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2483	1792	1425	1425	3226	1049	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.07	0.03	0.03	0.01	0.42	0.00	0.03	0.35	0.07
Crit Vol:		223		98				601		41		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[11.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	549	230		0	0	176		5	0	0		0	0	0		0
Growth Adj:	1.17	1.17		1.17	1.17	1.17		1.17	1.17	1.17		1.17	1.17	1.17		1.17
Initial Bse:	641	268		0	0	205		6	0	0		0	0	0		0
Added Vol:	122	52		0	0	40		44	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	763	320		0	0	245		50	0	0		0	0	0		0
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:	763	320		0	0	245		50	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	763	320		0	0	245		50	0	0		0	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	295	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.60	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	4.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	1 0	1	0	1	1 0	1	1	0	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	306	687		15	7	147		36	56	33		859	26	24		33
Growth Adj:	1.17	1.17		1.17	1.17	1.17		1.17	1.17	1.17		1.17	1.17	1.17		1.17
Initial Bse:	357	802		18	8	172		42	65	39		1002	30	28		39
Added Vol:	224	127		0	0	15		25	47	0		383	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	581	929		18	8	187		67	112	39		1385	30	28		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:	581	929		18	8	187		67	112	39		1385	30	28		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	581	929		18	8	187		67	112	39		1385	30	28		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.:	581	929		18	8	187		67	112	39		1385	30	28		39
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
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	2.94		0.06	1.00	1.47		0.53	1.49	0.51		1.00	0.63	0.58		0.79
Final Sat.:	1375	4049		76	1375	2023		727	2048	702		1375	861	795		1093
Capacity Analysis Module:																
Vol/Sat:	0.42	0.23		0.23	0.01	0.09		0.09	0.05	0.05		1.01	0.04	0.04		0.04
Crit Vol:	0				127				1385				48			
Crit Moves:	****				****				****				****			

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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):	0.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	377	389	11	72	598	17	11	5	11	17	198	160
Added Vol:	0	53	2	42	58	0	0	8	0	13	30	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	442	13	114	656	17	11	13	11	30	228	183
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:	377	442	13	114	656	17	11	13	11	30	228	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	442	13	114	656	17	11	13	11	30	228	183
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.:	377	442	13	114	656	17	11	13	11	30	228	183
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	1.94	0.06	1.00	1.95	0.05	1.00	0.54	0.46	0.13	1.04	0.83
Final Sat.:	2850	2766	84	1425	2779	71	1425	763	662	192	1473	1185
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.08	0.24	0.24	0.01	0.02	0.02	0.15	0.15	0.15
Crit Vol:	189				336		11				221	
Crit Moves:	****				****		****				****	

Port of Los Angeles
China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.038
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	59.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	312	40	0	0	68	38	404	0	404	0	0	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	333	43	0	0	73	41	431	0	431	0	0	41
Added Vol:	115	15	0	0	16	27	19	0	130	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	58	0	0	89	68	450	0	561	0	0	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:	448	58	0	0	89	68	450	0	561	0	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	58	0	0	89	68	450	0	561	0	0	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.:	448	58	0	0	89	68	450	0	561	0	0	41
Saturation Flow Module:												
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	2.00	0.00	0.00	1.13	0.87	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	437	920	0	0	518	424	1030	-540	540	0	0	470
Capacity Analysis Module:												
Vol/Sat:	1.02	0.06	xxxx	xxxx	0.17	0.16	0.44	0.00	1.04	xxxx	xxxx	0.09
Crit Moves:	****				****				****			****
Delay/Veh:	78.1	10.9	0.0	0.0	12.1	11.3	63.3	74.0	74.0	0.0	0.0	11.2
Delay 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
AdjDel/Veh:	78.1	10.9	0.0	0.0	12.1	11.3	63.3	74.0	74.0	0.0	0.0	11.2
LOS by Move:	F	B	*	*	B	B	F	F	F	*	*	B
ApproachDel:	70.5			11.8			63.3			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	70.5			11.8			63.3			11.2		
LOS by Appr:	F			B			F			B		
AllWayAvgQ:	8.2	0.1	0.0	0.0	0.2	0.2	9.7	9.7	9.7	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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

Intersection #53 Pacific Ave / Front St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	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			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	407	0	16	0	0	0	0	187	579	8	334	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	424	0	17	0	0	0	0	195	603	8	348	0
Added Vol:	18	0	1	0	0	0	0	50	21	2	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	18	0	0	0	0	245	624	10	385	0
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:	442	0	18	0	0	0	0	245	624	10	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	0	18	0	0	0	0	245	624	10	385	0
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.:	442	0	18	0	0	0	0	245	624	10	385	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.44	0.01	0.14	0.00
Crit Vol:	442			0			0			193		
Crit Moves:	****						****			****		

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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):	0.462
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	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	142	26	142	8	11	31	40	520	30	18	415	6
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	152	28	152	9	12	33	43	555	32	19	443	6
Added Vol:	60	0	73	0	0	0	0	144	12	15	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	28	225	9	12	33	43	699	44	34	610	6
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:	212	28	225	9	12	33	43	699	44	34	610	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	28	225	9	12	33	43	699	44	34	610	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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.:	212	28	225	9	12	33	85	699	44	137	610	6
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:	0.91	0.12	0.97	0.32	0.68	1.00	0.11	1.78	0.11	0.12	1.86	0.02
Final Sat.:	1368	179	1452	480	1020	1500	172	2668	159	187	2787	26
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.02	0.01	0.02	0.25	0.26	0.28	0.18	0.22	0.25
Crit Vol:	212					33			414	34		
Crit Moves:	****					****			****	****		

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

Intersection #73 Neptune 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	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	0	0	0		2	0	24		31	627	0		0	620	3	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		2	0	26		33	669	0		0	662	3	
Added Vol:	0	0	0		0	0	0		0	155	0		0	227	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		2	0	26		33	824	0		0	889	3	
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:	0	0	0		2	0	26		33	824	0		0	889	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		2	0	26		33	824	0		0	889	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	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.:	0	0	0		2	0	26		132	824	0		0	889	3	
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:	0.00	2.00	0.00		0.15	0.85	1.00		0.35	1.65	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		231	1269	1500		524	2476	0		0	2989	11	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.06	0.33	0.00		0.00	0.30	0.30	
Crit Vol:	0						26			499			0			
Crit Moves:							****			****			****			

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China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	1	0 1!	0	0	1	0 1	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	19	2	30		116	4	161		91	630	30		21	621	6	
Growth 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	
Initial Bse:	19	2	30		116	4	161		91	630	30		21	621	6	
Added Vol:	0	0	0		0	0	0		0	23	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	2	30		116	4	161		91	653	30		21	639	6	
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:	19	2	30		116	4	161		91	653	30		21	639	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	2	30		116	4	161		91	653	30		21	639	6	
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.:	19	2	30		116	4	161		91	653	30		21	639	6	
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:	0.37	0.04	0.59		1.00	0.01	0.99		1.00	1.91	0.09		1.00	2.97	0.03	
Final Sat.:	531	56	838		1425	14	1411		1425	2725	125		1425	4235	40	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.28	0.11		0.06	0.24	0.24		0.01	0.15	0.15	
Crit Vol:	19						400			342			21			
Crit Moves:	****						****			****			****			

Port of Los Angeles
China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #93 ICTF Driveway # 2 / Sepulveda 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: 31 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			Protected			Protected		
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	1	0	0 1 0	1	0	1 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	46	1	85	16	0	5	5	703	49	89	559	3
Growth 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
Initial Bse:	46	1	85	16	0	5	5	703	49	89	559	3
Added Vol:	0	0	0	0	0	0	0	23	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	85	16	0	5	5	726	49	89	577	3
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:	46	1	85	16	0	5	5	726	49	89	577	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1	85	16	0	5	5	726	49	89	577	3
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.:	46	1	85	16	0	5	5	726	49	89	577	3
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	0.01	0.99	1.00	0.00	1.00	1.00	1.87	0.13	1.00	2.98	0.02
Final Sat.:	1425	17	1408	1425	0	1425	1425	2670	180	1425	4253	22
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.27	0.27	0.06	0.14	0.14
Crit Vol:			86	16				388		89		
Crit Moves:			****	****				****		****		

Port of Los Angeles
China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	48	149	56	208	168	81	78	850	19	35	772	199
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	50	155	58	217	175	84	81	886	20	36	804	207
Added Vol:	0	0	0	0	0	0	0	85	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	155	58	217	175	84	81	971	20	36	882	207
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:	50	155	58	217	175	84	81	971	20	36	882	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	155	58	217	175	84	81	971	20	36	882	207
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.:	50	155	58	217	175	84	81	971	20	36	882	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.45	0.55	1.00	1.35	0.65	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1375	1999	751	1375	1855	895	1375	4043	82	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.16	0.09	0.09	0.06	0.24	0.24	0.03	0.21	0.15
Crit Vol:			107	217			81				294	
Crit Moves:			****	****			****				****	

Port of Los Angeles
China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	347		467	0	0		323	239	448		0	359	0		0	0
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	362		487	0	0		337	249	467		0	374	0		0	0
Added Vol:	0		55	0	0		70	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	362		542	0	0		407	249	467		0	374	0		0	0
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:	362		542	0	0		407	249	467		0	374	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	362		542	0	0		407	249	467		0	374	0		0	0
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.:	362		542	0	0		407	249	467		0	374	0		0	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:	1.00		2.00	0.00	0.00		2.00	1.00	1.66		0.01	1.33	0.00		0.00	0.00
Final Sat.:	1425		2850	0	0		2850	1425	2373		0	1902	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.25		0.19	0.00	0.00		0.14	0.17	0.20		0.00	0.20	0.00		0.00	0.00
Crit Vol:	362							249	280						0	
Crit Moves:	****							****	****							

Port of Los Angeles
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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):	0.460
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	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	1		6	87		5		3	48		115		507	0		26		236	28	
Growth Adj:	1.07		1.07	1.07		1.07		1.07	1.07		1.07		1.07	1.07		1.07		1.07	1.07	
Initial Bse:	1		6	93		5		3	51		123		541	0		28		252	30	
Added Vol:	0		0	0		0		0	0		0		225	0		0		219	0	
PasserByVol:	0		0	0		0		0	0		0		0	0		0		0	0	
Initial Fut:	1		6	93		5		3	51		123		766	0		28		471	30	
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		6	93		5		3	51		123		766	0		28		471	30	
Reduct Vol:	0		0	0		0		0	0		0		0	0		0		0	0	
Reduced Vol:	1		6	93		5		3	51		123		766	0		28		471	30	
PCE Adj:	1.00		1.00	1.00		1.00		1.00	1.00		2.00		1.00	1.00		4.00		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		6	93		5		3	51		245		766	0		111		471	30	
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		0.64		1.36	0.00		0.12		1.78	0.10	
Final Sat.:	32		1468	1500		268		1232	1500		961		2039	0		187		2667	147	
Capacity Analysis Module:																				
Vol/Sat:	0.03		0.00	0.06		0.02		0.00	0.03		0.13		0.38	0.00		0.15		0.18	0.20	
Crit Vol:				93		5							564			28				
Crit Moves:				****		****							****			****				

