Port of Los Angeles
China Shipping EIR
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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

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Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.3
	Zone 1 Subtotal					28	40	68	1.3
2	YML Trucks	1.00	YML Trucks	142.00	34.00	142	34	176	3.5
	Zone 2 Subtotal					142	34	176	3.5
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	2.9
	Zone 3 Subtotal					68	79	147	2.9
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.2
	Zone 4 Subtotal					213	99	312	6.2
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.1
	Zone 8 Subtotal					244	215	459	9.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	66.00	67.00	66	67	133	2.6
	Zone 11 Subtotal					66	67	133	2.6
12	China Shippi	1.00	China Shipping	286.00	68.00	286	68	354	7.0
	Zone 12 Subtotal					286	68	354	7.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.0
	Zone 13 Subtotal					524	740	1264	25.0
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.1
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
	Zone 21 Subtotal					26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
	Zone 22 Subtotal					126	126	252	5.0
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.7
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
	Zone 23 Subtotal					540	540	1080	21.4
TOTAL						2686	2363	5049	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	75.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	65.0

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	0.344	A	xxxxx	0.505	+ 0.160 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.573	B	xxxxx	0.663	+ 0.091 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.537	A	xxxxx	0.583	+ 0.046 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.546	C	xxxxx	0.718	+ 0.172 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.236	A	xxxxx	0.349	+ 0.113 V/C
#212 Navy Way / Seaside	A	xxxxx	0.541	A	xxxxx	0.596	+ 0.056 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): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	40	39	8	11	31	47	92	323	32	12	453	50				
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20				
Initial Bse:	48	47	10	13	37	56	110	388	38	14	544	60				
Added Vol:	7	13	13	8	16	35	38	154	8	16	313	8				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	55	60	23	21	53	91	148	542	46	30	857	68				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	55	60	23	21	53	91	148	542	46	30	857	68				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	55	60	23	21	53	91	148	542	46	30	857	68				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	55	60	23	21	53	91	148	542	46	30	857	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	0.26	0.74	1.00	1.00	1.84	0.16	1.00	1.85	0.15				
Final Sat.:	1201	1306	493	384	1116	1500	1500	2763	237	1500	2779	221				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05	0.06	0.05	0.06	0.10	0.20	0.20	0.02	0.31	0.31				
Crit Vol:	55					91	148					462				
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): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	3	0	1	2	0	1	1	0
Volume Module:																
Base Vol:	12	131	284	4	209	84	89	828	13	343	625	21				
Growth Adj:	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38				
Initial Bse:	17	180	391	6	287	116	122	1139	18	472	859	29				
Added Vol:	7	103	25	0	254	0	0	31	5	51	37	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	24	283	416	6	541	116	122	1170	23	523	896	29				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	24	283	416	6	541	116	122	1170	23	523	896	29				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	283	416	6	541	116	122	1170	23	523	896	29				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	24	283	416	6	541	116	122	1170	23	523	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	1.22	1.78	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.94	0.06				
Final Sat.:	1425	1732	2543	1425	2850	1425	1425	4275	1425	2850	2761	89				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.16	0.00	0.19	0.08	0.09	0.27	0.02	0.18	0.32	0.32				
Crit Vol:	24				271			390		261						
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): 0.583
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	797	372	13	61	427	7	16	10	8	21	104	44
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	897	418	15	69	480	8	18	11	9	24	117	50
Added Vol:	32	24	15	411	21	0	0	82	0	24	79	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	929	443	30	480	501	8	18	93	9	48	196	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	929	443	30	480	501	8	18	93	9	48	196	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	443	30	480	501	8	18	93	9	48	196	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	929	443	30	480	501	8	18	93	9	48	196	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	2.00	1.00	2.00	2.00	1.00	0.30	1.55	0.15	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	427	2210	213	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.33	0.16	0.02	0.17	0.18	0.01	0.04	0.04	0.04	0.03	0.07	0.09
Crit Vol:	464				251		18				98	
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): 0.718
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	206	20	72	6	14	10	17	292	289	172	300	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	247	24	86	7	17	12	20	350	347	206	360	1
Added Vol:	45	0	54	0	0	0	0	143	96	117	228	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	24	140	7	17	12	20	493	443	323	588	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	493	443	323	588	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	24	140	7	17	12	20	493	443	323	588	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	292	24	140	7	17	12	20	493	443	323	588	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	0.15	0.85	0.40	0.93	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	219	1281	600	1400	1000	1500	3000	1500	1500	2994	6
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.01	0.01	0.01	0.01	0.16	0.30	0.22	0.20	0.20
Crit Vol:	292				18				443	323		
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): 0.349
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	1	0 1	1 0	1	0 1	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	169	0	0	339	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	8	22	19	6	89	52	440	4	56	752	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	440	4	56	752	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	8	22	19	6	89	52	440	4	56	752	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	8	22	19	6	89	52	440	4	56	752	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	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	115	1385	1500	505	995	1500	1500	2976	24	1500	2953	47
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.01	0.06	0.03	0.15	0.15	0.04	0.25	0.25
Crit Vol:	1					89	52				382	
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): 0.596
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			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 4	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	49	0	530	0	0	0	0	1467	71	106	1260	0
Growth Adj:	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
Initial Bse:	76	0	822	0	0	0	0	2274	110	164	1953	0
Added Vol:	0	0	0	0	0	0	0	317	0	0	320	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	822	0	0	0	0	2591	110	164	2273	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	2591	110	164	2273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	0	0	0	0	0	2591	110	164	2273	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	2591	110	164	2273	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	4.00	1.00	1.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	5700	1425	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.08	0.12	0.53	0.00
Crit Vol:	38					0		648		164		
Crit Moves:	****							****		****		