Port of Los Angeles
China Shipping EIR
Year 2005 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #212 Navy Way / Seaside Ave

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:	45	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			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 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	114	0	694	0	0	0	0	1521	76	28	1410	0
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	135	0	824	0	0	0	0	1805	90	33	1674	0
Added Vol:	0	0	0	0	0	0	0	457	0	0	492	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	824	0	0	0	0	2262	90	33	2166	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:	135	0	0	0	0	0	0	2262	90	33	2166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	0	0	0	0	0	2262	90	33	2166	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.:	135	0	0	0	0	0	0	2262	90	33	2166	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	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.06	0.01	0.51	0.00
Crit Vol:	68			0			754			17		
Crit Moves:	****						****			****		

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 2 (No Federal Action)

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 2 (No Federal Action)

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	1.5
	Zone 1 Subtotal					28	40	68	1.5
2	YML Trucks	1.00	YML Trucks	146.00	35.00	146	35	181	4.0
	Zone 2 Subtotal					146	35	181	4.0
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	3.2
	Zone 3 Subtotal					68	79	147	3.2
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.8
	Zone 4 Subtotal					213	99	312	6.8
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.1
	Zone 8 Subtotal					244	215	459	10.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.7
	Zone 13 Subtotal					524	740	1264	27.7
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4
	Zone 15 Subtotal					54	54	108	2.4
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

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 2 (No Federal Action)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	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	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
	Zone 21 Subtotal					26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
	Zone 22 Subtotal					126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
	Zone 23 Subtotal					540	540	1080	23.6
TOTAL						2338	2229	4567	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 2 (No Federal Action)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	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	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	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	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	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	15.0

Zone	To Gates 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

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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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.354	A	xxxxx	0.485	+ 0.131 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.706	C	xxxxx	0.767	+ 0.061 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.563	A	xxxxx	0.582	+ 0.019 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.280	A	xxxxx	0.329	+ 0.049 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B	xxxxx	0.600	B	xxxxx	0.688	+ 0.088 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.557	A	xxxxx	0.595	+ 0.038 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.397	A	xxxxx	0.478	+ 0.082 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.521	A	xxxxx	0.538	+ 0.016 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.560	D	xxxxx	0.809	+ 0.249 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.277	A	xxxxx	0.360	+ 0.082 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.316	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.358	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.377	A	xxxxx	0.390	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A	xxxxx	0.579	A	xxxxx	0.590	+ 0.011 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.255	A	xxxxx	0.350	+ 0.095 V/C
#212 Navy Way / Seaside	B	xxxxx	0.616	B	xxxxx	0.687	+ 0.071 V/C

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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):	0.485
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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	0	1 0	1 0	0	1 0	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	29	31	114	8	16	204	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	60	23	21	53	85	141	502	46	30	748	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	85	141	502	46	30	748	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	60	23	21	53	85	141	502	46	30	748	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	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	85	566	502	46	61	748	68
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:	0.80	0.87	0.33	0.27	0.73	1.00	1.00	0.92	0.08	0.07	1.77	0.16
Final Sat.:	1201	1306	493	398	1102	1500	1500	1375	125	112	2655	233
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.06	0.09	0.36	0.37	0.27	0.28	0.29
Crit Vol:	55					85			557	30		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

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:	80	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			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 2	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	80	22	0	169	0	0	31	5	41	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	260	413	6	456	116	122	1170	23	513	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	260	413	6	456	116	122	1170	23	513	896	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	260	413	6	456	116	122	1170	23	513	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	260	413	6	456	116	122	1170	23	513	896	29
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	1.16	1.84	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1653	2622	1425	2850	1425	1425	2850	1425	2850	2761	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.00	0.16	0.08	0.09	0.41	0.02	0.18	0.32	0.32
Crit Vol:	24				228			585		256		
Crit Moves:	****				****			****		****		

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Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0 1	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	146	63	87	38	99	13	10	811	252	53	641	70
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:	201	87	120	52	136	18	14	1115	347	73	881	96
Added Vol:	0	0	0	0	0	0	0	53	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	87	120	52	136	18	14	1168	347	73	960	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	201	87	120	52	136	18	14	1168	0	73	960	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	87	120	52	136	18	14	1168	0	73	960	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	201	87	120	52	136	18	14	1168	0	73	960	96
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	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3779	496	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.08	0.04	0.04	0.04	0.01	0.41	0.00	0.05	0.34	0.07
Crit Vol:			120	52				584		73		
Crit Moves:			****	****				****		****		

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Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2 0 0	0	0	1 1 0	0	0	0 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	503	231	0	0	165	5	0	0	0	0	0	0
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:	629	289	0	0	206	6	0	0	0	0	0	0
Added Vol:	127	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	756	300	0	0	225	6	0	0	0	0	0	0
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:	756	300	0	0	225	6	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	756	300	0	0	225	6	0	0	0	0	0	0
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.:	756	300	0	0	225	6	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2919	81	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.10	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	378					116	0				0	
Crit Moves:	****					****						

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	638	26	28	118	48	84	57	860	20	13	13
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:	383	798	33	35	148	60	105	71	1075	25	16	16
Added Vol:	177	138	0	0	11	8	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	936	33	35	159	68	105	71	1355	25	16	16
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:	560	936	33	35	159	68	105	71	1355	25	16	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	936	33	35	159	68	105	71	1355	25	16	16
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.:	560	936	33	35	159	68	105	71	1355	25	16	16
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.93	0.07	1.00	1.40	0.60	0.60	0.40	2.00	0.87	0.57	0.56
Final Sat.:	2750	2658	92	1375	1924	826	819	556	2750	1196	777	777
Capacity Analysis Module:												
Vol/Sat:	0.20	0.35	0.35	0.03	0.08	0.08	0.13	0.13	0.49	0.02	0.02	0.02
Crit Vol:		484			35				678		29	
Crit Moves:		****			****				****		****	

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
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	5	138	21	0	0	28	0	9	28	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	929	443	20	207	501	8	18	39	9	33	145	76
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	20	207	501	8	18	39	9	33	145	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	443	20	207	501	8	18	39	9	33	145	76
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	20	207	501	8	18	39	9	33	145	76
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	1.97	0.03	0.31	0.69	1.00	1.00	1.32	0.68
Final Sat.:	2850	2850	1425	2850	2806	44	448	977	1425	1425	1874	976
Capacity Analysis Module:												
Vol/Sat:	0.33	0.16	0.01	0.07	0.18	0.18	0.04	0.04	0.01	0.02	0.08	0.08
Crit Vol:	464					255	18					110
Crit Moves:	****					****	****					****

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

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
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:	Protected				Permitted				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 1	1	0	1	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	48	69	339		0	68	64		94	396	102		366	268	21	
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:	58	83	407		0	82	77		113	475	122		439	322	25	
Added Vol:	0	7	43		2	5	29		34	107	80		73	68	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	90	450		2	87	106		147	582	202		512	390	26	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	58	90	0		2	87	106		147	582	0		512	390	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	90	0		2	87	106		147	582	0		512	390	26	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	58	90	0		2	87	106		147	582	0		512	390	26	
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		1.00	1.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2850	2850	1425		1425	1425	1425		1425	2850	1425		2850	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.00		0.00	0.06	0.07		0.10	0.20	0.00		0.18	0.14	0.02	
Crit Vol:	29						106			291			256			
Crit Moves:	****						****			****			****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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				Protected				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	487	0	24		0	0	0		0	347	399		21	215	0	
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:	548	0	27		0	0	0		0	390	449		24	242	0	
Added Vol:	17	0	0		0	0	0		0	13	17		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	565	0	27		0	0	0		0	403	466		24	253	0	
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:	565	0	27		0	0	0		0	403	466		24	253	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	565	0	27		0	0	0		0	403	466		24	253	0	
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.:	565	0	27		0	0	0		0	403	466		24	253	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.00	0.02		0.00	0.00	0.00		0.00	0.14	0.33		0.02	0.09	0.00	
Crit Vol:	565					0				202				126		
Crit Moves:	****									****						

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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): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 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	96	96	117	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	24	140	7	17	12	20	446	443	323	472	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	446	443	323	472	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	24	140	7	17	12	20	446	443	323	472	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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	41	446	443	1294	472	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	0.39	0.61	0.40	0.93	0.67	0.05	1.00	0.95	1.00	0.99	0.01
Final Sat.:	1500	578	922	600	1400	1000	69	1503	1428	1500	1498	2
Capacity Analysis Module:												
Vol/Sat:	0.19	0.04	0.15	0.01	0.01	0.01	0.30	0.30	0.31	0.22	0.32	0.59
Crit Vol:	292				18		20					883
Crit Moves:	****				****		****					****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
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	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	26	18	603	0	0	461	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:	0	0	0	2	0	31	22	724	0	0	553	1
Added Vol:	0	0	0	0	0	0	0	192	0	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	31	22	916	0	0	710	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:	0	0	0	2	0	31	22	916	0	0	710	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	31	22	916	0	0	710	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	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.:	0	0	0	2	0	31	86	916	0	0	710	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:	0.00	2.00	0.00	0.14	0.86	1.00	0.20	1.80	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	214	1286	1500	297	2703	0	0	2995	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.07	0.34	0.00	0.00	0.24	0.24
Crit Vol:	0					31		508		0		
Crit Moves:						****		****		****		

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth 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	
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	11	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	488	21	34	443	2
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:	19	0	23	182	0	58	68	488	21	34	443	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	23	182	0	58	68	488	21	34	443	2
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.:	19	0	23	182	0	58	68	488	21	34	443	2
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:	0.45 0.00	0.55		1.52 0.00	0.48		1.00 1.92	0.08		1.00 2.99	0.01	
Final Sat.:	645	0	780	2161	0	689	1425 2732		118	1425 4256		19
Capacity Analysis Module:												
Vol/Sat:	0.03 0.00	0.03		0.08 0.00	0.08		0.05 0.18		0.18	0.02 0.10		0.10
Crit Vol:		42		120			255			34		
Crit Moves:		****		****			****			****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
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			Protected			Protected		
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	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth 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	
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	11	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	614	59	82	439	5
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:	47	2	81	8	0	1	2	614	59	82	439	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	614	59	82	439	5
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.:	47	2	81	8	0	1	2	614	59	82	439	5
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 0.02	0.98		1.00 0.00	1.00		1.00 1.82		0.18	1.00 2.97		0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425 2600		250	1425 4227		48
Capacity Analysis Module:												
Vol/Sat:	0.03 0.06	0.06		0.01 0.00	0.00		0.00 0.24		0.24	0.06 0.10		0.10
Crit Vol:		83		8					337	82		
Crit Moves:		****		****					****	****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
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:	47	122	45	89	122	78	50	861	27	51	839	197
Added Vol:	0	0	0	0	0	0	0	53	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	122	45	89	122	78	50	914	27	51	918	197
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:	47	122	45	89	122	78	50	914	27	51	918	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	122	45	89	122	78	50	914	27	51	918	197
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.:	47	122	45	89	122	78	50	914	27	51	918	197
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.07	0.07	0.04	0.23	0.23	0.04	0.22	0.14
Crit Vol:			83	89				314		51		
Crit Moves:			****	****				****		****		