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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

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Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.2
	Zone 1 Subtotal					37	50	87	1.2
2	YML Trucks	1.00	YML Trucks	111.00	140.00	111	140	251	3.4
	Zone 2 Subtotal					111	140	251	3.4
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.7
	Zone 3 Subtotal					73	122	195	2.7
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.3
	Zone 4 Subtotal					166	223	389	5.3
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.8
	Zone 6 Subtotal					80	55	135	1.8
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.2
	Zone 8 Subtotal					160	144	304	4.2
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	62.00	119.00	62	119	181	2.5
	Zone 11 Subtotal					62	119	181	2.5
12	China Shippi	1.00	China Shipping	223.00	283.00	223	283	506	6.9
	Zone 12 Subtotal					223	283	506	6.9
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	38
	Zone 13 Subtotal					1456	1325	2781	38.1
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.7
	Zone 14 Subtotal					217	127	344	4.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.0
	Zone 21 Subtotal					98	51	149	2.0
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
	Zone 22 Subtotal					265	265	530	7.3
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.7
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
	Zone 23 Subtotal					277	277	554	7.6
TOTAL						3631	3669	7300	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	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	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	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	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	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	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	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
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.337	A	xxxxx	0.524	+ 0.187 V/C
# 23 Alameda St / Anaheim St	B	xxxxx	0.606	B	xxxxx	0.696	+ 0.090 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.472	A	xxxxx	0.581	+ 0.108 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.494	C	xxxxx	0.726	+ 0.232 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.297	A	xxxxx	0.434	+ 0.137 V/C
#212 Navy Way / Seaside	A	xxxxx	0.577	C	xxxxx	0.710	+ 0.133 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): 0.524
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	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	42	52	10	14	38	103	94	381	49	11	349	15
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	50	62	12	17	46	124	113	457	59	13	419	18
Added Vol:	16	32	32	23	50	47	68	361	25	50	276	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	94	44	40	96	171	181	818	84	63	695	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	94	44	40	96	171	181	818	84	63	695	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	94	44	40	96	171	181	818	84	63	695	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	94	44	40	96	171	181	818	84	63	695	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	0.26	0.74	1.00	1.00	1.81	0.19	1.00	1.89	0.11
Final Sat.:	973	1383	645	390	1110	1500	1500	2721	279	1500	2833	167
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.09	0.11	0.12	0.30	0.30	0.04	0.25	0.25
Crit Vol:	66					171	181					368
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): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	1	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	7	255	408	11	191	123	78	631	14	286	761	31
Growth Adj:	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38
Initial Bse:	10	351	561	15	263	169	107	868	19	393	1046	43
Added Vol:	1	286	70	0	232	0	0	32	10	69	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	637	631	15	495	169	107	900	29	462	1066	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	637	631	15	495	169	107	900	29	462	1066	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	637	631	15	495	169	107	900	29	462	1066	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	637	631	15	495	169	107	900	29	462	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	1.51	1.49	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2147	2128	1425	2850	1425	1425	4275	1425	2850	2740	110
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.01	0.17	0.12	0.08	0.21	0.02	0.16	0.39	0.39
Crit Vol:		423			15			300			554	
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): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	407	420	12	78	646	18	12	6	12	18	214	173
Added Vol:	66	24	16	337	42	0	0	66	0	37	255	200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	444	28	415	688	18	12	72	12	55	469	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	444	28	415	688	18	12	72	12	55	469	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	444	28	415	688	18	12	72	12	55	469	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	473	444	28	415	688	18	25	72	12	55	469	373
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	0.29	1.48	0.23	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	420	2106	324	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.02	0.15	0.24	0.01	0.03	0.03	0.04	0.04	0.16	0.26
Crit Vol:	237				344		12				234	
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): 0.726
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	308	26	222	8	11	31	40	440	122	59	374	6
Growth Adj:	1.20	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	314	75	91	231	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	31	389	10	13	37	48	842	221	162	680	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	842	221	162	680	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	31	389	10	13	37	48	842	221	162	680	7
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	470	31	389	19	13	37	48	842	221	162	680	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	0.38	0.62	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1500	111	1389	571	929	1500	1500	3000	1500	1500	2969	31
Capacity Analysis Module:												
Vol/Sat:	0.31	0.28	0.28	0.02	0.01	0.02	0.03	0.28	0.15	0.11	0.23	0.23
Crit Vol:	470					37		421		162		
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): 0.434
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	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	410	0		0	343	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	7	104		6	4	58		138	1018	0		31	626	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	1018	0		31	626	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	7	104		6	4	58		138	1018	0		31	626	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	7	104		6	4	58		138	1018	0		31	626	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.02	0.98	1.00		0.18	0.82	1.00		1.00	2.00	0.00		1.00	1.90	0.10	
Final Sat.:	32	1468	1500		268	1232	1500		1500	3000	0		1500	2847	153	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.07		0.02	0.00	0.04		0.09	0.34	0.00		0.02	0.22	0.22	
Crit Vol:			104			6				509				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): 0.710
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	114	0	694		0	0	0		0	1521	76		28	1410	0	
Growth Adj:	1.56	1.56	1.56		1.56	1.56	1.56		1.56	1.56	1.56		1.56	1.56	1.56	
Initial Bse:	178	0	1083		0	0	0		0	2373	119		44	2200	0	
Added Vol:	0	0	0		0	0	0		0	548	0		0	567	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	178	0	1083		0	0	0		0	2921	119		44	2767	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	2921	119		44	2767	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	0	0		0	0	0		0	2921	119		44	2767	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	2921	119		44	2767	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.08		0.03	0.65	0.00	
Crit Vol:	89						0			0				922		
Crit Moves:	****									****				****		

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Scenario Report

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

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 4

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	49.00	99.00	49	99	148	2.9
	Zone 2 Subtotal					49	99	148	2.9
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.6
	Zone 3 Subtotal					61	73	134	2.6
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.0
	Zone 4 Subtotal					170	238	408	8.0
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.0
	Zone 8 Subtotal					244	215	459	9.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.4
	Zone 11 Subtotal					60	61	121	2.4
12	China Shippi	1.00	China Shipping	247.00	162.00	247	162	409	8.0
	Zone 12 Subtotal					247	162	409	8.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.7
	Zone 13 Subtotal					524	740	1264	24.7
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.1
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
	Zone 21 Subtotal					26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
	Zone 22 Subtotal					126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
	Zone 23 Subtotal					540	540	1080	21.1
TOTAL						2479	2631	5110	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	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	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
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.402	A	xxxxx	0.532	+ 0.130 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.729	D	xxxxx	0.806	+ 0.077 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.596	B	xxxxx	0.668	+ 0.072 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.637	D	xxxxx	0.822	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.275	A	xxxxx	0.363	+ 0.088 V/C
#212 Navy Way / Seaside	C	xxxxx	0.733	C	xxxxx	0.795	+ 0.062 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): 0.532
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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	40	39	8		11	31	47		92	323	32		12	453	50	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	56	55	11		15	43	66		129	452	45		17	634	70	
Added Vol:	7	13	13		8	16	31		34	273	8		16	238	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	68	24		23	59	97		163	725	53		33	872	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	68	24		23	59	97		163	725	53		33	872	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	68	24		23	59	97		163	725	53		33	872	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	68	24		23	59	97		163	725	53		33	872	78	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.81	0.88	0.31		0.26	0.74	1.00		1.00	1.86	0.14		1.00	1.84	0.16	
Final Sat.:	1221	1310	469		391	1109	1500		1500	2796	204		1500	2754	246	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.06	0.05	0.06		0.11	0.26	0.26		0.02	0.32	0.32	
Crit Vol:	63						97		163						475	
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): 0.806
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	1	1	0 2	0	1	1	0 3	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	12	131	284		4	209	84		89	828	13		343	625	21	
Growth Adj:	1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75	
Initial Bse:	21	229	497		7	366	147		156	1449	23		600	1094	37	
Added Vol:	7	211	42		0	193	0		0	31	5		42	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	440	539		7	559	147		156	1480	28		642	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	440	539		7	559	147		156	1480	28		642	1131	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	440	539		7	559	147		156	1480	28		642	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	440	539		7	559	147		156	1480	28		642	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	1.35	1.65		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1922	2353		1425	2850	1425		1425	4275	1425		2850	2760	90	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.23		0.00	0.20	0.10		0.11	0.35	0.02		0.23	0.41	0.41	
Crit Vol:			326		7					493			321			
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): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	797	372	13	61	427	7	16	10	8	21	104	44
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	996	465	16	76	534	9	20	13	10	26	130	55
Added Vol:	32	23	11	287	20	0	0	57	0	18	152	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1028	488	27	363	554	9	20	70	10	44	282	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1028	488	27	363	554	9	20	70	10	44	282	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1028	488	27	363	554	9	20	70	10	44	282	170
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	27	363	554	9	20	70	10	44	282	170
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	0.40	1.40	0.20	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	573	1991	286	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.36	0.17	0.02	0.13	0.19	0.01	0.03	0.03	0.03	0.03	0.10	0.12
Crit Vol:	514				277		20				141	
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): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	206	20	72	6	14	10	17	292	289	172	300	1
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	288	28	101	8	20	14	24	409	405	241	420	1
Added Vol:	107	0	131	0	0	0	0	182	77	94	172	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	28	232	8	20	14	24	591	482	335	592	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	28	232	8	20	14	24	591	482	335	592	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	28	232	8	20	14	24	591	482	335	592	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	395	28	232	8	20	14	24	591	482	335	592	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	0.40	0.93	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	162	1338	600	1400	1000	1500	3000	1500	1500	2993	7
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.17	0.01	0.01	0.01	0.02	0.20	0.32	0.22	0.20	0.20
Crit Vol:	395				21				482	335		
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): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	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	287	0		0	264	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	10	25		22	7	104		60	603	4		66	746	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	603	4		66	746	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	10	25		22	7	104		60	603	4		66	746	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	10	25		22	7	104		60	603	4		66	746	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		1.00	1.99	0.01		1.00	1.96	0.04	
Final Sat.:	115	1385	1500		505	995	1500		1500	2979	21		1500	2945	55	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.04	0.01	0.07		0.04	0.20	0.20		0.04	0.25	0.25	
Crit Vol:	1						104		60					380		
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): 0.795
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 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 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	49	0	530		0	0	0		0	1467	71		106	1260	0	
Growth Adj:	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	353	0		0	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	0	1113		0	0	0		0	3434	149		223	2939	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	3434	149		223	2939	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	0	0		0	0	0		0	3434	149		223	2939	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	3434	149		223	2939	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.10		0.16	0.69	0.00	
Crit Vol:	51						0			858			223			
Crit Moves:	****									****			****			

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Year 2030 PM Peak - Alternative 4