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0
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:	298	467	0	0	297	192	668	0	289	0	0	0
Added Vol:	0	29	0	0	30	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	496	0	0	327	192	700	0	289	0	0	0
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:	298	496	0	0	327	192	700	0	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	496	0	0	327	192	700	0	289	0	0	0
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.:	298	496	0	0	327	192	700	0	289	0	0	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:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.00	0.00	0.11	0.14	0.25	0.00	0.20	0.00	0.00	0.00
Crit Vol:	298					192	350				0	
Crit Moves:	****					****	****					

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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 0	0	1	0	1 0	0	1	0	1 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	129	0		0	230	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	8	22		19	6	89		52	400	4		56	643	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	400	4		56	643	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	8	22		19	6	89		52	400	4		56	643	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	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		103	400	4		113	643	12	
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:	0.08	0.92	1.00		0.34	0.66	1.00		0.26	1.73	0.01		0.17	1.80	0.03	
Final Sat.:	115	1385	1500		505	995	1500		383	2595	21		258	2695	47	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.04	0.01	0.06		0.13	0.15	0.17		0.22	0.24	0.26	
Crit Vol:	1						89		52						384	
Crit Moves:	****						****		****						****	

Port of Los Angeles
China Shipping EIR
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	0	3	0 1	2	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	302	0		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	0	822		0	0	0		0	2576	110		164	2219	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	2576	110		164	2219	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	0	0		0	0	0		0	2576	110		164	2219	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	2576	110		164	2219	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	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.08		0.06	0.52	0.00	
Crit Vol:	38						0			859				82		
Crit Moves:	****									****				****		

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 2 (No Federal Action)

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 2 (No Federal Action)

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	1.3
	Zone 1 Subtotal					37	50	87	1.3
2	YML Trucks	1.00	YML Trucks	114.00	144.00	114	144	258	3.9
	Zone 2 Subtotal					114	144	258	3.9
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.9
	Zone 3 Subtotal					73	122	195	2.9
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.9
	Zone 4 Subtotal					166	223	389	5.9
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
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	1.7
	Zone 10 Subtotal					9	102	111	1.7
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.0
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3
	Zone 15 Subtotal					42	42	84	1.3
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
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	2.3
	Zone 21 Subtotal					98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
	Zone 22 Subtotal					265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.4
TOTAL						3349	3271	6620	100.0

Port of Los Angeles
China Shipping EIR
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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

Zone	To Gates 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

Port of Los Angeles
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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
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.372	A	xxxxx	0.569	+ 0.197 V/C
# 23 Alameda St / Anaheim St	B	xxxxx	0.666	C	xxxxx	0.760	+ 0.094 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.789	D	xxxxx	0.821	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.365	A	xxxxx	0.433	+ 0.068 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.737	D	xxxxx	0.868	+ 0.130 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.520	B	xxxxx	0.611	+ 0.091 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.394	A	xxxxx	0.481	+ 0.087 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.453	A	xxxxx	0.472	+ 0.019 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.575	C	xxxxx	0.788	+ 0.212 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.345	A	xxxxx	0.422	+ 0.077 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.551	+ 0.010 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.408	+ 0.010 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.528	A	xxxxx	0.548	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.675	B	xxxxx	0.691	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.343	A	xxxxx	0.526	+ 0.183 V/C
#212 Navy Way / Seaside	B	xxxxx	0.633	C	xxxxx	0.748	+ 0.115 V/C

Port of Los Angeles
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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):	0.569
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 0	0	1 0	1 0	0	1 0	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	41	56	239	25	50	188	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	94	44	40	96	165	169	696	84	63	607	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	165	169	696	84	63	607	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	94	44	40	96	165	169	696	84	63	607	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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	165	338	696	84	253	607	41
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:	0.65	0.92	0.43	0.27	0.73	1.00	0.43	1.42	0.15	0.24	1.67	0.09
Final Sat.:	973	1383	645	398	1102	1500	649	2126	225	364	2500	137
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.09	0.11	0.26	0.33	0.37	0.17	0.24	0.30
Crit Vol:	66					165			559	63		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	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			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 2	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	200	61	0	165	0	0	32	10	62	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	551	622	15	428	169	107	900	29	455	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	551	622	15	428	169	107	900	29	455	1066	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	551	622	15	428	169	107	900	29	455	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	551	622	15	428	169	107	900	29	455	1066	43
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	1.41	1.59	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2007	2268	1425	2850	1425	1425	2850	1425	2850	2740	110
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.01	0.15	0.12	0.08	0.32	0.02	0.16	0.39	0.39
Crit Vol:			391	15				450		228		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	345	249	36	87	80	26	15	993	160	36	811	84
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:	474	342	50	120	110	36	21	1365	220	50	1115	116
Added Vol:	0	0	0	0	0	0	0	93	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	342	50	120	110	36	21	1458	220	50	1197	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	474	342	50	120	110	36	21	1458	0	50	1197	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	342	50	120	110	36	21	1458	0	50	1197	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	474	342	50	120	110	36	21	1458	0	50	1197	116
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:	1.74	1.26	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2483	1792	1425	1425	3226	1049	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.08	0.03	0.03	0.01	0.51	0.00	0.03	0.42	0.08
Crit Vol:		272			120			729			50	
Crit Moves:		****			****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	549	230	0	0	176	5	0	0	0	0	0	0
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	824	345	0	0	264	8	0	0	0	0	0	0
Added Vol:	157	6	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	981	351	0	0	310	8	0	0	0	0	0	0
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:	981	351	0	0	310	8	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	981	351	0	0	310	8	0	0	0	0	0	0
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.:	981	351	0	0	310	8	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2929	71	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	490					159	0				0	
Crit Moves:	****					****						

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	1031	23	11	221	54	84	50	1289	39	36	50
Added Vol:	251	163	0	0	18	28	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	1194	23	11	238	82	84	50	1735	39	36	50
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:	710	1194	23	11	238	82	84	50	1735	39	36	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	1194	23	11	238	82	84	50	1735	39	36	50
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.:	710	1194	23	11	238	82	84	50	1735	39	36	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.96	0.04	1.00	1.49	0.51	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2699	51	1375	2046	704	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.01	0.12	0.12	0.10	0.10	0.63	0.05	0.05	0.05
Crit Vol:		608			11				867		62	
Crit Moves:		****			****				****		****	

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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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
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	6	117	42	0	0	22	0	11	85	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	444	18	195	688	18	12	28	12	29	299	238
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	18	195	688	18	12	28	12	29	299	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	444	18	195	688	18	12	28	12	29	299	238
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.:	473	444	18	195	688	18	12	28	12	29	299	238
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	1.95	0.05	0.31	0.69	1.00	1.00	1.11	0.89
Final Sat.:	2850	2850	1425	2850	2777	73	441	984	1425	1425	1586	1264
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.01	0.07	0.25	0.25	0.03	0.03	0.01	0.02	0.19	0.19
Crit Vol:	237				353		12				269	
Crit Moves:	****				****		****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
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:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	74	106	468	0	78	84	116	279	77	415	380	29
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:	89	127	562	0	94	101	139	335	92	498	456	35
Added Vol:	0	13	76	2	15	27	19	115	67	78	153	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	140	638	2	109	128	158	450	159	576	609	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	89	140	0	2	109	128	158	450	0	576	609	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	140	0	2	109	128	158	450	0	576	609	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	89	140	0	2	109	128	158	450	0	576	609	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:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.00	0.00	0.08	0.09	0.11	0.16	0.00	0.20	0.21	0.03
Crit Vol:	44					128		225		288		
Crit Moves:	****					****		****		****		

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Intersection #53 Pacific Ave / Front St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
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			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	407	0	16	0	0	0	0	187	579	8	334	0
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:	458	0	18	0	0	0	0	210	651	9	376	0
Added Vol:	24	0	0	0	0	0	0	20	32	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	0	18	0	0	0	0	230	683	9	382	0
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:	482	0	18	0	0	0	0	230	683	9	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	18	0	0	0	0	230	683	9	382	0
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.:	482	0	18	0	0	0	0	230	683	9	382	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.48	0.01	0.13	0.00
Crit Vol:	482				0			0			191	
Crit Moves:	****							****			****	

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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):	0.788
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 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	180	75	91	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	31	389	10	13	37	48	708	221	162	586	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	708	221	162	586	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	31	389	10	13	37	48	708	221	162	586	7
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	4.00	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	96	708	221	647	586	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	0.13	0.87	0.38	0.62	1.00	0.10	1.47	0.43	1.00	0.99	0.01
Final Sat.:	1500	188	1312	571	929	1500	155	2197	648	1500	1483	17
Capacity Analysis Module:												
Vol/Sat:	0.31	0.17	0.30	0.02	0.01	0.02	0.31	0.32	0.34	0.11	0.40	0.41
Crit Vol:	470					37			513	162		
Crit Moves:	****					****			****	****		

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
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	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	24	31	639	0	0	745	3
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:	0	0	0	2	0	29	37	767	0	0	894	4
Added Vol:	0	0	0	0	0	0	0	255	0	0	237	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	29	37	1022	0	0	1131	4
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:	0	0	0	2	0	29	37	1022	0	0	1131	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	29	37	1022	0	0	1131	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	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.:	0	0	0	2	0	29	149	1022	0	0	1131	4
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:	0.00	2.00	0.00	0.15	0.85	1.00	0.31	1.69	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	231	1269	1500	471	2529	0	0	2990	10
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.08	0.40	0.00	0.00	0.38	0.38
Crit Vol:	0					29	37					567
Crit Moves:						****	****					****

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30		116	4	161		91	630	30		21	621	6	
Growth 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	
Initial Bse:	19	2	30		116	4	161		91	630	30		21	621	6	
Added Vol:	0	0	0		0	0	0		0	29	0		0	22	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	2	30		116	4	161		91	659	30		21	643	6	
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:	19	2	30		116	4	161		91	659	30		21	643	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	2	30		116	4	161		91	659	30		21	643	6	
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.:	19	2	30		116	4	161		91	659	30		21	643	6	
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:	0.37	0.04	0.59		1.00	0.01	0.99		1.00	1.91	0.09		1.00	2.97	0.03	
Final Sat.:	531	56	838		1425	14	1411		1425	2726	124		1425	4235	40	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.28	0.11		0.06	0.24	0.24		0.01	0.15	0.15	
Crit Vol:	19					400				345				21		
Crit Moves:	****					****				****				****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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				Protected				Protected			
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	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46	1	85		16	0	5		5	703	49		89	559	3	
Growth 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	
Initial Bse:	46	1	85		16	0	5		5	703	49		89	559	3	
Added Vol:	0	0	0		0	0	0		0	29	0		0	22	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	1	85		16	0	5		5	732	49		89	581	3	
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:	46	1	85		16	0	5		5	732	49		89	581	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	1	85		16	0	5		5	732	49		89	581	3	
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.:	46	1	85		16	0	5		5	732	49		89	581	3	
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	0.01	0.99		1.00	0.00	1.00		1.00	1.87	0.13		1.00	2.98	0.02	
Final Sat.:	1425	17	1408		1425	0	1425		1425	2671	179		1425	4253	22	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.00	0.00		0.00	0.27	0.27		0.06	0.14	0.14	
Crit Vol:			86		16					391				89		
Crit Moves:			****		****					****				****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	48	149	56	208	168	81	78	850	19	35	772	199
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:	54	168	63	234	189	91	88	956	21	39	869	224
Added Vol:	0	0	0	0	0	0	0	93	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	168	63	234	189	91	88	1049	21	39	951	224
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:	54	168	63	234	189	91	88	1049	21	39	951	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	168	63	234	189	91	88	1049	21	39	951	224
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.:	54	168	63	234	189	91	88	1049	21	39	951	224
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.45	0.55	1.00	1.35	0.65	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1375	1999	751	1375	1855	895	1375	4043	82	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.17	0.10	0.10	0.06	0.26	0.26	0.03	0.23	0.16
Crit Vol:			115	234			88				317	
Crit Moves:			****	****			****				****	

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	347	467	0	0	323	239	448	0	359	0	0	0
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:	390	525	0	0	363	269	504	0	404	0	0	0
Added Vol:	0	30	0	0	52	1	67	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	555	0	0	415	270	571	0	404	0	0	0
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:	390	555	0	0	415	270	571	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	555	0	0	415	270	571	0	404	0	0	0
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.:	390	555	0	0	415	270	571	0	404	0	0	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:	1.00	2.00	0.00	0.00	2.00	1.00	1.76	xxxx	1.24	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2504	0	1771	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.19	0.00	0.00	0.15	0.19	0.23	0.00	0.23	0.00	0.00	0.00
Crit Vol:	390					270	325				0	
Crit Moves:	****					****	****					

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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):	0.526	
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	0	0 1	0 1	0	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	288	0	0	255	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	104	6	4	58	138	896	0	31	538	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	896	0	31	538	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	104	6	4	58	138	896	0	31	538	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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	276	896	0	125	538	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	0.62	1.38	0.00	0.12	1.78	0.10
Final Sat.:	32	1468	1500	268	1232	1500	924	2076	0	184	2672	145
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.02	0.00	0.04	0.15	0.43	0.00	0.17	0.20	0.23
Crit Vol:			104	6				648		31		
Crit Moves:			****	****				****		****		

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

Intersection #212 Navy Way / Seaside

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	74	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	3 0	1	2 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	492	0	0	524	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	0	1083	0	0	0	0	2865	119	44	2724	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	2865	119	44	2724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	0	0	0	0	0	2865	119	44	2724	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	2865	119	44	2724	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	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.08	0.02	0.64	0.00
Crit Vol:	89				0			955		22		
Crit Moves:	****							****		****		

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 2 (No Federal Action)

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
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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	0.7
	Zone 1 Subtotal					9	22	31	0.7
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.4
	Zone 2 Subtotal					53	101	154	3.4
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.9
	Zone 3 Subtotal					61	73	134	2.9
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.9
	Zone 4 Subtotal					170	238	408	8.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.0
	Zone 8 Subtotal					244	215	459	10.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.6
	Zone 13 Subtotal					524	740	1264	27.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4
	Zone 15 Subtotal					54	54	108	2.4
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

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	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	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
	Zone 21 Subtotal					26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
	Zone 22 Subtotal					126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
	Zone 23 Subtotal					540	540	1080	23.5
TOTAL						2176	2410	4586	100.0

Port of Los Angeles
China Shipping EIR
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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0	24.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	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	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	15.0

Zone	To Gates 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

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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
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.413	A	xxxxx	0.570	+ 0.157 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.898	E	xxxxx	0.963	+ 0.065 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.717	C	xxxxx	0.740	+ 0.024 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.337	A	xxxxx	0.388	+ 0.052 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.720	D	xxxxx	0.807	+ 0.087 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.619	B	xxxxx	0.671	+ 0.052 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.463	A	xxxxx	0.525	+ 0.062 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.579	A	xxxxx	0.593	+ 0.014 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.654	E	xxxxx	0.904	+ 0.250 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.324	A	xxxxx	0.406	+ 0.083 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.321	+ 0.009 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.363	+ 0.009 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.419	A	xxxxx	0.435	+ 0.016 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.643	B	xxxxx	0.654	+ 0.011 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.297	A	xxxxx	0.376	+ 0.078 V/C
#212 Navy Way / Seaside	D	xxxxx	0.835	E	xxxxx	0.910	+ 0.075 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 2 (No Federal Action)

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):	0.570
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 0	0	1	0	1 0	0	1	0	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	25	28		204	8	16		144	8
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	63		68	24	23		59	91	157		656	53	33		778	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	91	157		656	53	33		778	78
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	63		68	24	23		59	91	157		656	53	33		778	78
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	4.00		1.00	1.00	2.00		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	91	627		656	53	66		778	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	0.27		0.73	1.00	0.79		1.13	0.08	0.08		1.75	0.17
Final Sat.:	1221		1310	469	404		1096	1500	1190		1692	119	115		2631	254
Capacity Analysis Module:																
Vol/Sat:	0.05		0.05	0.05	0.06		0.05	0.06	0.13		0.39	0.45	0.29		0.30	0.31
Crit Vol:	63							91				668	33			
Crit Moves:	****							****				****	****			

Port of Los Angeles
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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):	0.963
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	2	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		162	36	0		120	0	0		31	5	34		37	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	28		391	533	7		486	147	156		1480	28	634		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		391	533	7		486	147	156		1480	28	634		1131	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	28		391	533	7		486	147	156		1480	28	634		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		391	533	7		486	147	156		1480	28	634		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		1.27	1.73	1.00		2.00	1.00	1.00		2.00	1.00	2.00		1.94	0.06
Final Sat.:	1425		1810	2465	1425		2850	1425	1425		2850	1425	2850		2760	90
Capacity Analysis Module:																
Vol/Sat:	0.02		0.22	0.22	0.00		0.17	0.10	0.11		0.52	0.02	0.22		0.41	0.41
Crit Vol:	308				7				740				317			
Crit Moves:	****				****				****				****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	63	87	38	99	13	10	811	252	53	641	70
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:	256	110	152	67	173	23	18	1419	441	93	1122	123
Added Vol:	0	0	0	0	0	0	0	67	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	110	152	67	173	23	18	1486	441	93	1194	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	256	110	152	67	173	23	18	1486	0	93	1194	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	110	152	67	173	23	18	1486	0	93	1194	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	256	110	152	67	173	23	18	1486	0	93	1194	123
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	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3779	496	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.11	0.05	0.05	0.05	0.01	0.52	0.00	0.07	0.42	0.09
Crit Vol:			152	67				743		93		
Crit Moves:			****	****				****		****		

Port of Los Angeles
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Year 2030 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	503	231	0	0	165	5	0	0	0	0	0	0
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	755	347	0	0	248	8	0	0	0	0	0	0
Added Vol:	127	9	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	882	356	0	0	276	8	0	0	0	0	0	0
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:	882	356	0	0	276	8	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	882	356	0	0	276	8	0	0	0	0	0	0
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.:	882	356	0	0	276	8	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2920	80	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	441					142	0				0	
Crit Moves:	****					****						

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	638	26	28	118	48	84	57	860	20	13	13
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	957	39	42	177	72	126	86	1290	30	20	20
Added Vol:	177	136	0	0	9	19	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	636	1093	39	42	186	91	126	86	1570	30	20	20
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:	636	1093	39	42	186	91	126	86	1570	30	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	636	1093	39	42	186	91	126	86	1570	30	20	20
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.:	636	1093	39	42	186	91	126	86	1570	30	20	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.93	0.07	1.00	1.34	0.66	0.60	0.40	2.00	0.87	0.57	0.56
Final Sat.:	2750	2655	95	1375	1847	903	819	556	2750	1196	777	777
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.03	0.10	0.10	0.15	0.15	0.57	0.03	0.03	0.03
Crit Vol:		566			42				785		35	
Crit Moves:		****			****				****		****	

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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):	0.671
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
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	2	49	20	0	0	10	0	5	56	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1028	488	18	125	554	9	20	23	10	31	186	96
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	18	125	554	9	20	23	10	31	186	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1028	488	18	125	554	9	20	23	10	31	186	96
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.:	1028	488	18	125	554	9	20	23	10	31	186	96
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	1.97	0.03	0.47	0.53	1.00	1.00	1.32	0.68
Final Sat.:	2850	2850	1425	2850	2806	44	671	754	1425	1425	1880	970
Capacity Analysis Module:												
Vol/Sat:	0.36	0.17	0.01	0.04	0.20	0.20	0.03	0.03	0.01	0.02	0.10	0.10
Crit Vol:	514					281	20				141	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	48	69	339	0	68	64	94	396	102	366	268	21
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:	67	97	475	0	95	90	132	554	143	512	375	29
Added Vol:	0	7	56	2	5	29	34	89	29	36	128	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	104	531	2	100	119	166	643	172	548	503	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	104	0	2	100	119	166	643	0	548	503	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	104	0	2	100	119	166	643	0	548	503	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	67	104	0	2	100	119	166	643	0	548	503	31
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	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.00	0.07	0.08	0.12	0.23	0.00	0.19	0.18	0.02
Crit Vol:	34					119		322		274		
Crit Moves:	****					****		****		****		

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Protected			Protected			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	0	0	0 0	2	0	1 0	2	0 0
Volume Module:												
Base Vol:	487	0	24	0	0	0	0	347	399	21	215	0
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:	609	0	30	0	0	0	0	434	499	26	269	0
Added Vol:	15	0	0	0	0	0	0	10	15	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	624	0	30	0	0	0	0	444	514	26	278	0
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:	624	0	30	0	0	0	0	444	514	26	278	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	0	30	0	0	0	0	444	514	26	278	0
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.:	624	0	30	0	0	0	0	444	514	26	278	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.44	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.36	0.02	0.10	0.00
Crit Vol:	624			0				222			139	
Crit Moves:	****							****				

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Level Of Service Computation Report
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Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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				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	0	1	0	1 0	0	1	0	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	107	77		94	71	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	395	28	232		8	20	14		24	516	482		335	491	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	516	482		335	491	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	395	28	232		8	20	14		24	516	482		335	491	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		4.00	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		48	516	482		1339	491	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	0.29	0.71		0.40	0.93	0.67		0.05	1.03	0.92		1.00	0.99	0.01	
Final Sat.:	1500	439	1061		600	1400	1000		72	1546	1383		1500	1498	2	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.06	0.22		0.01	0.01	0.01		0.33	0.33	0.35		0.22	0.33	0.61	
Crit Vol:	395					21			24						916	
Crit Moves:	****					****			****						****	

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

Intersection #73 Neptune 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				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	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0		2	0	26		18	603	0		0	461	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:	0	0	0		3	0	36		25	844	0		0	645	1	
Added Vol:	0	0	0		0	0	0		0	184	0		0	178	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		3	0	36		25	1028	0		0	823	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:	0	0	0		3	0	36		25	1028	0		0	823	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	36		25	1028	0		0	823	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	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.:	0	0	0		3	0	36		101	1028	0		0	823	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:	0.00	2.00	0.00		0.14	0.86	1.00		0.21	1.79	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		214	1286	1500		309	2691	0		0	2995	5	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.08	0.38	0.00		0.00	0.27	0.27	
Crit Vol:	0						36			573				0		
Crit Moves:							****			****				****		