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 4

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	39.00	48.00	39	48	87	1.3
	Zone 2 Subtotal					39	48	87	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.6
	Zone 3 Subtotal					67	110	177	2.6
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.4
	Zone 8 Subtotal					160	144	304	4.4
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.4
	Zone 11 Subtotal					56	108	164	2.4
12	China Shippi	1.00	China Shipping	193.00	244.00	193	244	437	6.3
	Zone 12 Subtotal					193	244	437	6.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	40
	Zone 13 Subtotal					1456	1325	2781	40.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.0
	Zone 14 Subtotal					217	127	344	5.0
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.2
	Zone 21 Subtotal					98	51	149	2.2
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.7
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
	Zone 22 Subtotal					265	265	530	7.7
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.0
TOTAL						3467	3440	6907	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	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	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	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	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	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	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
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.393	A	xxxxx	0.552	+ 0.159 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.771	D	xxxxx	0.845	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.525	B	xxxxx	0.604	+ 0.079 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.577	C	xxxxx	0.762	+ 0.186 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.347	A	xxxxx	0.456	+ 0.110 V/C
#212 Navy Way / Seaside	C	xxxxx	0.784	E	xxxxx	0.912	+ 0.128 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):			0.552									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	32			Level Of Service:			A									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0				
Volume Module:																
Base Vol:	42	52	10	14	38	103	94	381	49	11	349	15				
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40				
Initial Bse:	59	73	14	20	53	144	132	533	69	15	489	21				
Added Vol:	16	32	32	23	50	43	60	280	25	50	216	23				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	75	105	46	43	103	187	192	813	94	65	705	44				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	75	105	46	43	103	187	192	813	94	65	705	44				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	75	105	46	43	103	187	192	813	94	65	705	44				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	75	105	46	43	103	187	192	813	94	65	705	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	1.00	1.79	0.21	1.00	1.88	0.12				
Final Sat.:	995	1394	612	384	1116	1500	1500	2690	310	1500	2824	176				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08	0.11	0.09	0.12	0.13	0.30	0.30	0.04	0.25	0.25				
Crit Vol:	75					187	192				374					
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):			0.845									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	180			Level Of Service:			D									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Permitted			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 1	1 1	1	0 2	0 1	1	0 3	0 1	2	0 1	1 0				
Volume Module:																
Base Vol:	7	255	408	11	191	123	78	631	14	286	761	31				
Growth Adj:	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75				
Initial Bse:	12	446	714	19	334	215	137	1104	25	501	1332	54				
Added Vol:	1	225	62	0	185	0	0	32	10	63	20	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	13	671	776	19	519	215	137	1136	35	564	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	671	776	19	519	215	137	1136	35	564	1352	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	13	671	776	19	519	215	137	1136	35	564	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	671	776	19	519	215	137	1136	35	564	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	1.39	1.61	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08				