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth 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
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	26	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	503	21	34	432	2
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:	19	0	23	182	0	58	68	503	21	34	432	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	23	182	0	58	68	503	21	34	432	2
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.:	19	0	23	182	0	58	68	503	21	34	432	2
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:	0.45	0.00	0.55	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat.:	645	0	780	2161	0	689	1425	2736	114	1425	4255	20
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.18	0.18	0.02	0.10	0.10
Crit Vol:			42	120				262		34		
Crit Moves:			****	****				****		****		

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
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			Protected			Protected		
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	1	0	0 1 0	1	0	1 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth 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
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	26	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	629	59	82	428	5
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:	47	2	81	8	0	1	2	629	59	82	428	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	629	59	82	428	5
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.:	47	2	81	8	0	1	2	629	59	82	428	5
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	0.02	0.98	1.00	0.00	1.00	1.00	1.83	0.17	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2606	244	1425	4226	49
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.24	0.24	0.06	0.10	0.10
Crit Vol:			83	8				344		82		
Crit Moves:			****	****				****		****		

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
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:	53	135	50	99	135	86	55	956	30	56	932	219
Added Vol:	0	0	0	0	0	0	0	67	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	135	50	99	135	86	55	1023	30	56	1005	219
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:	53	135	50	99	135	86	55	1023	30	56	1005	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	135	50	99	135	86	55	1023	30	56	1005	219
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.:	53	135	50	99	135	86	55	1023	30	56	1005	219
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4008	117	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.08	0.08	0.04	0.26	0.26	0.04	0.24	0.16
Crit Vol:			93	99					351	56		
Crit Moves:			****	****					****	****		

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0
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:	331	519	0	0	330	214	743	0	321	0	0	0
Added Vol:	0	25	0	0	25	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	544	0	0	355	214	775	0	321	0	0	0
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:	331	544	0	0	355	214	775	0	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	544	0	0	355	214	775	0	321	0	0	0
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.:	331	544	0	0	355	214	775	0	321	0	0	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:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.00	0.00	0.12	0.15	0.27	0.00	0.23	0.00	0.00	0.00
Crit Vol:	331					214	387				0	
Crit Moves:	****					****	****					

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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): 0.376
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	0	1	0	1 0	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	219	0		0	169	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	10	25		22	7	104		60	535	4		66	651	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	535	4		66	651	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	10	25		22	7	104		60	535	4		66	651	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	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		120	535	4		132	651	14	
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:	0.08	0.92	1.00		0.34	0.66	1.00		0.22	1.77	0.01		0.20	1.77	0.03	
Final Sat.:	115	1385	1500		505	995	1500		335	2646	19		297	2650	53	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.04	0.01	0.07		0.18	0.20	0.22		0.22	0.25	0.27	
Crit Vol:	1						104		60						398	
Crit Moves:	****						****		****						****	

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
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	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	49	0	530		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	3081	149		223	2646	0	
Added Vol:	0	0	0		0	0	0		0	321	0		0	246	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	0	1113		0	0	0		0	3402	149		223	2892	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	3402	149		223	2892	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	0	0		0	0	0		0	3402	149		223	2892	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	3402	149		223	2892	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	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.80	0.10		0.08	0.68	0.00	
Crit Vol:	51						0			1134			111			
Crit Moves:	****									****			****			

Port of Los Angeles
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Year 2030 PM Peak - Alternative 2 (No Federal Action)

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

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 2 (No Federal Action)

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	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.5
	Zone 2 Subtotal					41	51	92	1.5
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.8
	Zone 3 Subtotal					67	110	177	2.8
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	5.0
	Zone 4 Subtotal					132	181	313	5.0
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.6
	Zone 5 Subtotal					81	81	162	2.6
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.2
	Zone 7 Subtotal					138	124	262	4.2
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.8
	Zone 8 Subtotal					160	144	304	4.8
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44
	Zone 13 Subtotal					1456	1325	2781	44.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.5
	Zone 14 Subtotal					217	127	344	5.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3
	Zone 15 Subtotal					42	42	84	1.3
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
	Zone 20 Subtotal					28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.4
	Zone 21 Subtotal					98	51	149	2.4
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.2
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.2
	Zone 22 Subtotal					265	265	530	8.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.3
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.8
TOTAL						3220	3091	6311	100.0

Port of Los Angeles
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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

Zone	To Gates 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

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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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.434	B	xxxxx	0.603	+ 0.169
# 23 Alameda St / Anaheim St	D	xxxxx	0.848	E	xxxxx	0.927	+ 0.079
# 26 Henry Ford Ave / Anaheim St	F	xxxxx	1.004	F	xxxxx	1.034	+ 0.030
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.487	A	xxxxx	0.547	+ 0.060
# 32 Harbor Blvd / SR 47 EB Off-Ram	E	xxxxx	0.983	F	xxxxx	1.113	+ 0.129
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.578	B	xxxxx	0.634	+ 0.056
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.460	A	xxxxx	0.531	+ 0.071
# 53 Pacific Ave / Front St	A	xxxxx	0.504	A	xxxxx	0.521	+ 0.018
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.671	D	xxxxx	0.837	+ 0.166
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.400	A	xxxxx	0.460	+ 0.060
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.547	+ 0.006
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.404	+ 0.006
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.587	B	xxxxx	0.606	+ 0.018
#110 John S. Gibson / Channel Stree	C	xxxxx	0.750	C	xxxxx	0.765	+ 0.015
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.400	A	xxxxx	0.585	+ 0.184
#212 Navy Way / Seaside	D	xxxxx	0.860	E	xxxxx	0.970	+ 0.110

Port of Los Angeles
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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): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 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				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	0	1	0	1 0	0	1	0	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	38	50		173	25	50		139	23
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	75		105	46	43		103	182	182		706	94	65		628	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	182	182		706	94	65		628	44
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	75		105	46	43		103	182	182		706	94	65		628	44
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	2.00		1.00	1.00	4.00		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	182	363		706	94	262		628	44
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:	0.66		0.93	0.41	0.26		0.74	1.00	0.45		1.39	0.16	0.24		1.67	0.09
Final Sat.:	995		1394	612	390		1110	1500	681		2078	241	363		2496	141
Capacity Analysis Module:																
Vol/Sat:	0.08		0.08	0.08	0.11		0.09	0.12	0.27		0.34	0.39	0.18		0.25	0.31
Crit Vol:	75							182	182							467
Crit Moves:	****							****	****							****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 2 (No Federal Action)

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): 0.927
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	2	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		150	53	0		126	0	0		32	10	57		20	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	13		596	767	19		460	215	137		1136	35	558		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		596	767	19		460	215	137		1136	35	558		1352	54
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	13		596	767	19		460	215	137		1136	35	558		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		596	767	19		460	215	137		1136	35	558		1352	54
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		1.31	1.69	1.00		2.00	1.00	1.00		2.00	1.00	2.00		1.92	0.08
Final Sat.:	1425		1870	2405	1425		2850	1425	1425		2850	1425	2850		2740	110
Capacity Analysis Module:																
Vol/Sat:	0.01		0.32	0.32	0.01		0.16	0.15	0.10		0.40	0.02	0.20		0.49	0.49
Crit Vol:				454	19						568		279			
Crit Moves:				****	****						****		****			

Port of Los Angeles
China Shipping EIR
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	345	249	36	87	80	26	15	993	160	36	811	84
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:	604	436	63	152	140	46	26	1738	280	63	1419	147
Added Vol:	0	0	0	0	0	0	0	85	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	436	63	152	140	46	26	1823	280	63	1495	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	604	436	63	152	140	46	26	1823	0	63	1495	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	436	63	152	140	46	26	1823	0	63	1495	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	604	436	63	152	140	46	26	1823	0	63	1495	147
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:	1.74	1.26	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2483	1792	1425	1425	3226	1049	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.04	0.11	0.04	0.04	0.02	0.64	0.00	0.04	0.52	0.10
Crit Vol:		347			152			911			63	
Crit Moves:		****			****			****			****	

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

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:	50	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	549	230	0	0	176	5	0	0	0	0	0	0
Growth Adj:	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Initial Bse:	1098	460	0	0	352	10	0	0	0	0	0	0
Added Vol:	157	4	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1255	464	0	0	376	10	0	0	0	0	0	0
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:	1255	464	0	0	376	10	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1255	464	0	0	376	10	0	0	0	0	0	0
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.:	1255	464	0	0	376	10	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2922	78	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.15	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	628				193		0				0	
Crit Moves:	****				****							

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.113
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Initial Bse:	612	1374	30	14	294	72	112	66	1718	52	48	66
Added Vol:	251	161	0	0	14	10	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	1535	30	14	308	82	112	66	2164	52	48	66
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:	863	1535	30	14	308	82	112	66	2164	52	48	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1535	30	14	308	82	112	66	2164	52	48	66
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.:	863	1535	30	14	308	82	112	66	2164	52	48	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.96	0.04	1.00	1.58	0.42	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2697	53	1375	2172	578	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.31	0.57	0.57	0.01	0.14	0.14	0.13	0.13	0.79	0.06	0.06	0.06
Crit Vol:			783	14					1082		83	
Crit Moves:			****	****					****		****	

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 2 (No Federal Action)

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): 0.634
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
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	4	47	40	0	0	8	0	4	30	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	490	18	133	758	20	14	14	14	24	267	215
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	18	133	758	20	14	14	14	24	267	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	490	18	133	758	20	14	14	14	24	267	215
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.:	518	490	18	133	758	20	14	14	14	24	267	215
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	1.95	0.05	0.49	0.51	1.00	1.00	1.11	0.89
Final Sat.:	2850	2850	1425	2850	2777	73	700	725	1425	1425	1578	1272
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.01	0.05	0.27	0.27	0.02	0.02	0.01	0.02	0.17	0.17
Crit Vol:	259				389		14					242
Crit Moves:	****				****		****					****

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

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	74	106	468	0	78	84	116	279	77	415	380	29
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:	104	148	655	0	109	118	162	391	108	581	532	41
Added Vol:	0	13	33	1	15	27	19	102	26	47	133	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	161	688	1	124	145	181	493	134	628	665	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	104	161	0	1	124	145	181	493	0	628	665	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	161	0	1	124	145	181	493	0	628	665	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	104	161	0	1	124	145	181	493	0	628	665	43
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	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.09	0.10	0.13	0.17	0.00	0.22	0.23	0.03
Crit Vol:	52					145		246		314		
Crit Moves:	****					****		****		****		

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

Intersection #53 Pacific Ave / Front St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	407	0	16	0	0	0	0	187	579	8	334	0
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:	509	0	20	0	0	0	0	234	724	10	418	0
Added Vol:	23	0	0	0	0	0	0	15	29	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	532	0	20	0	0	0	0	249	753	10	422	0
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:	532	0	20	0	0	0	0	249	753	10	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	0	20	0	0	0	0	249	753	10	422	0
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.:	532	0	20	0	0	0	0	249	753	10	422	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.53	0.01	0.15	0.00
Crit Vol:	532			0			0				211	
Crit Moves:	****						****				****	

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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):	0.837
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 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	131	59	73	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	36	411	11	15	43	56	747	230	156	628	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	747	230	156	628	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	36	411	11	15	43	56	747	230	156	628	8
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	4.00	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	112	747	230	622	628	8
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	0.14	0.86	0.38	0.62	1.00	0.11	1.47	0.42	0.96	1.03	0.01
Final Sat.:	1500	215	1285	571	929	1500	172	2195	633	1437	1543	20
Capacity Analysis Module:												
Vol/Sat:	0.34	0.17	0.32	0.02	0.02	0.03	0.33	0.34	0.36	0.11	0.41	0.42
Crit Vol:	512					43			544	156		
Crit Moves:	****					****			****	****		

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
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	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	24	31	639	0	0	745	3
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:	0	0	0	3	0	34	43	895	0	0	1043	4
Added Vol:	0	0	0	0	0	0	0	190	0	0	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	34	43	1085	0	0	1228	4
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:	0	0	0	3	0	34	43	1085	0	0	1228	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	34	43	1085	0	0	1228	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	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.:	0	0	0	3	0	34	174	1085	0	0	1228	4
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:	0.00	2.00	0.00	0.15	0.85	1.00	0.35	1.65	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	231	1269	1500	522	2478	0	0	2990	10
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.08	0.44	0.00	0.00	0.41	0.41
Crit Vol:	0					34		657		0		
Crit Moves:						****		****		****		

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

Intersection #92 ICTF Driveway # 1 / Sepulveda 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: 41 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30		116	4	161		91	630	30		21	621	6	
Growth 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	
Initial Bse:	19	2	30		116	4	161		91	630	30		21	621	6	
Added Vol:	0	0	0		0	0	0		0	18	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	2	30		116	4	161		91	648	30		21	635	6	
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:	19	2	30		116	4	161		91	648	30		21	635	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	2	30		116	4	161		91	648	30		21	635	6	
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.:	19	2	30		116	4	161		91	648	30		21	635	6	
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:	0.37	0.04	0.59		1.00	0.01	0.99		1.00	1.91	0.09		1.00	2.97	0.03	
Final Sat.:	531	56	838		1425	14	1411		1425	2724	126		1425	4235	40	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.28	0.11		0.06	0.24	0.24		0.01	0.15	0.15	
Crit Vol:	19					400					339		21			
Crit Moves:	****					****					****		****			

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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				Protected				Protected			
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	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46	1	85		16	0	5		5	703	49		89	559	3	
Growth 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	
Initial Bse:	46	1	85		16	0	5		5	703	49		89	559	3	
Added Vol:	0	0	0		0	0	0		0	18	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	1	85		16	0	5		5	721	49		89	573	3	
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:	46	1	85		16	0	5		5	721	49		89	573	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	1	85		16	0	5		5	721	49		89	573	3	
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.:	46	1	85		16	0	5		5	721	49		89	573	3	
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	0.01	0.99		1.00	0.00	1.00		1.00	1.87	0.13		1.00	2.98	0.02	
Final Sat.:	1425	17	1408		1425	0	1425		1425	2669	181		1425	4253	22	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.00	0.00		0.00	0.27	0.27		0.06	0.13	0.13	
Crit Vol:			86		16					385			89			
Crit Moves:			****		****					****			****			

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	48	149		56	208	168		81	78	850		19	35	772		199
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:	60	186		70	260	210		101	98	1063		24	44	965		249
Added Vol:	0	0		0	0	0		0	0	85		0	0	76		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	60	186		70	260	210		101	98	1148		24	44	1041		249
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:	60	186		70	260	210		101	98	1148		24	44	1041		249
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	60	186		70	260	210		101	98	1148		24	44	1041		249
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.:	60	186		70	260	210		101	98	1148		24	44	1041		249
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
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	1.45		0.55	1.00	1.35		0.65	1.00	2.94		0.06	1.00	3.00		1.00
Final Sat.:	1375	1999		751	1375	1855		895	1375	4041		84	1375	4125		1375
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09		0.09	0.19	0.11		0.11	0.07	0.28		0.28	0.03	0.25		0.18
Crit Vol:				128	260				98					347		
Crit Moves:				****	****				****					****		

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	347	467		0	0	323		239	448		0	359	0		0	0
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:	434	584		0	0	404		299	560		0	449	0		0	0
Added Vol:	0	27		0	0	44		0	66		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	434	611		0	0	448		299	626		0	449	0		0	0
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:	434	611		0	0	448		299	626		0	449	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	434	611		0	0	448		299	626		0	449	0		0	0
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.:	434	611		0	0	448		299	626		0	449	0		0	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:	1.00	2.00		0.00	0.00	2.00		1.00	1.75		0.00	1.25	0.00		0.00	0.00
Final Sat.:	1425	2850		0	0	2850		1425	2490		0	1785	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.30	0.21		0.00	0.00	0.16		0.21	0.25		0.00	0.25	0.00		0.00	0.00
Crit Vol:	434							299				358			0	
Crit Moves:	****							****				****				

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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): 0.585
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 0	0	1	0	1 0	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	222	0		0	207	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	8	122		7	4	67		161	932	0		36	537	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	932	0		36	537	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	8	122		7	4	67		161	932	0		36	537	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		4.00	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		322	932	0		146	537	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		0.69	1.31	0.00		0.14	1.75	0.11	
Final Sat.:	32	1468	1500		268	1232	1500		1037	1963	0		217	2620	163	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.08		0.03	0.00	0.04		0.16	0.47	0.00		0.17	0.21	0.24	
Crit Vol:			122		7					712			36			
Crit Moves:			****		****					****			****			

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
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	3	0 1	2	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	471	0		0	508	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	242	0	1471		0	0	0		0	3696	161		59	3497	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	3696	161		59	3497	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	0	0		0	0	0		0	3696	161		59	3497	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	3696	161		59	3497	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	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.86	0.11		0.02	0.82	0.00	
Crit Vol:	121						0			1232			30			
Crit Moves:	****									****			****			

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Year 2045 AM Peak - Alternative 2 (No Federal Action)

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
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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	0.7
	Zone 1 Subtotal					9	22	31	0.7
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.4
	Zone 2 Subtotal					53	101	154	3.4
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.9
	Zone 3 Subtotal					61	73	134	2.9
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.9
	Zone 4 Subtotal					170	238	408	8.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.7
	Zone 5 Subtotal					61	61	122	2.7
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.9
	Zone 7 Subtotal					73	58	131	2.9
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.0
	Zone 8 Subtotal					244	215	459	10.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.7
	Zone 10 Subtotal					72	50	122	2.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	27.6
	Zone 13 Subtotal					524	740	1264	27.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.4
	Zone 14 Subtotal					65	43	108	2.4
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.4
	Zone 15 Subtotal					54	54	108	2.4
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

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	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	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
	Zone 21 Subtotal					26	27	53	1.2
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.2
	Zone 22 Subtotal					126	126	252	5.5
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	18.4
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.9
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.7
	Zone 23 Subtotal					540	540	1080	23.5
TOTAL						2176	2410	4586	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	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	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	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	0.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	15.0

Zone	To Gates 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

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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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.474	B	xxxxx	0.614	+ 0.140
# 23 Alameda St / Anaheim St	F	xxxxx	1.031	F	xxxxx	1.091	+ 0.060
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.789	D	xxxxx	0.812	+ 0.024
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.399	A	xxxxx	0.454	+ 0.056
# 32 Harbor Blvd / SR 47 EB Off-Ram	D	xxxxx	0.826	E	xxxxx	0.917	+ 0.091
# 34 John S. Gibson / I-110 NB Ram	C	xxxxx	0.720	C	xxxxx	0.773	+ 0.053
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.531	A	xxxxx	0.595	+ 0.064
# 53 Pacific Ave / Front St	B	xxxxx	0.638	B	xxxxx	0.652	+ 0.014
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.752	E	xxxxx	0.973	+ 0.220
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.381	A	xxxxx	0.440	+ 0.060
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.351	A	xxxxx	0.360	+ 0.009
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.389	A	xxxxx	0.398	+ 0.009
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.461	A	xxxxx	0.477	+ 0.016
#110 John S. Gibson / Channel Stree	C	xxxxx	0.736	C	xxxxx	0.749	+ 0.012
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.351	A	xxxxx	0.404	+ 0.052
#212 Navy Way / Seaside	E	xxxxx	0.932	F	xxxxx	1.007	+ 0.075

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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):	0.614
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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				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	0	1	0	1 0	0	1	0	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	25		28	204	8		16	144	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	74	25		25	63	98		170	701	58		35	842	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	98		170	701	58		35	842	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	74	25		25	63	98		170	701	58		35	842	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	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	98		680	701	58		139	842	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		0.81	1.11	0.08		0.08	1.76	0.16	
Final Sat.:	1231	1319	450		396	1104	1500		1217	1663	120		121	2639	239	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.06	0.06	0.07		0.14	0.42	0.48		0.29	0.32	0.36	
Crit Vol:	69						98				719		35			
Crit Moves:	****						****				****		****			

Port of Los Angeles
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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):	1.091
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				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	2	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	162	36		0	120	0		0	31	5		34	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	414	583		8	523	162		172	1625	30		694	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	414	583		8	523	162		172	1625	30		694	1241	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	414	583		8	523	162		172	1625	30		694	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	414	641		8	523	162		172	1625	30		764	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	1.18	1.82		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1677	2598		1425	2850	1425		1425	2850	1425		2850	2759	91	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.25	0.25		0.01	0.18	0.11		0.12	0.57	0.02		0.27	0.45	0.45	
Crit Vol:			352		8					813			382			
Crit Moves:			****		****					****			****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	256	110	152	67	173	23	18	1419	441	93	1122	123
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:	282	121	167	74	190	25	20	1561	485	102	1235	135
Added Vol:	0	0	0	0	0	0	0	67	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	121	167	74	190	25	20	1628	485	102	1307	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	282	121	167	74	190	25	20	1628	0	102	1307	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	121	167	74	190	25	20	1628	0	102	1307	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	310	121	167	74	190	25	20	1628	0	102	1307	135
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	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3773	502	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.12	0.05	0.05	0.05	0.01	0.57	0.00	0.07	0.46	0.09
Crit Vol:			167	74				814		102		
Crit Moves:			****	****				****		****		

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	755	347	0	0	248	8	0	0	0	0	0	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:	831	382	0	0	273	9	0	0	0	0	0	0
Added Vol:	127	9	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	391	0	0	301	9	0	0	0	0	0	0
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:	958	391	0	0	301	9	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	391	0	0	301	9	0	0	0	0	0	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1054	391	0	0	301	9	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.94	0.06	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2915	85	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.13	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	527					155	0				0	
Crit Moves:	****					****						