Final Sat.:	1425	1983	2292	1425	2850	1425	1425	4275	1425	2850	2740	110				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34	0.01	0.18	0.15	0.10	0.27	0.02	0.20	0.49	0.49				
Crit Vol:			482	19				379			703					
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): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 1		2	0 2	0 1		0	1 0	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	362	373	11		69	574	16		11	5	11		16	190	154	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	453	466	14		86	718	20		14	6	14		20	238	193	
Added Vol:	66	24	13		240	40	0		0	46	0		28	179	141	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	518	490	27		326	758	20		14	52	14		48	417	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	518	490	27		326	758	20		14	52	14		48	417	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	518	490	27		326	758	20		14	52	14		48	417	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	518	490	27		326	758	20		28	52	14		48	417	334	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		0.42	1.29	0.29		1.00	2.00	1.00	
Final Sat.:	2850	2850	1425		2850	2850	1425		594	1837	419		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.17	0.02		0.11	0.27	0.01		0.02	0.03	0.03		0.03	0.15	0.23	
Crit Vol:	259					379			14					208		
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): 0.762
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		0	1 0	1 0		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	308	26	222		8	11	31		40	440	122		59	374	6	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	431	36	311		11	15	43		56	616	171		83	524	8	
Added Vol:	81	0	100		0	0	0		0	249	59		73	186	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	512	36	411		11	15	43		56	865	230		156	710	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	865	230		156	710	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	512	36	411		11	15	43		56	865	230		156	710	8	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	512	36	411		22	15	43		56	865	230		156	710	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	0.08	0.92		0.38	0.62	1.00		1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1500	122	1378		571	929	1500		1500	3000	1500		1500	2965	35	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.30	0.30		0.02	0.02	0.03		0.04	0.29	0.15		0.10	0.24	0.24	
Crit Vol:	512						43			433				156		
Crit Moves:	****						****			****				****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
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	1	0 1	1	0	1	0 1	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	329	0		0	283	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	8	122		7	4	67		161	1039	0		36	613	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	1039	0		36	613	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	8	122		7	4	67		161	1039	0		36	613	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	8	122		7	4	67		161	1039	0		36	613	39	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.02	0.98	1.00		0.18	0.82	1.00		1.00	2.00	0.00		1.00	1.88	0.12	
Final Sat.:	32	1468	1500		268	1232	1500		1500	3000	0		1500	2820	180	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.08		0.03	0.00	0.04		0.11	0.35	0.00		0.02	0.22	0.22	
Crit Vol:			122			7				519				36		
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): 0.912
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 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	114	0	694		0	0	0		0	1521	76		28	1410	0	
Growth Adj:	2.12	2.12	2.12		2.12	2.12	2.12		2.12	2.12	2.12		2.12	2.12	2.12	
Initial Bse:	242	0	1471		0	0	0		0	3225	161		59	2989	0	
Added Vol:	0	0	0		0	0	0		0	520	0		0	546	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	242	0	1471		0	0	0		0	3745	161		59	3535	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	3745	161		59	3535	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	0	0		0	0	0		0	3745	161		59	3535	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	3745	161		59	3535	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.66	0.11		0.04	0.83	0.00	
Crit Vol:	121						0			0				1178		
Crit Moves:	****								****					****		