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	459	957	39	42	177	72	126	86	1290	30	20	20
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:	505	1053	43	46	195	79	139	95	1420	33	22	22
Added Vol:	177	136	0	0	9	19	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	1189	43	46	204	98	139	95	1700	33	22	22
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:	682	1189	43	46	204	98	139	95	1700	33	22	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	1189	43	46	204	98	139	95	1700	33	22	22
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	750	1189	43	46	204	98	139	95	1869	33	22	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.93	0.07	1.00	1.35	0.65	0.59	0.41	2.00	0.86	0.57	0.57
Final Sat.:	2750	2654	96	1375	1856	894	817	558	2750	1179	786	786
Capacity Analysis Module:												
Vol/Sat:	0.27	0.45	0.45	0.03	0.11	0.11	0.17	0.17	0.68	0.03	0.03	0.03
Crit Vol:			616	46					935		39	
Crit Moves:			****	****					****		****	

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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):	0.773
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
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	2	49	20	0	0	10	0	5	56	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1128	535	20	133	608	10	22	24	11	34	199	102
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	20	133	608	10	22	24	11	34	199	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1128	535	20	133	608	10	22	24	11	34	199	102
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:	1.10	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	20	146	608	10	22	24	11	34	199	102
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	1.97	0.03	0.48	0.52	1.00	1.00	1.32	0.68
Final Sat.:	2850	2850	1425	2850	2804	46	677	748	1425	1425	1887	963
Capacity Analysis Module:												
Vol/Sat:	0.44	0.19	0.01	0.05	0.22	0.22	0.03	0.03	0.01	0.02	0.11	0.11
Crit Vol:	620				309		22					150
Crit Moves:	****				****		****					****

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

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	67	97	475	0	95	90	132	554	143	512	375	29
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:	74	107	523	0	105	99	145	610	157	563	413	32
Added Vol:	0	7	56	2	5	29	34	89	29	36	128	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	114	579	2	110	128	179	699	186	599	541	34
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	74	114	0	2	110	128	179	699	0	599	541	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	114	0	2	110	128	179	699	0	599	541	34
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
Final Vol.:	81	114	0	2	110	128	179	699	0	659	541	34
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	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.00	0.00	0.08	0.09	0.13	0.25	0.00	0.23	0.19	0.02
Crit Vol:	41					128		349		330		
Crit Moves:	****					****		****		****		

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 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			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	609	0	30	0	0	0	0	434	499	26	269	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:	670	0	33	0	0	0	0	478	549	29	296	0
Added Vol:	15	0	0	0	0	0	0	10	15	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	0	33	0	0	0	0	488	564	29	305	0
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:	685	0	33	0	0	0	0	488	564	29	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	0	33	0	0	0	0	488	564	29	305	0
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.:	685	0	33	0	0	0	0	488	564	29	305	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.02	0.00	0.00	0.00	0.00	0.17	0.40	0.02	0.11	0.00
Crit Vol:	685			0				244			153	
Crit Moves:	****							****				

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 2 (No Federal Action)

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): 0.973
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				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	0	1	0	1 0	0	1	0	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	107	77		94	71	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	424	31	242		9	22	15		26	557	523		359	533	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	557	523		359	533	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	424	31	242		9	22	15		26	557	523		359	533	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		4.00	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		53	557	523		1437	533	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	0.31	0.69		0.38	0.95	0.67		0.05	1.03	0.92		1.00	0.99	0.01	
Final Sat.:	1500	458	1042		571	1429	1000		73	1542	1384		1500	1498	2	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.07	0.23		0.02	0.02	0.02		0.36	0.36	0.38		0.24	0.36	0.66	
Crit Vol:	424						23		26						986	
Crit Moves:	****						****		****						****	

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0		3	0	36		25	844	0		0	645	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:	0	0	0		3	0	40		28	929	0		0	710	1	
Added Vol:	0	0	0		0	0	0		0	184	0		0	178	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		3	0	40		28	1113	0		0	888	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:	0	0	0		3	0	40		28	1113	0		0	888	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	40		28	1113	0		0	888	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		6.00	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.:	0	0	0		3	0	40		110	1113	0		0	888	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:	0.00	2.00	0.00		0.15	0.85	1.00		0.21	1.79	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		231	1269	1500		312	2688	0		0	2996	4	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.03		0.09	0.41	0.00		0.00	0.30	0.30	
Crit Vol:	0						40			621			0			
Crit Moves:							****			****			****			

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	23	0	182	58	0	68	477	21	34	415	2
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:	21	25	0	200	64	0	75	525	23	37	457	2
Added Vol:	0	0	0	0	0	0	0	26	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	25	0	200	64	0	75	551	23	37	474	2
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:	21	25	0	200	64	0	75	551	23	37	474	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	25	0	200	64	0	75	551	23	37	474	2
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		1.10 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	21	25	0	220	64	0	75	551	23	37	474	2
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:	0.45 0.00	0.55		1.55 0.01	0.44		1.00 1.92	0.08		1.00 2.99	0.01	
Final Sat.:	645	0 780		2210	0 640		1425 2735	115		1425 4255	20	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.00	0.03		0.10 0.00	0.10		0.05 0.20	0.20		0.03 0.11	0.11	
Crit Vol:		46		142			287			37		
Crit Moves:		****		****			****			****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	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			Protected			Protected		
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	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	81	0	8	1	0	2	603	59	82	411	5
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:	52	89	0	9	1	0	2	664	65	90	452	6
Added Vol:	0	0	0	0	0	0	0	26	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	89	0	9	1	0	2	690	65	90	469	6
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:	52	89	0	9	1	0	2	690	65	90	469	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	89	0	9	1	0	2	690	65	90	469	6
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.:	52	89	0	9	1	0	2	690	65	90	469	6
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 0.02	0.98		1.00 0.00	1.00		1.00 1.83	0.17		1.00 2.97	0.03	
Final Sat.:	1425	34 1391		1425	0 1425		1425 2605	245		1425 4225	50	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.06	0.06		0.01 0.00	0.00		0.00 0.26	0.26		0.06 0.11	0.11	
Crit Vol:		91		9				377		90		
Crit Moves:		****		****				****		****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	53	135	50	99	135	86	55	956	30	56	933	219
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:	58	149	55	109	149	95	61	1052	33	62	1027	241
Added Vol:	0	0	0	0	0	0	0	67	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	149	55	109	149	95	61	1119	33	62	1099	241
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:	58	149	55	109	149	95	61	1119	33	62	1099	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	149	55	109	149	95	61	1119	33	62	1099	241
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.:	58	149	55	109	149	95	61	1119	33	62	1099	241
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1680	1070	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.08	0.09	0.09	0.04	0.28	0.28	0.04	0.27	0.18
Crit Vol:			102	109				384		62		
Crit Moves:			****	****				****		****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 1	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	331	519	0	0	330	214	743	0	321	0	0	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:	364	571	0	0	363	235	818	0	353	0	0	0
Added Vol:	0	25	0	0	25	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	596	0	0	388	235	850	0	353	0	0	0
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:	364	596	0	0	388	235	850	0	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	596	0	0	388	235	850	0	353	0	0	0
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	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	364	596	0	0	388	235	935	0	389	0	0	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:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.00	0.00	0.14	0.17	0.33	0.00	0.27	0.00	0.00	0.00
Crit Vol:	364					235	467				0	
Crit Moves:	****					****	****					

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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): 0.404
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				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	0	1	0	1 0	0	1	0	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	219	0		0	169	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	11	28		24	8	114		66	567	4		73	699	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	567	4		73	699	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	11	28		24	8	114		66	567	4		73	699	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		2.00	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		264	567	4		145	699	15	
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:	0.06	0.94	1.00		0.33	0.67	1.00		0.30	1.69	0.01		0.20	1.76	0.04	
Final Sat.:	83	1417	1500		496	1004	1500		451	2533	16		305	2641	54	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.05	0.01	0.08		0.15	0.22	0.28		0.24	0.26	0.29	
Crit Vol:	1						114				418		73			
Crit Moves:	****						****				****		****			

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 2 (No Federal Action)

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
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	3	0 1	2	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	321	0		0	246	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	0	1225		0	0	0		0	3711	164		245	3158	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	3711	164		245	3158	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	0	0		0	0	0		0	3711	164		245	3158	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		1.10	1.00	1.00	
Final Vol.:	125	0	0		0	0	0		0	3711	164		270	3158	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	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.87	0.12		0.09	0.74	0.00	
Crit Vol:	62						0				1237		135			
Crit Moves:	****										****		****			

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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 2 (No Federal Action)

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	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.5
	Zone 2 Subtotal					41	51	92	1.5
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.8
	Zone 3 Subtotal					67	110	177	2.8
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	5.0
	Zone 4 Subtotal					132	181	313	5.0
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.6
	Zone 5 Subtotal					81	81	162	2.6
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.1
	Zone 6 Subtotal					80	55	135	2.1
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.2
	Zone 7 Subtotal					138	124	262	4.2
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.8
	Zone 8 Subtotal					160	144	304	4.8
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.8
	Zone 9 Subtotal					24	24	48	0.8
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.8
	Zone 10 Subtotal					9	102	111	1.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	44
	Zone 13 Subtotal					1456	1325	2781	44.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.5
	Zone 14 Subtotal					217	127	344	5.5
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3
	Zone 15 Subtotal					42	42	84	1.3
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
	Zone 20 Subtotal					28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.4
	Zone 21 Subtotal					98	51	149	2.4
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.2
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.2
	Zone 22 Subtotal					265	265	530	8.4
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.4
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.3
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.8
TOTAL						3220	3091	6311	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	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	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	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	10.0
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
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	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	10.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	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	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40.0

Zone	To Gates 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

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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 2 (No Federal Action)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.478	C	xxxxx	0.776	+ 0.299 V/C
# 23 Alameda St / Anaheim St	E	xxxxx	0.971	F	xxxxx	1.053	+ 0.082 V/C
# 26 Henry Ford Ave / Anaheim St	F	xxxxx	1.120	F	xxxxx	1.150	+ 0.030 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.576	B	xxxxx	0.641	+ 0.066 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F	xxxxx	1.126	F	xxxxx	1.263	+ 0.137 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.655	C	xxxxx	0.713	+ 0.058 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.533	B	xxxxx	0.606	+ 0.073 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.554	A	xxxxx	0.572	+ 0.018 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.738	E	xxxxx	0.945	+ 0.207 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.535	A	xxxxx	0.575	+ 0.040 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.595	B	xxxxx	0.601	+ 0.006 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.438	A	xxxxx	0.444	+ 0.006 V/C
# 94 Santa Fe Ave / Anaheim St	B	xxxxx	0.646	B	xxxxx	0.665	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	D	xxxxx	0.852	D	xxxxx	0.869	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.598	B	xxxxx	0.638	+ 0.040 V/C
#212 Navy Way / Seaside	E	xxxxx	0.958	F	xxxxx	1.068	+ 0.110 V/C

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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): 0.776
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				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	0	1	0	1 0	0	1	0	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	38		50	173	25		50	139	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	112	47		45	108	196		195	760	101		67	677	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	196		195	760	101		67	677	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	112	47		45	108	196		195	760	101		67	677	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	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	196		781	760	101		266	677	46	
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:	0.67	0.94	0.39		0.26	0.74	1.00		0.83	1.05	0.12		0.23	1.68	0.09	
Final Sat.:	1009	1400	591		386	1114	1500		1246	1569	184		338	2522	140	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.12	0.10	0.13		0.16	0.48	0.55		0.20	0.27	0.33	
Crit Vol:	81						196				821		67			
Crit Moves:	****						****				****		****			

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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): 1.053
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				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	2	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	150	53		0	126	0		0	32	10		57	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	641	839		21	494	237		151	1247	38		608	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	641	839		21	494	237		151	1247	38		608	1486	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	641	839		21	494	237		151	1247	38		608	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	641	923		21	494	237		151	1247	38		669	1486	59	
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	1.23	1.77		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	1752	2523		1425	2850	1425		1425	2850	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.37	0.37		0.01	0.17	0.17		0.11	0.44	0.03		0.23	0.54	0.54	
Crit Vol:	521				21				623				335			
Crit Moves:	****				****				****				****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.150
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	604	436	63	152	140	46	26	1738	280	63	1419	147
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:	665	480	69	167	154	51	29	1912	308	69	1561	162
Added Vol:	0	0	0	0	0	0	0	85	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	480	69	167	154	51	29	1997	308	69	1637	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	665	480	69	167	154	51	29	1997	0	69	1637	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	480	69	167	154	51	29	1997	0	69	1637	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	731	480	69	167	154	51	29	1997	0	69	1637	162
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:	1.81	1.19	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2581	1694	1425	1425	3218	1057	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.05	0.12	0.05	0.05	0.02	0.70	0.00	0.05	0.57	0.11
Crit Vol:		404			167			999			69	
Crit Moves:		****			****			****			****	

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	1098	460	0	0	352	10	0	0	0	0	0	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:	1208	506	0	0	387	11	0	0	0	0	0	0
Added Vol:	157	4	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1365	510	0	0	411	11	0	0	0	0	0	0
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:	1365	510	0	0	411	11	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1365	510	0	0	411	11	0	0	0	0	0	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1502	510	0	0	411	11	0	0	0	0	0	0
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:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2922	78	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.50	0.17	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	751					211	0				0	
Crit Moves:	****					****						

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.263
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	1 1	0	0 1	0 0	2	0 1	0 1	0
Volume Module:												
Base Vol:	612	1374	30	14	294	72	112	66	1718	52	48	66
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:	673	1512	33	15	324	79	123	73	1890	57	53	73
Added Vol:	251	161	0	0	14	10	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	924	1673	33	15	338	89	123	73	2336	57	53	73
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:	924	1673	33	15	338	89	123	73	2336	57	53	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	1673	33	15	338	89	123	73	2336	57	53	73
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	1017	1673	33	15	338	89	123	73	2570	57	53	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.96	0.04	1.00	1.58	0.42	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2697	53	1375	2175	575	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.37	0.62	0.62	0.01	0.16	0.16	0.14	0.14	0.93	0.07	0.07	0.07
Crit Vol:		853			15				1285		91	
Crit Moves:		****			****				****		****	

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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): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	1 1	0
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	4	47	40	0	0	8	0	4	30	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	537	19	142	830	22	15	15	15	26	292	235
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	19	142	830	22	15	15	15	26	292	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	537	19	142	830	22	15	15	15	26	292	235
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:	1.10	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	19	156	830	22	15	15	15	26	292	235
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	1.95	0.05	0.51	0.49	1.00	1.00	1.11	0.89
Final Sat.:	2850	2850	1425	2850	2776	74	732	693	1425	1425	1578	1272
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.01	0.05	0.30	0.30	0.02	0.02	0.01	0.02	0.19	0.19
Crit Vol:	310					426	15				264	
Crit Moves:	****					****	****				****	

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

Intersection #38 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
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				Permitted				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 1	1	0	1	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	104	148	655		0	109	118		162	391	108		581	532	41	
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:	114	163	721		0	120	130		178	430	119		639	585	45	
Added Vol:	0	13	33		1	15	27		19	102	26		47	133	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	176	754		1	135	157		197	532	145		686	718	47	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	114	176	0		1	135	157		197	532	0		686	718	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	176	0		1	135	157		197	532	0		686	718	47	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.00	
Final Vol.:	126	176	0		1	135	157		197	532	0		755	718	47	
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		1.00	1.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2850	2850	1425		1425	1425	1425		1425	2850	1425		2850	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.00		0.00	0.09	0.11		0.14	0.19	0.00		0.26	0.25	0.03	
Crit Vol:	63						157			266			377			
Crit Moves:	****						****			****			****			

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

Intersection #53 Pacific Ave / Front St

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: 43 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				Protected				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	509	0	20		0	0	0		0	234	724		10	418	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:	560	0	22		0	0	0		0	257	797		11	460	0	
Added Vol:	23	0	0		0	0	0		0	15	29		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	583	0	22		0	0	0		0	272	826		11	464	0	
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:	583	0	22		0	0	0		0	272	826		11	464	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	583	0	22		0	0	0		0	272	826		11	464	0	
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.:	583	0	22		0	0	0		0	272	826		11	464	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.00	0.02		0.00	0.00	0.00		0.00	0.10	0.58		0.01	0.16	0.00	
Crit Vol:	583					0				0				232		
Crit Moves:	****									****				****		

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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): 0.945
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				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	0	1	0	1 0	0	1	0	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	131	59		73	104	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	555	40	442		12	17	47		62	809	247		164	681	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	809	247		164	681	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	555	40	442		12	17	47		62	809	247		164	681	9	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		4.00	1.00	1.00		4.00	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		246	809	247		657	681	9	
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	0.15	0.85		0.38	0.62	1.00		0.13	1.49	0.38		0.91	1.08	0.01	
Final Sat.:	1500	221	1279		569	931	1500		198	2233	569		1367	1614	20	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.18	0.35		0.02	0.02	0.03		0.31	0.36	0.43		0.12	0.42	0.45	
Crit Vol:	555						47				651	164				
Crit Moves:	****						****				****	****				

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Year 2045 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0		3	0	34		43	895	0		0	1043	4	
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:	0	0	0		3	0	37		47	985	0		0	1148	4	
Added Vol:	0	0	0		0	0	0		0	190	0		0	185	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		3	0	37		47	1175	0		0	1333	4	
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:	0	0	0		3	0	37		47	1175	0		0	1333	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	37		47	1175	0		0	1333	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		6.00	1.00	1.00		6.00	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.:	0	0	0		3	0	37		284	1175	0		0	1333	4	
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:	0.00	2.00	0.00		0.16	0.84	1.00		0.58	1.42	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		243	1257	1500		864	2136	0		0	2990	10	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.05	0.55	0.00		0.00	0.45	0.45	
Crit Vol:	0						37			825			0			
Crit Moves:							****			****			****			

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
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:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19		2	30	116		4	161	91		630	30	21		621	6
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:	21		2	33	128		4	177	100		693	33	23		683	7
Added Vol:	0		0	0	0		0	0	0		18	0	0		14	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	21		2	33	128		4	177	100		711	33	23		697	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:	21		2	33	128		4	177	100		711	33	23		697	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	21		2	33	128		4	177	100		711	33	23		697	7
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	1.10	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	21		2	33	140		4	177	100		711	33	23		697	7
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:	0.37	0.04		0.59	1.00	0.01		0.99	1.00	1.91		0.09	1.00	2.97		0.03
Final Sat.:	531		56	838	1425		14	1411	1425	2724		126	1425	4235		40
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04		0.04	0.10	0.31		0.13	0.07		0.26	0.26	0.02		0.16	0.16
Crit Vol:	21					440						372	23			
Crit Moves:	****					****						****	****			

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46		1	85	16		0	5	5		703	49	89		559	3
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:	51		1	94	18		0	6	6		774	54	98		615	3
Added Vol:	0		0	0	0		0	0	0		18	0	0		14	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	51		1	94	18		0	6	6		792	54	98		629	3
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:	51		1	94	18		0	6	6		792	54	98		629	3
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	51		1	94	18		0	6	6		792	54	98		629	3
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.:	51		1	94	18		0	6	6		792	54	98		629	3
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	0.01		0.99	1.00	0.00		1.00	1.00	1.87		0.13	1.00	2.98		0.02
Final Sat.:	1425		17	1408	1425		0	1425	1425	2668		182	1425	4253		22
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07		0.07	0.01	0.00		0.00	0.00	0.30		0.30	0.07	0.15		0.15
Crit Vol:				95	18					423			98			
Crit Moves:				****	****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #94 Santa Fe Ave / 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: 68 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	60	186	70		260	210	101		98	1063	24		44	965	249	
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:	66	205	77		286	231	111		108	1170	26		48	1062	274	
Added Vol:	0	0	0		0	0	0		0	85	0		0	76	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	205	77		286	231	111		108	1255	26		48	1138	274	
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	205	77		286	231	111		108	1255	26		48	1138	274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	205	77		286	231	111		108	1255	26		48	1138	274	
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	205	77		286	231	111		108	1255	26		48	1138	274	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
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	1.45	0.55		1.00	1.35	0.65		1.00	2.94	0.06		1.00	3.00	1.00	
Final Sat.:	1375	1998	752		1375	1857	893		1375	4040	85		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.21	0.12	0.12		0.08	0.31	0.31		0.04	0.28	0.20	
Crit Vol:			141		286				108					379		
Crit Moves:			****		****				****					****		

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 2 (No Federal Action)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 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				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	434	584	0		0	404	299		560	0	449		0	0	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:	478	643	0		0	445	329		616	0	494		0	0	0	
Added Vol:	0	27	0		0	44	0		66	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	478	670	0		0	489	329		682	0	494		0	0	0	
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:	478	670	0		0	489	329		682	0	494		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	478	670	0		0	489	329		682	0	494		0	0	0	
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		1.10	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	478	670	0		0	489	329		750	0	543		0	0	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:	1.00	2.00	0.00		0.00	2.00	1.00		1.74	0.00	1.26		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		2479	0	1796		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.23	0.00		0.00	0.17	0.23		0.30	0.00	0.30		0.00	0.00	0.00	
Crit Vol:	478						329		431					0		
Crit Moves:	****						****		****							

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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): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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			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	0	1 0	1 0	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	222	0	0	207	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	134	8	4	74	177	1003	0	40	570	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	1003	0	40	570	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	134	8	4	74	177	1003	0	40	570	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	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	354	1003	0	158	570	43
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	0.71	1.29	0.00	0.15	1.74	0.11
Final Sat.:	23	1477	1500	269	1231	1500	1060	1940	0	223	2610	167
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.03	0.00	0.05	0.17	0.52	0.00	0.18	0.22	0.26
Crit Vol:			134	8				776		40		
Crit Moves:			****	****				****		****		

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 1.068
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 3	0 1	2	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	471	0	0	508	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	0	1619	0	0	0	0	4020	177	65	3797	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	4020	177	65	3797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	0	0	0	0	0	0	4020	177	65	3797	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	1.10	1.00	1.00
Final Vol.:	293	0	0	0	0	0	0	4020	177	71	3797	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	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.12	0.03	0.89	0.00
Crit Vol:	146				0			1340		36		
Crit Moves:	****							****		****		