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China Shipping EIR
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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

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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	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	49.00	99.00	49	99	148	2.9
	Zone 2 Subtotal					49	99	148	2.9
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.6
	Zone 3 Subtotal					61	73	134	2.6
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.0
	Zone 4 Subtotal					170	238	408	8.0
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.0
	Zone 8 Subtotal					244	215	459	9.0
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.4
	Zone 11 Subtotal					60	61	121	2.4
12	China Shippi	1.00	China Shipping	247.00	162.00	247	162	409	8.0
	Zone 12 Subtotal					247	162	409	8.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.7
	Zone 13 Subtotal					524	740	1264	24.7
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.1
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
	Zone 21 Subtotal					26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
	Zone 22 Subtotal					126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
	Zone 23 Subtotal					540	540	1080	21.1
TOTAL						2479	2631	5110	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 4

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

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 4

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	0.442	A	xxxxx	0.572	+ 0.130 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.844	E	xxxxx	0.917	+ 0.072 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.695	C	xxxxx	0.768	+ 0.073 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.701	D	xxxxx	0.886	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.303	A	xxxxx	0.391	+ 0.088 V/C
#212 Navy Way / Seaside	D	xxxxx	0.811	D	xxxxx	0.873	+ 0.062 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): 0.572
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	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	56	55	11		15	43	66		129	452	45		17	634	70	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	62	61	12		17	47	73		142	497	50		19	698	77	
Added Vol:	7	13	13		8	16	31		34	273	8		16	238	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	74	25		25	63	104		176	770	58		35	936	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	69	74	25		25	63	104		176	770	58		35	936	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	74	25		25	63	104		176	770	58		35	936	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	69	74	25		25	63	104		176	770	58		35	936	85	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.82	0.88	0.30		0.26	0.74	1.00		1.00	1.86	0.14		1.00	1.83	0.17	
Final Sat.:	1231	1319	450		384	1116	1500		1500	2792	208		1500	2750	250	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.06	0.06	0.07		0.12	0.28	0.28		0.02	0.34	0.34	
Crit Vol:	69						104		176						510	
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): 0.917
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:	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	1 0	2	0	1	1 0	3	0	1	2 0	1	1 0
Volume Module:																
Base Vol:	21	229	497		7	366	147		156	1449	23		600	1094	37	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	23	252	547		8	403	162		172	1594	25		660	1204	41	
Added Vol:	7	211	42		0	193	0		0	31	5		42	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	463	589		8	596	162		172	1625	30		702	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	463	589		8	596	162		172	1625	30		702	1241	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	463	589		8	596	162		172	1625	30		702	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	463	648		8	596	162		172	1625	30		772	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	1.25	1.75		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1782	2493		1425	2850	1425		1425	4275	1425		2850	2759	91	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26	0.26		0.01	0.21	0.11		0.12	0.38	0.02		0.27	0.45	0.45	
Crit Vol:			370		8					542			386			
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): 0.768
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	996	465	16	76	534	9	20	13	10	26	130	55
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1096	512	18	84	588	10	22	14	11	29	143	61
Added Vol:	32	23	11	287	20	0	0	57	0	18	152	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1128	535	29	371	608	10	22	71	11	47	295	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1128	535	29	371	608	10	22	71	11	47	295	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1128	535	29	371	608	10	22	71	11	47	295	176
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	29	408	608	10	22	71	11	47	295	176
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	0.42	1.37	0.21	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	601	1948	301	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.44	0.19	0.02	0.14	0.21	0.01	0.04	0.04	0.04	0.03	0.10	0.12
Crit Vol:	620				304		22				148	
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): 0.886
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	288	28	101	8	20	14	24	409	405	241	420	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	317	31	111	9	22	15	26	450	446	265	462	1
Added Vol:	107	0	131	0	0	0	0	182	77	94	172	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	31	242	9	22	15	26	632	523	359	634	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	632	523	359	634	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	31	242	9	22	15	26	632	523	359	634	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	424	31	242	9	22	15	26	632	523	359	634	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	0.38	0.95	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	169	1331	571	1429	1000	1500	3000	1500	1500	2995	5
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.18	0.02	0.02	0.02	0.02	0.21	0.35	0.24	0.21	0.21
Crit Vol:	424					23			523	359		
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): 0.391
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	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	10	25		22	7	104		60	316	4		66	482	14	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	1	11	28		24	8	114		66	348	4		73	530	15	
Added Vol:	0	0	0		0	0	0		0	287	0		0	264	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	11	28		24	8	114		66	635	4		73	794	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	635	4		73	794	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	11	28		24	8	114		66	635	4		73	794	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	11	28		24	8	114		66	635	4		73	794	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		1.00	1.99	0.01		1.00	1.96	0.04	
Final Sat.:	83	1417	1500		496	1004	1500		1500	2979	21		1500	2943	57	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.05	0.01	0.08		0.04	0.21	0.21		0.05	0.27	0.27	
Crit Vol:	1						114		66						405	
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): 0.873
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	103	0	1113		0	0	0		0	3081	149		223	2646	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	113	0	1225		0	0	0		0	3390	164		245	2912	0	
Added Vol:	0	0	0		0	0	0		0	353	0		0	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	0	1225		0	0	0		0	3743	164		245	3205	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	3743	164		245	3205	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	0	0		0	0	0		0	3743	164		245	3205	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	125	0	0		0	0	0		0	3743	164		245	3205	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.66	0.12		0.17	0.75	0.00	
Crit Vol:	62						0			936			245			
Crit Moves:	****									****			****			

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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

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Year 2045 PM Peak - Alternative 4

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	39.00	48.00	39	48	87	1.3
	Zone 2 Subtotal					39	48	87	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.6
	Zone 3 Subtotal					67	110	177	2.6
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.4
	Zone 8 Subtotal					160	144	304	4.4
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.4
	Zone 11 Subtotal					56	108	164	2.4
12	China Shippi	1.00	China Shipping	193.00	244.00	193	244	437	6.3
	Zone 12 Subtotal					193	244	437	6.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	40
	Zone 13 Subtotal					1456	1325	2781	40.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.0
	Zone 14 Subtotal					217	127	344	5.0
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.2
	Zone 21 Subtotal					98	51	149	2.2
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.7
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
	Zone 22 Subtotal					265	265	530	7.7
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.0
TOTAL						3467	3440	6907	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	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	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	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	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	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	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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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	0.433	A	xxxxx	0.592	+ 0.159 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.867	E	xxxxx	0.942	+ 0.076 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.593	B	xxxxx	0.675	+ 0.082 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.635	D	xxxxx	0.820	+ 0.186 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.381	A	xxxxx	0.491	+ 0.110 V/C
#212 Navy Way / Seaside	D	xxxxx	0.872	E	xxxxx	1.000	+ 0.128 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): 0.592
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	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	59	73	14	20	53	144	132	533	69	15	489	21				
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10				
Initial Bse:	65	80	15	22	58	158	145	587	76	17	538	23				
Added Vol:	16	32	32	23	50	43	60	280	25	50	216	23				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	81	112	47	45	108	201	205	867	101	67	754	46				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	81	112	47	45	108	201	205	867	101	67	754	46				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	81	112	47	45	108	201	205	867	101	67	754	46				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	81	112	47	45	108	201	205	867	101	67	754	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	0.25	0.75	1.00	1.00	1.79	0.21	1.00	1.88	0.12				
Final Sat.:	1009	1400	591	381	1119	1500	1500	2687	313	1500	2827	173				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08	0.12	0.10	0.13	0.14	0.32	0.32	0.04	0.27	0.27				
Crit Vol:	81					201	205					400				
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): 0.942
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	0	0	0	0
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	3	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	12	446	714	19	334	215	137	1104	25	501	1332	54				
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10				
Initial Bse:	13	491	786	21	368	237	151	1215	28	551	1466	59				
Added Vol:	1	225	62	0	185	0	0	32	10	63	20	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	716	848	21	553	237	151	1247	38	614	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	716	848	21	553	237	151	1247	38	614	1486	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	716	848	21	553	237	151	1247	38	614	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	716	932	21	553	237	151	1247	38	676	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	1.30	1.70	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08				
Final Sat.:	1425	1857	2418	1425	2850	1425	1425	4275	1425	2850	2740	110				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.39	0.01	0.19	0.17	0.11	0.29	0.03	0.24	0.54	0.54				
Crit Vol:			549	21				416			773					
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): 0.675
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	453	466	14	86	718	20	14	6	14	20	238	193
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	498	513	15	95	790	22	15	7	15	22	262	212
Added Vol:	66	24	13	240	40	0	0	46	0	28	179	141
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	537	28	335	830	22	15	53	15	50	441	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	537	28	335	830	22	15	53	15	50	441	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	537	28	335	830	22	15	53	15	50	441	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	621	537	28	368	830	22	31	53	15	50	441	353
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	0.45	1.24	0.31	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	646	1760	444	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.02	0.13	0.29	0.02	0.02	0.03	0.03	0.04	0.15	0.25
Crit Vol:	310				415		15				220	
Crit Moves:	****				****		****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	431	36	311	11	15	43	56	616	171	83	524	8
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	474	40	342	12	17	47	62	678	188	91	577	9
Added Vol:	81	0	100	0	0	0	0	249	59	73	186	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	40	442	12	17	47	62	927	247	164	763	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	927	247	164	763	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	40	442	12	17	47	62	927	247	164	763	9
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	555	40	442	24	17	47	62	927	247	164	763	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	0.08	0.92	0.38	0.62	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1500	123	1377	569	931	1500	1500	3000	1500	1500	2966	34
Capacity Analysis Module:												
Vol/Sat:	0.37	0.32	0.32	0.02	0.02	0.03	0.04	0.31	0.16	0.11	0.26	0.26
Crit Vol:	555					47		463		164		
Crit Moves:	****					****		****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
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	1	0 1	1	0	1	0 1	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	329	0		0	283	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	9	134		8	4	74		177	1110	0		40	646	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	1110	0		40	646	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	9	134		8	4	74		177	1110	0		40	646	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	9	134		8	4	74		177	1110	0		40	646	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		1.00	2.00	0.00		1.00	1.88	0.12	
Final Sat.:	23	1477	1500		269	1231	1500		1500	3000	0		1500	2813	187	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.09		0.03	0.00	0.05		0.12	0.37	0.00		0.03	0.23	0.23	
Crit Vol:			134			8				555				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): 1.000
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 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	242	0	1471		0	0	0		0	3225	161		59	2989	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	266	0	1619		0	0	0		0	3549	177		65	3289	0	
Added Vol:	0	0	0		0	0	0		0	520	0		0	546	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	266	0	1619		0	0	0		0	4069	177		65	3835	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	4069	177		65	3835	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	266	0	0		0	0	0		0	4069	177		65	3835	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	293	0	0		0	0	0		0	4069	177		65	3835	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.00		0.00	0.00	0.00		0.00	0.71	0.12		0.05	0.90	0.00	
Crit Vol:	146						0			0				1278		
Crit Moves:	****								****					****		